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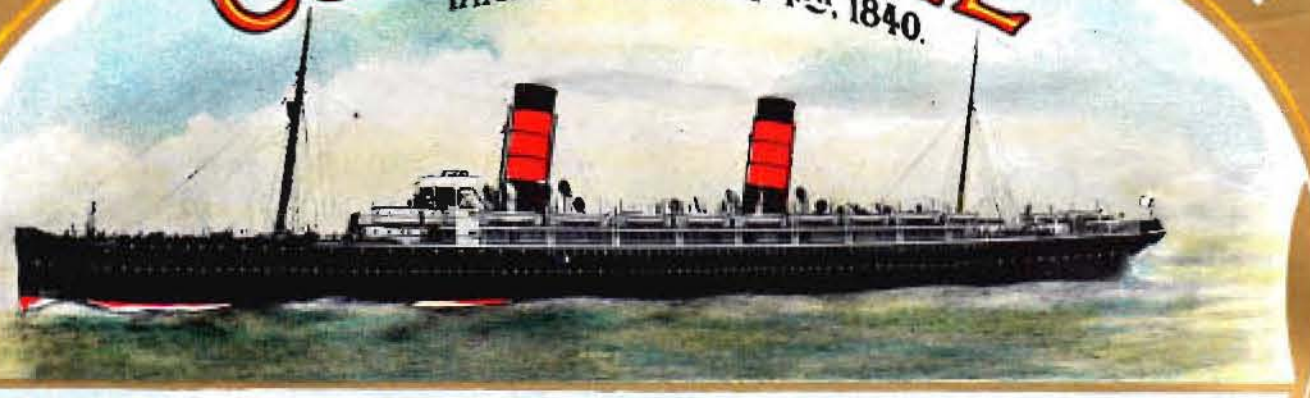

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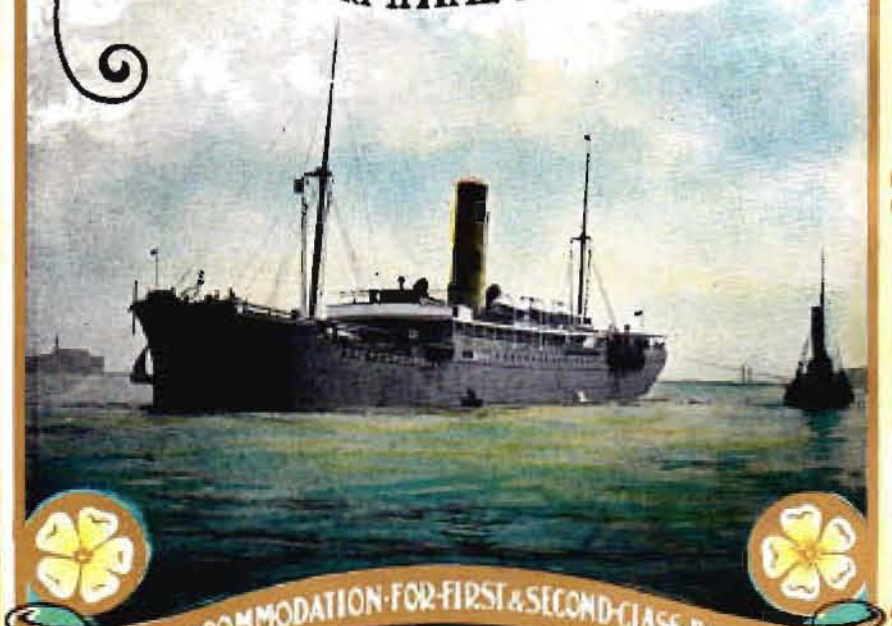

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9th May 1904

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SCOTLAND'S INDUSTRIAL SOUVENIR

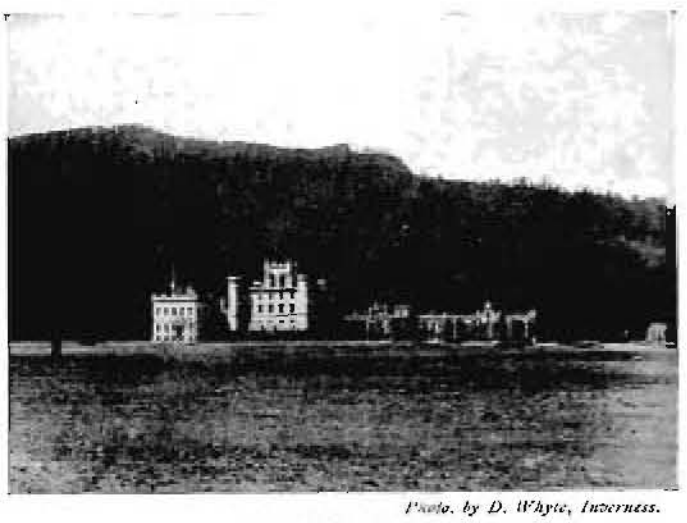


Photo. by D. Whyte, Inverness.

TAYMOUTH CASTLE,
The Seat of the Marquis of Breadalbane.
(Reached via the Highland Railway.)

different phases acquiring at times an almost unspeakable grandeur. As we write there rises before us the charms of many a wild out-of-the-world hamlet lying snugly on the slopes of some mountain, which rises gradually from the shores of a deep blue loch, while trees, and tiers of rugged peaks, lift themselves to the heavens on every side. Overhead is a pale British sky, in which float lazily and luxuriously white irridescent clouds, which at times fall like a cloak over the summits of the hills. Trees—the stately larch and pine—in the beautiful green of their new foliage seem to imitate the clouds in the softness of their outline. There are many such lovely pictures. Their description possibly varies with the seasons, but the beauty is ever there. In winter, spring, or summer Scotia is beautiful, in autumn she becomes glorious—radiant. Then the foliage assumes its variegated mantle, and the brilliant glaring crimson of one tree contrasts sharply with the gentle olive greens in its near neighbourhood; and so on everywhere, the leaves showing every shade of colour from red, through browns, yellows, to all kinds of green. There are many pictures so formed which no artist would dare to paint and be considered true to nature.

O SHADES of Scott, Burns, Carlyle, what a stupendous title! The very vastness of the subject seems to rob one of ideas, of words. . . . And yet it is not an array of volumes that is required, but—a short article.

. . . .

Scotland, Scotland! The very name is beautiful. It conjures up visions of home, visions of all that is lovely, all that is peaceful, romantic. One can almost smell in the name the fragrance of those grand old moors, those wild mountain passes where the timid deer stalks in his wild majesty, where one inhales to the utmost capacity of one's lungs an air unsurpassed throughout the whole wide world, and thanks God that one lives, lives. . . .

The scenery throughout the land is ever lovely, its

LOCH INCH, RIVER SPEY, KINGUSSIE. *Photo. by D. Whyte, Inverness.*
(Via the Highland Railway.)

Can this be part of that same Britain in which are the Potteries, in which is smoky Sheffield or coal-begrimed Newcastle? Hundreds and hundreds of miles of land and water seem to separate us from these places. The country cannot be the same; the animals are different, the people are different, the very language is different! Listen to those two old cronies exchanging platitudes about the weather—presumably—in their beautiful soft Gaelic.

A forty-mile ride in a coach—in Britain! There are surely railways. But no, not for this particular journey. It is a bright day, the sun shining merrily as we climb on the box seat and wrap a rug snugly round our legs. We seem to sink back to the time of our grandsires and quite expect the coachman to appear from the hostelry in large grey beaver hat, in coat trimmed round with tucks, and in gaiters with large pearl buttons. It is a magnificent country we drive through, wild and uncultivated. Now, we slowly climb by steep circuitous route to the summit of a range of hills, and gallop down to the level of a smiling loch, whose shores are fringed with brown and yellow seaweed. Occasionally a seal is to be seen basking in the sun, thoroughly enjoying his sleek, shiny self. Herons stand lazily on the round, smooth stones. Again we glide through some narrow precipitous pass with a steep wall of rock on one side, and on the other a deep chasm, in whose depths rushes some mountain torrent. "Bunnies" in their myriads rush off at our approach, but partridges and pheasants, accustomed to the coach, feed without fear within easy gun-shot. Trout are to be seen in the clear streams, and at

Photo. by D. Whyte, Inverness.

DUNROBIN CASTLE, GOLSPIE.
The seat of the Duke of Sutherland.
(Reached via the Highland Railway.)

places a patient salmon fisher, wading waist deep in the water, tirelessly swishes back his line as it is carried away by the current. Nimble Highland sheep, with their coal-black faces, climb sure-footedly up the mountain side, rushing away in Indian file as the rumbling of the coach is brought to their ears. The pretty Highland cattle, scraggy and uncouth, gaze at us unconcernedly as we pass, or a calf rushes fitfully across the road in front of the leaders' noses, calling forth language—fortunately in non-understandable Gaelic—from the driver.

A passer-by is a rarity, cottages are scarce, railroads and electric trams have not been invented. We are in an age before such things, and it is delightful. Cannot we stay like this always? But a passing motor car recalls us with sudden emphasis to the fact that we are now in the twentieth century. The plunging horses, the swaying coach, the quivering car and its begoggled occupants, all bring such an air of rude reality, possibly danger to life or limb, that our musings in a past century are completely dispelled, and for the rest of the journey one regards the vista of ever-changing scenery through the *blasé* critical eyes of a man of to-day.

Bonnie Scotland's scenery is made ten times, nay, a thousand times, more interesting than that of other climes by the romance that overhangs it. One district has been

Photo. by A. J. W.

ON LOCH AWE.

made immortal by Robbie Burns, whose personality shines forth from many places, and for the others his poems are responsible for their worship. Ayr, the native town of Robbie, will always be the Mecca of his pilgrims and the neighbouring country the delight of his admirers. There is the great English and Scottish Borderland, a region world-renowned in legend, in song, in story and in ballad; a region glorious in itself yet glorified all the more by the great genius of Sir Walter Scott. The very appearance of the country conjures up visions of some of those old border forays, when the strongest always held the upper hand and the weak were pushed under. Although those stalwart moss-troopers with whom Scott has familiarised us, and those stern, hard-hearted but brave wardens of the marshes now sleep their everlasting sleep by the lone hillsides of their native land, one can almost fancy their spirits still hover around. It is a district which instils feelings of most profound patriotism, so poignant is it of romance. The "Land of Scott," the country which is the scene of so many of the exploits which the great "Wizard of the North" describes in his writings, swallows up a large portion of the southern part of Scotland, including in its embrace the beautiful Trossachs with its large gleaming lochs and high mountains, so grandly, superbly described in the "Lady of the Lake," and the long range of Grampian Hills, stretching northwards from Callendar to Aberfoyle. The country pans out one huge collection of hills with no leading cleft, with no wide opening of any kind among them. In their midst are lochs with little wooded islands rising from the still, shiny surface of the water or with bold, rocky promontories projecting from the shores. Near at hand is lovely Aberfoyle, teeming with many memories and forming an attractive complement. There are the beautiful Western Islands, which bring the sea into their picturesque expositions—in fact the whole of the rocky west coast of the mainland presents a glorious panorama. The country around Dumfries, with its marvellous Abbeys and Castles, and its memories of Bruce,

Photo. by T. & R. Annan & Sons, Glasgow.

BRODRICK, ISLAND OF ARRAN.
(Via Ardrossan, reached by the G. & S.W.R.)

Scott, Burns, and Carlyle, is typical of the Lowland scenery. But besides these districts, whose fame has been added to by the pens of Scotland's illustrious writers—and such districts are too many to be mentioned here—there stretches throughout the whole country such a wealth of historical romance that there seems not to be a corner in the whole of the country which cannot show some memento or site of interesting occurrences of a past age. The Scots have ever been a warlike race, and if not combined in fighting some common foe, the clans were ever at war one with the other. Battlefields, in consequence, abound—looking very ordinary now-a-days, the only thing recalling the bloody scene enacted there in a byegone century being probably a rude stone cairn. Bannockburn, when last we saw it, was producing a most excellent crop of potatoes! The mention of that historic field brings to mind Stirling, a town boasting a plethora of historical happenings. From the ramparts of its noble castle no less than seven battlefields can be seen, including some of the most notable ever fought on Scottish soil. A more eligible site for a castle and palace than that at Stirling is impossible to be imagined. The view is magnificent, the historical associations add to its interest, and it is hard to believe that so much bloodshed and misery could have taken place in a district which looks so peaceful, smiling and happy.

DUNCRAIG, STROME FERRY. *Photo. by D. Whyte, Inverness.*
(Via the Highland Railway.)

ON LOCH AWE. *Photo. by A. J. W.*

Now we have reached by chance the subject of towns, we must perforce stay there, for space is running out, and, —good heavens! there are hundreds of subjects as yet not touched upon. Scotland is not a country of large towns, there are only two which can be so called: Glasgow, the second city of the Empire, comes first, and Edinburgh, that most majestic of capitals, second; the rest are, comparatively, nowhere. Dundee makes a bad third in point of size, and Aberdeen, now running an almost neck and neck race with Dundee for this tertial position, at present ranks fourth. To say a town is small is, we think, by no means derogatory. It is its beauties, its appearance, its picturesqueness, its condition, that appeal to the ordinary individual rather than its dimensions or population statistics. What Scottish towns lack in size they fully compensate for in their attractiveness. The country boasts absolutely no towns which can be called ugly or dirty; places to be avoided, where the sun never appears to shine, where the very inhabitants look despondent and miserable. Ah! there are many such in the world!

There is not a more majestic capital in the universe than Edinburgh, with its fine, handsome buildings and large ornamental monuments—the "Modern Athens" as it is sometimes termed. It is an old joke and a good one which the wealthy merchant princes of Glasgow have against the autocratic inhabitants of Edinburgh—"Your city may be the Capital," say they, "but ours provides all the capital." There has ever been a little friendly jealousy—but is such a condition possible?—between the two cities. Edinburgh always was a "show place," though industrially it is now coming more to the fore than it has done for a long time. Glasgow is the city of commerce, where all is bustle and hurry, where are crowded streets, where is the incessant rattle of machinery, where huge shipbuilding yards line the river banks and tell of activity and noise within their confines. It is a marvellous city, a wonderful sight. The Scotsman is at all times earnest, whether at work or play, and in Glasgow his earnestness at work is at once striking and pleasing. In Edinburgh he goes about his business with the same characteristic earnestness, but it is tinged with a certain independent ease, and there is little of the fearful rush which the Glasgow man adopts.

In striking contrast to Edinburgh stands Aberdeen. Where in the capital city appears all that ornamental architecture can produce, in Aberdeen are unadorned buildings of hard granite, not, however, unattractive; in fact, far from it. They, indeed, present such an appearance of solidity, worth, and absolute permanance that one can imagine the same buildings still standing, being viewed in open-mouthed wonder by tourists in distant eras to come. In the fine buildings of Aberdeen, and the rapid growth of the city, there is now to be seen a prosperity which the

Photo. by A. J. W.

KYLTRA, CALEDONIAN CANAL.

Photo. by D. Whyte, Inverness.

COULIN FOREST, ACHNASHELLACH.
(Via the Highland Railway.)

good business foresight of its citizens, their industry and perseverance, have brought triumphantly to a head. The city is entirely built of granite, which, cold in appearance at times, yet at others presents an altogether unreal and fairylike spectacle. Just after a storm in the summer, when the sun, breaking away from the clouds, shines brightly on the wet granite, the dripping raindrops catch the rays and flash into myriads of sparks of light, like so many glittering diamonds. Balmoral, the home of our late Queen, stands up the Dee valley from Aberdeen, overshadowed by "Dark Lochnager." As McGillivray says, "Were it on a bog or on a sandbank it would be in one sense just as interesting. But it is a beautiful object in itself, and receives from the birch forest that stretches far around it an increase of beauty. Whether this be one of the finest sites on the Dee or not, it is yet by far the most interesting, and perhaps ever will be." Dundee, with its many beautiful streets, is a handsome town. And Inverness! What shall we say of Inverness, with its charming situation and pretty, leafy islands? Through the town flows the wide, clean river, in which youthful anglers fish with bated breath—this is not intended for a joke—and keen excitement. In the distance rise up massive mountains and cloud-capped peaks, which, with the pretty slopes of the town as a foreground, makes up a picture of wonderful richness and fascination. There is indeed such a fulness of life and beauty and magnificent effect that the scene cannot be fitly described. And then there is sylvan Perth, with its magnificent wooded neighbourhood, through which meanders the silvery Tay. Ascend Kinnoull Hill, the reward at the summit is far in excess of what is merited, the short, stiff walk is in itself so pleasant. The way winds spirally through the gratifying shade of flourishing larch and majestic Scotch firs, while glimpses are to be had at times of the glorious view at the journey's end. Graceful squirrels flit nimbly along the tree branches, and the exceeding peacefulness of the whole scene causes one to fling oneself in wild abandon on the green sward and gaze, unconscious of time or being, on the beautiful panorama that stretches out for many miles along the valley beneath. Far away stands Birnam, "as it stood when onward marched its dark portentous wood" to scare the murderous Macbeth. At the foot of the hill flows the glimmering Tay, broad and deep. All along its course keen anglers can be seen, and now and then a tiny flash of light proclaims that one of its finny treasures has been taken from its waters. An occasional steamer or heavily-laden ship adds to the scene of mercantile activity. We are told that the great natural beauty of the country was spontaneously acknowledged by the Romans under Agricola. "*Ecce Tiber! Ecce Campus Martius!*" said those admiring gentlemen. It was possibly intended for the very acme of praise, but everyone will agree with Sir Walter Scott's retaliation:—

> "But where's the Scot that would the vaunt repay,
> And hail the puny Tiber for the Tay."

It is only when other pilgrims arrive to gaze enraptured on the view that one is recalled from Elysium to the ordinary cares of existence, and one wonders if one has caught cold through being so long on the damp grass, etc.

But Perth, apart from its multitudinous attractions, will ever remain in our memory if for no other reason than we saw there enacted the most remarkable melodrama it is possible to imagine. The name of the play, something terrific; particulars of the plot, equally bloodthirsty and thrilling, have been lost in the mists of obscurity. There, nevertheless, remains in some remote brain-cell particulars of the fearful and wonderful disguises the hero donned to escape detention—and afterwards the (shudder) guillotine!—at the hands of a singularly inane body of French gendarmes, who for some mysterious reason were tracking down a civilian. There were many remarkable happenings in this remarkable play. Why does one remember a thing so utterly nonsensical and forget others so very much more important? The heroine exclaimed frantically, at decent intervals, in the traditional way of all heroines, "O why was I born beautiful?" She had certainly outlived it. Then two of the villains, at the curtain of two different acts, were killed, one by strangling, the other by a pistol shot, his body falling over a deep precipice into a river below. Yet both refused to die, and returned in succeeding acts to continue annoying the much-wronged and exceedingly fat hero. Please pardon the digression—Perth is entirely responsible.

There are many other towns exceedingly beautiful, each after their own fashion. Ayr, the city of Burns; Dumfries, "The Queen of the South"; Oban, with its magnificent bay; Galashiels, famous for its "Tweeds"; Hawick for its hosiery; Haddington and Kelso as agricultural centres; Melrose and its Abbey, immortalised in the "Lay of the Last Minstrel"; Paisley; Wick; Rothesay; and a great number more, besides all the tiny villages and hamlets so calm and peaceful, where the inhabitants enjoy to the full all the blessings of life, and where trouble rarely shows his ugly countenance.

Ask a Scotchman which he considers the prettiest county. He will, of course, tell you his own, and you may have to listen to a long rhapsody on its charms. At the finish, when you ask which he considers comes next in point of beauty, he will probably tell you Perthshire, and in doing so he will only echo the opinion of Scott. Forming part of that district which the pen of Scott's genius has invested with a poetic grandeur, there is no other county that shows at once so many different varieties of Scotch scenery. It embraces choice and romantic spots in the Highlands—wild, uncultivated moorlands, planted over at times with large tracts of larch and fir. In the Lowlands, the richness of scenery is agreeably varied by many beautiful woods. Perthshire contrasts desolate moors and dense woods teeming with animal life; towering mountains, bleak and cold, with fertile valleys cultivated to their utmost capacity. There are spacious lochs, long winding rivers, rushing torrents, gentle, rippling streams. The county presents so many different combinations that it may safely be described as typical of the inland scenery of Scotland.

Ah, well! if we have instilled into these brief notes some of Scotia's wild fascinations, its wonderful attractions and unparalleled beauty, our task has not been altogether unsuccessful. But to give an adequate description of Bonnie Scotland's manifold charms in a short article is, well—absurd! For everybody knows there is absolutely no place in the world like Scotland.

ALAN J. WOODWARD.

Photo. by D. Whyte, Inverness.

KILMORACK FALLS, BEAULY.
(Via the Highland Railway.)

EDINBURGH

From Information officially supplied.

IT has been said of Edinburgh, that like the pretty maid in the ballad, its face is its fortune. This is true, but it is not all the truth. The capital of Scotland has other attractions to the stranger than its picturesque general aspect, or the unequalled natural situation upon which it is built. The latter unquestionably is one of surpassing beauty. Few European towns can boast in their midst a castle rock, and ridge, and deep set valley of so striking a character, or a Calton Hill from which more glorious views of the surrounding country can be obtained, embracing as these do the grandeur of Arthur Seat and the Salisbury Crags, the mountain range of the Pentlands, the varied scenery of the Firth of Forth, with the Fife coast and the Lomonds beyond, and, on a clear day, the impressive panorama on the west of the distant Highland hills. These beauties have all been freely recognised, and pilgrims from across the Border, and from lands beyond the seas, have in ever increasing numbers turned their steps in the direction of Edinburgh to behold them. But it is not for that alone that Edinburgh is famous. Its public and domestic history is full of interest. It is a modern city with mediæval traditions and romantic associations which, despite the march of modern progress, still cling to it, which are dear to its own inhabitants, who are proud of them, and which captivate the attention of all who have imagination and heart. . . . Until King James VI. rode away to London, in 1603, to assume the Crown of England, the chequered events in the history of Scotland had to a large extent for centre the capital of the country, and even after that period, though life in Edinburgh was not so picturesque, especially subsequent to 1707, when the ancient Parliament of Scotland ceased to exist, and the nobility completed their exodus to London begun a hundred years before, yet within its walls many stirring scenes were enacted. What city in Christendom can show a street like the "Royal Mile" between the Castle and Holyrood, the Palace of the Stuart Kings, every house in which, almost every stone of which, has a legend or some historic name attached to it? What thrilling memories the mention of the name of Holyrood conjures up, especially those associated with its occupancy by Mary Stuart, Queen of Scots, whose ill-starred life and tragic fate are sufficiently interesting still to excite sympathy or controversy in the minds of all who read her painful story. With Holyrood her name is indissolubly linked, and it is about her that the stranger first asks when he visits the old palace. Edinburgh, however, does not live on her antiquities, major and minor, deeply engrossing as these are, or on the chequered history of the past. To a certain degree at least, for to put it stronger might be pronounced an unpardonable heresy, Edinburgh has interest as a modern city as well as an ancient burgh. Since the middle of the eighteenth century, when it broke through its tottering walls, which had resisted many an invasion of its "auld enemies of England," spreading itself over the pleasant fields which surrounded it, and entering on a path of improvement, the progress of Edinburgh in wealth, in population, and in influence among the cities of the Empire has steadily increased. Few towns have had such a galaxy of literary men of eminence associated with it. It has been the proud boast of Edinburgh that education has been its chief industry; the fame of her University and its unrivalled medical school, and the excellence and cheapness of the higher education provided in the city, have for many years attracted students from all parts of the world. It is the seat of the Courts of Law in Scotland, a circumstance which not unnaturally gives a certain tone to its society; its many public buildings have style and character; in Princes Street it boasts of one of the handsomest thoroughfares in Europe; its hotels are plentiful and of good repute, and on the whole, for Municipalities are only human, its civic affairs have been managed in a spirited and patriotic manner. Within the last quarter of a century, its municipal rulers, having recognised that the face of Edinburgh is one of its grandest assets, have striven in an intelligent manner to increase its attractiveness, and to promote in many ways the amenity of the city. Large sums of money have been spent on the water supply; on cleaning, lighting, and drainage work; in improving the means of communication within it; in beautifying its parks and gardens, and in endeavouring to make for all classes of the community, especially for the wage-earning section of the population, life more pleasant and agreeable within it. It is even more true of it now than when the national poet Burns wrote, in 1786, his

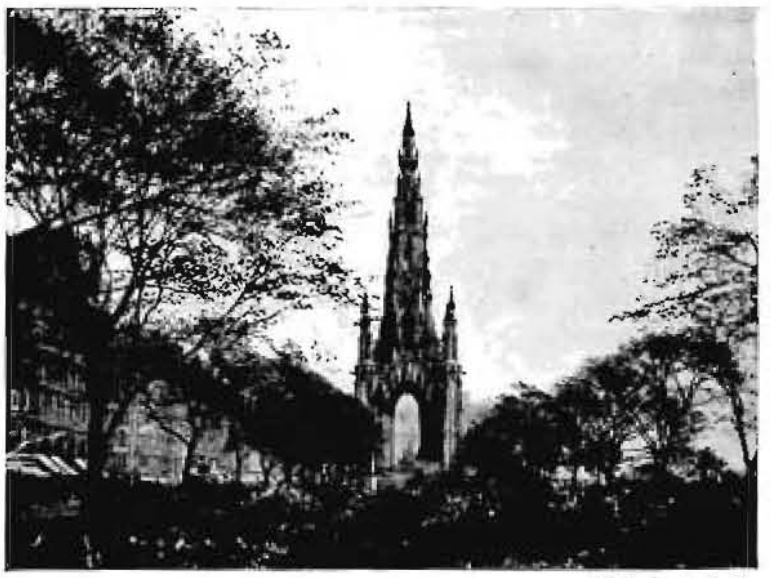


Photo. by A. J. W.

SCOTT MONUMENT, EDINBURGH.

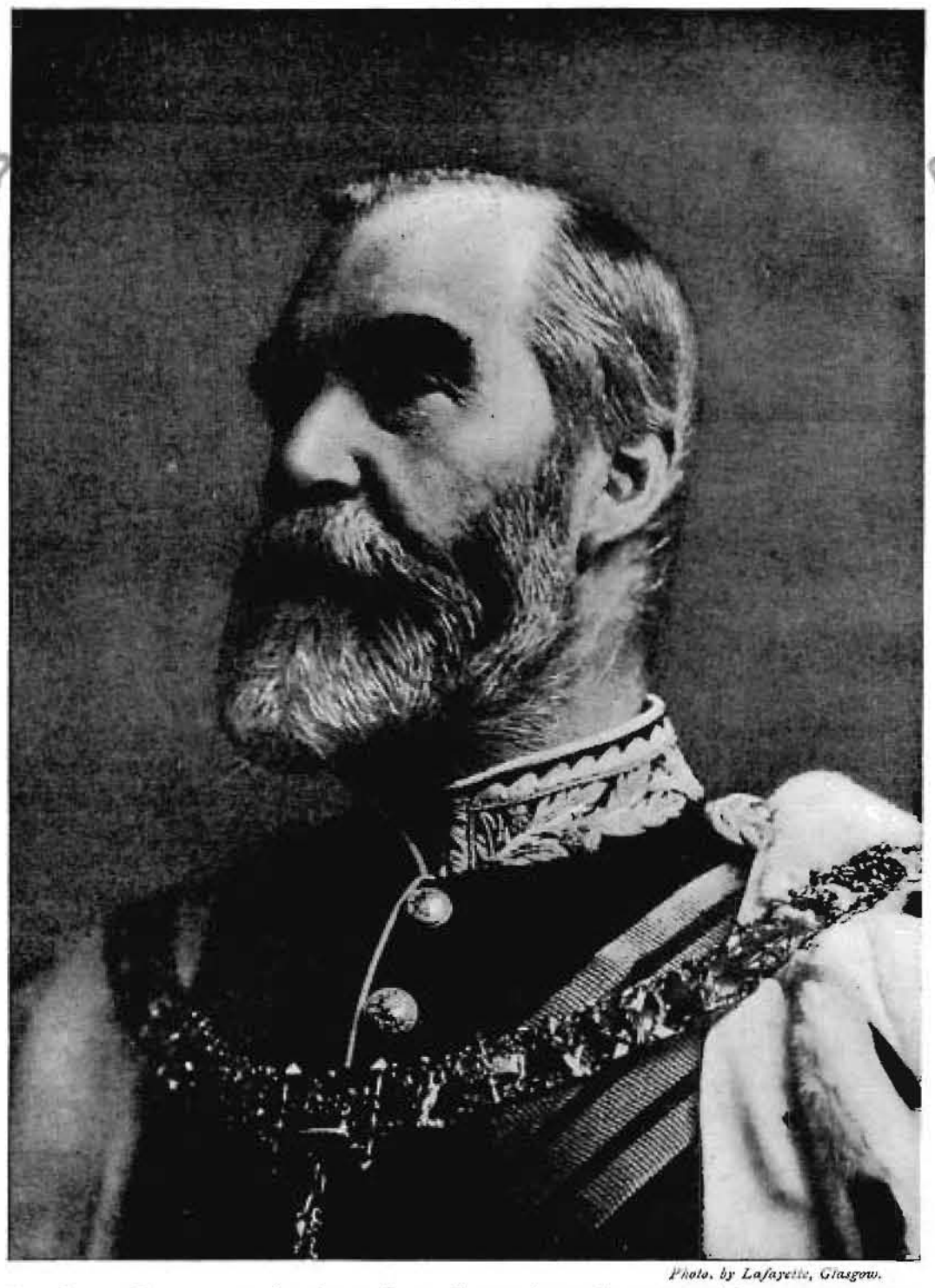


Photo. by Lafayette, Glasgow.

THE RIGHT HONOURABLE SIR JAMES STEEL BART., LORD PROVOST OF EDINBURGH, 1900-3.

famous address to Edina, on the occasion of his visit to it, when he says:—

"Here wealth still swells the golden tide
As busy Trade his labour plies;
There Architecture's noble pride
Bids elegance and splendour rise.

"Here Justice, from her native skies,
High wields her balance and her rod;
There learning, with her eagle eyes,
Seeks science in her coy abode.

"Thy sons, Edina! social, kind,
With open arms the stranger hail,
Their views enlarged, their liberal mind
Above the narrow rural vale.

"Thy daughters bright thy walks adorn
Gay as the gilded summer sky,
Sweet as the dewy milk-white thorn,
Dear as the raptured thrill of joy."

The historians of old Edinburgh carry the narrative back into the dim and shadowy past. The name of "Arthur Seat," given to the hill which rises so conspicuously on its eastern boundary, associates it and the district with the early Christian King Arthur, celebrated in poetic legend, who founded the Round Table and did battle with the heathen. If those who are interested in this theme will but go to the Calton Hill, stand near the foot of the Nelson monument, and look towards the Salisbury Crags, they will see at the bend of the cliffs a portrait of that great warrior monarch carved by Nature's own hand. The Castle of Edinburgh, of course, is the oldest part of the town. The rock would be taken possession of and fought for as a place of great strength by Picts and Scots, and a village of thatched houses would grow up around it. In the seventh century, Edwin, a Saxon monarch of Northumbria, whose kingdom extended from the Tyne to the Forth, built a fort on the rock, which became known as "Edwin's Burgh," and so the transition to the present name was easy of accomplishment. In the eleventh century the Lothians were ceded by the Kings of Northumbria to Scotland, and we know that the Castle was the Royal residence of Malcolm Canmore and his pious Queen Margaret, whose little Norman chapel is now the most ancient building on the rock. It was their son, David I., that founded the Abbey of Holyrood, the site of which at that time, if tradition speaks truly, was part of a dense forest giving shelter to the beasts of the chase. Though not yet recognized as the Capital, Edinburgh was a Royal burgh, and in the unsettled condition of the period was the scene of many sanguinary conflicts.

It was during the reign of the Stuart Kings that Edinburgh took its place as the foremost city in Scotland. As Wilson eloquently says, "It rose into importance with their increasing glory, it shared in all their triumphs, it suffered in their disasters, and with the extinction of their line it

seemed to sink from its proud position among the capitals of Europe, and to mourn the vanished glories in which it had taken so prominent a part." In that long period what dramatic events were enacted within its walls; connected with it what lurid visions rise up before the imagination which are still regarded with wonder and interest. After the assassination of King James I. at Perth, the Queen, taking her young son, fled to Edinburgh for refuge, and had him proclaimed King at Holyrood. He was the first Scottish monarch to be crowned there, an event which is now commemorated in a mural painting by Mr. William Hole, R.S.A., in the banquetting hall of the Council Chambers. To this monarch, and still more to his son, James III., the city owed many of its rights and privileges. It was in the reign of James II. that the first walls of Edinburgh were built, and in return for favours received, James III. granted the city its "Golden Charter." The Lord Provost and Magistrates were by that monarch

Photo. by the Photochrom Co., Ltd.

HOLYROOD PALACE, EDINBURGH.
(Edinburgh reached via the M. R. & N. B. Railways.)

created Sheriffs within their own jurisdiction. the city obtained the Superiority of the Port of Leith, and it was James III. who conferred important privileges on the craftsmen, and presented them with the famous banner known as "The Blue Blanket," still preserved by the Incorporated Trades. These Charters, frequently contested, and as persistently defended, were confirmed by, among others, James VI., and though many of their provisions have not the same force as formerly, they are still recognized as the bulwarks of the liberties of the city.

Under the chivalrous James IV. Edinburgh became famous as a place for knightly feats of arms, and began also to acquire a literary fame through the writings of Gavin Douglas and Dunbar. It was in this reign that the ill-fated battle of Flodden was fought; and of the ghostly summons at the Market Cross before the army, which included the Provost and many burghers, marched away, and of the terrified condition of the city when the news came of the defeat of the army and the death of the King, many vivid accounts exist. It was after Flodden that the city walls were extended, and part of the "Flodden" wall may still be seen at the Vennel and at Bristo Port. The scare the inhabitants then received effectually put a stop to all building outside the walls, and the city grew henceforth, not in breadth, but in height, as flat after flat was piled upon the existing houses to accommodate the increasing population. To this period, likewise, belong the creation of a permanent town guard. Hitherto the burghers took turn to "watch and ward"; now twenty men were appointed after Flodden as a standing watch for the gates and walls. During the next two reigns the city was scarcely ever free from turbulence and riot caused by the scheming of the nobles, the clash of faction and the deadly struggle which had commenced between the old and the reformed Faiths. There were days, however, of public feasting and rejoicing, as when James V. brought successively home his two French brides, or when Queen Mary came from France to wear for a brief period the Crown of Scotland; but for the most part the notable incidents of the time were of a tragic nature. The city was burnt by the Earl of Hereford; the same General, as Duke of Somerset, with the view of getting the infant Princess Mary into the hands of the English King, fought the battle of Pinkie and destroyed part of Holyrood, but was unable to take Edinburgh; and during the Regency of Mary of Guise the city was kept in a continual ferment of strife. It was in 1558, in consequence of the unsafe condition of the streets after dark, that the first orders were given for their being lighted. This was effected by the citizens hanging lanterns across the thoroughfares, and by magistrates' order these were kept burning from five in the evening till nine at night, it being thought that all good men and true should be indoors by the latter hour.

There were festivities again when King James returned to visit his Scottish subjects, and when King Charles I. was crowned, but in the reigns of the Charles' Edinburgh was generally in a disturbed state. Cromwell, after his victory at Dunbar, held the city for some time; in the next reign it had much to endure from the trial and barbarous executions of the Presbyterian Nonconformists. The Palace of Holyrood, which had been accidentally burned during the occupation of Cromwell, was rebuilt, much as we have it now, by Charles II., and became for a period the residence of the King's brother, the Duke of York. His presence there greatly enlivened Edinburgh society again for a time, and it is on record that it was he who first introduced tea into Scotland and gave it to the ladies attending at Holyrood as a great treat. There were riots in Edinburgh when the Darien scheme burst in 1689, and again in 1705, in connection with the passing of the Treaty of Union; and it must have been with a sad heart that the burghers saw the dissolution of the old Parliament of Scotland, which had so long sat in their midst, and had given no small importance thereby to the city. Edinburgh had

Photo. by Shaw, Edinburgh.

THOS. HUNTER, ESQ., D.L., W.S.
Town Clerk of Edinburgh.

little or no part in the Jacobite rising of 1715, but it was shaken to its core by the Porteous mob riot in 1736, which brought out, once more, the daring character of its populace. The Government of the day threatened the city with many pains and penalties, but they had not the nerve to carry them into effect. The history of old Edinburgh comes fittingly to a close with the events connected with the occupation of Holyrood after the Battle of Prestonpans by Prince Charles Edward Stuart and his Highland army. Time has now surrounded with a halo of romance the incidents and personages of that time so graphically depicted by the master hand of Scott in the pages of *Waverley*. Prince Charlie's army, as is well known, got into Edinburgh without any great show of resistance having been offered to

it, and for this the Lord Provost of the day was tried for treason, but was ultimately acquitted, while the Corporation patched up a peace with the Government by presenting the freedom of the city in a gold casket to the Duke of Cumberland on his return from Culloden.

The later history of our "Modern Athens" is tame and uneventful as compared with that of the centuries which preceded it. It is a record not of wars and of internecine strife, but of the development of the city along peaceful lines, and of the progress of the people in the art of governing themselves. This has been more marked since the Municipal Reform Act of 1833 swept away the old self-elected Corporations, and put the power of election into the hands of the whole body of tax-payers. It was towards the latter half of the eighteenth century that Edinburgh entered on this path of improvement under the enlightened guidance of Lord Provost Drummond, whom the city must ever regard as one of its greatest benefactors. The spanning of the valley of the Nor' Loch by the North Bridge, the building of the Royal Exchange (now the City Chambers), and the laying out of the new town were then promoted, and the construction of the South Bridge and other improvements shortly followed. To the period about the end of the eighteenth century and the beginning of the nineteenth, Edinburgh also owes a large number of its important public buildings. The clearing of the South Bridge especially involved the destruction of a large number of historical wynds and houses; and it has unfortunately been impossible under subsequent Improvement Acts to avoid laying low many bits of old Edinburgh which lent picturesqueness to the streets, and which one would gladly have seen preserved. But old buildings in the mass and modern ideas of sanitation come so sharply into conflict, that the former must go. If, however, the ancient buildings themselves do not remain, there are pictures of them existing. No town, perhaps, has had so many of its antiquities preserved in pictorial form as Edinburgh, and in the city museum there is an excellent collection, not only of paintings and engravings of old Edinburgh, but of articles associated with its ancient civic life.

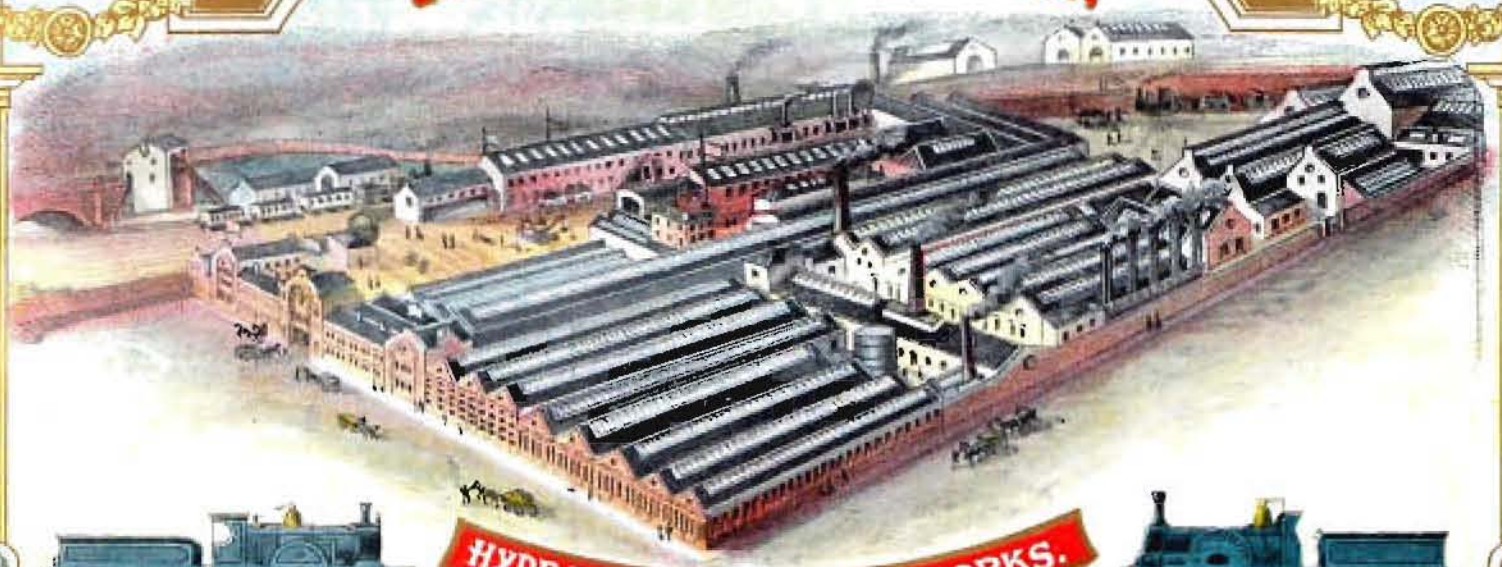
The present Town Council of Edinburgh consists of fifty members, of whom forty-eight are directly elected by the rate-payers in the sixteen wards into which the city is divided. The head of the Municipality at present is Lord Provost Sir Robert Cranston, who succeeded Sir James Steel, Bart., in November, 1903; the Town Clerk is Mr. Thomas Hunter, W.S.; and the holders of office in the Council include seven Bailies and the City Treasurer. The two members of Council not directly elected by the rate-payers are the Dean of Guild, who is appointed by the Guild Brethren of the City, and the Convener of Trades, who is elected by the Deacons of the old trade incorporations. The population of Edinburgh, if it has not increased by leaps and bounds, has shown a steady growth during the last century. In 1755 the number of people in Edinburgh and Leith, which were then conjoined for census purposes, was 57,195. In 1801 the population of Edinburgh and vicinity was 103,143; in 1821 it was 138,235, to which Leith contributed 26,000; in 1831 the census of Edinburgh alone was 133,692; in 1851, 191,303; in 1881, 222,059; in 1891 it was 269,407; while at the last census it stood at 316,837, and is now estimated at 327,441. The valuation of property within the burgh has in like manner steadily risen. During the period since the passing of the Valuation Act in 1854, the valuation of dwelling-houses, business premises, etc., and excluding such subjects as railways, tramways, gas, water, electric light, and so forth has augmented from £747,621 in 1855-6 to £2,664,388, the figure at which it stands in 1902-3; and it is noteworthy of Edinburgh that for purposes of local rating, 1d. in the £ brings in a revenue of about £11,000. The expenditure of the city of Edinburgh for the current year (1903-4) is estimated at about £620,000, of which the chief items are for Watching, £64,260; Lighting, £39,295; Cleaning, £55,630; Fire Engines, £10,045; Public Parks and Gardens, £11,170; Libraries, £11,090; Roads and Footpaths, £66,625. To the Edinburgh Town Council, and it is the experience of all large centres, the rate-payers now look for the discharge of a great many more duties than was formerly dreamt of, in the common interests of the community. Some of these, such as the care of the public health, have been expressly committed to them by statute. In this connection it is worthy of mention that the Corporation has just erected at Colinton Mains, about three miles from the centre of the city, a large and well-equipped hospital of six hundred beds for the more adequate treatment of infectious diseases. It has cost in all, in round figures, £350,000. His Majesty did the Corporation the honour of formally opening it in May, 1903. The Corporation, in conjunction with the Burgh of Leith, has the gas and water undertakings of the district under its control; and at present the Water Trust has on hand a great scheme which will cost a million and a half of money, to introduce a further supply of eight million gallons of water per day from the Talla, one of the tributary streams of the Tweed. There has also been installed this year, at a cost of about £700,000, a new gas works at Granton. It is somewhat remarkable that this should have been needed seeing that the Corporation of Edinburgh has laid down a splendid installation of electric light, by which the main streets and many of the better class of shops and houses are now lighted. The electric

GEORGE ANDERSON, ESQ.
Treasurer of the Bank of Scotland, and President of the Institute of Bankers in Scotland, and Acting Usher of the White Rod of Scotland.

Photo. by Photochrom Co., Ltd.

EDINBURGH CASTLE.
Edinburgh reached via M.R. and N.B. Railways.)

NEILSON REID & Co.,



HYDE PARK LOCOMOTIVE WORKS.

EDINBURGH EXHIBITION. 1886

PARIS EXHIBITION. 1889.

GLASGOW EXHIBITION
1901.

LONDON EXHIBITION. 1862.

PARIS EXHIBITION. 1900.

ESTABLISHED 1837.

OUTPUT 6000 LOCOMOTIVES

GLASGOW.

WALTER MACFARLANE & Co.,
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GLASGOW.

Photo. by A. J. W.

EDINBURGH CASTLE, PARADE GROUND.

light plant has cost up to date £800,000, and the annual revenue derived from the sale of light and power is now £110,000. The most recent example of Municipal enterprise was the acquisition of the tramways within the city. Purchasing the old horse tramways from the company in possession in 1894, the Corporation, after due deliberation, proceeded to adapt the lines to a system of haulage by cable driven from several large power stations, and to greatly extend them towards the suburbs. The cost reached about £1,250,000, on which the company now working the tramways pay 7 per cent. by way of annual rent. The cable cars have been subjected to a good deal of criticism, but this method of traction was deliberately adopted in preference to the overhead electric system in order to save the amenity of the streets of the city. Under pressure, the Council has also engaged in a scheme for supplying houses to the poorer classes of the community who had been dispossessed by the clearance of slum areas. Under this heading, for land and in buildings, the capital account stands at something like £190,000; but the result of the experiment has not been such as is likely to induce the Council to dip its hand further into the mortar tub. The Town Council of late years has also largely extended the area of the public parks and gardens. Blackford Hill, from which Marmion surveyed the panorama of the city and recounted its beauties in ever memorable lines, was purchased in 1884; the Braid Hills were acquired in 1888, and now form a most popular golfing resort and recreation ground for the citizens. For the North side Inverleith Park was bought and suitably laid out, and altogether no less a sum than £150,000 has been spent in acquiring public parks in the last twenty years. The annual expenditure by the Parks Committee has already been stated; it may, however, be noted that a considerable part of the sum in question has gone towards the adornment of the public gardens, especially those in Princes Street, which for taste and beauty are second to none in the kingdom.

Photo. by A. J. W.

OLD MARKET CROSS AND CITY CHAMBERS, EDINBURGH.

In Edinburgh, educational matters have ever taken a foremost place. The University, founded by Royal Charter by James VI. in 1582, though the youngest of the four Universities of Scotland, has been by far the most successful of them all. The fame of its halls has been world-wide, and especially has this been the case of its medical school, which has attracted students, literally, from the ends of the earth. For the growing requirements of that school handsome new buildings at Teviot Row and the Meadow Walk were erected and opened within the last twenty years at a cost of £200,000; and in December, 1897, there was gifted to the University by Mr. William McEwan, a wealthy brewer of the city who represented Central Edinburgh in Parliament until the General Election of 1900, a grand Academic Hall, upon which he had expended £115,000. In the domain of secondary education the Edinburgh Merchant Company has for the last thirty years done splendid work in their colleges for boys and girls, in which something like 6,000 pupils are educated. There are many other high-class schools in which education carrying the scholars forward to the portals of the Universities is given. For clerks, artizans, and others desirous of improving themselves there is the Heriot-Watt Technical College with day and evening classes, while the public elementary schools are in the hands of a capable body of teachers under the School Board. It may be said without fear of contradiction that no town in the kingdom offers better educational facilities at a moderate rate than does

Photo. by A. J. W.

GEORGE STREET, EDINBURGH.

Edinburgh, and to avail themselves of these, for they are open to all, many strangers annually take up their residence in the city. Note must also be made that Edinburgh is an important centre of the fine arts. It is the seat of the Royal Scottish Academy, which has produced many eminent painters; the National Gallery of Scotland enshrines a beautiful and valuable collection of pictures of the Italian, Dutch, English, and other schools; it has a handsome Portrait Gallery, which it owes to the munificence of the late Mr. J. R. Findlay, of *The Scotsman*; and its Museum of Science and Art is second to none in the kingdom outside of London.

Edinburgh, while not what might be called a commercial city in the sense in which the phrase is applied to such towns as Glasgow, Birmingham or Manchester, has not a few industries of which it has always been proud. Chief among these is its printing trade, which is still in a flourishing state. The first printing press in Scotland was set up in Edinburgh in 1507 by Walter Chepman and Andrew Myllar, two merchants to whom James IV. granted the exclusive privilege of practising the then recently discovered art. There have always been King's printers in Edinburgh since that time. The *Edinburgh Review* and *Blackwood's Magazine*, and the publication of Scott's novels, served, when the nineteenth century was young, to spread abroad the fame of the city as a printing and publishing centre. One of the most widely known books ever

issued from the Scottish press may be said to be *The Encyclopædia Britannica;* and the publications of Messrs. W. and R. Chambers, who were the pioneers of cheap literature, and of Messrs. T. Nelson & Sons, the latter also famed for their educational works, are also widely known. Engraving and lithography are two trades that had a firm hold at one time in Edinburgh, though the former in its line form has been greatly cut into by the photographic processses now employed in book illustration; and allied likewise to printing are the bookbinding and stationery trades, of which in the city are not a few firms of first-class importance. The newspapers of Edinburgh date from 1699. At present the *Scotsman* is the only daily morning paper published, and there are two evening journals, the *Evening Dispatch* and the *Evening News*. All three have a wide and increasing circulation. The manufacture of paper necessarily sprung up in connection with the growth

Photo by A. J. W.

THE FAMOUS CANNON, "MONS MEG."
On Edinburgh Castle Rock.

of the printing and stationery trades, and mills in the valleys of the Water of Leith and of the Esk have for generations been in active operation. With the paper-making industry in the district the name of Cowan is perhaps most widely associated.

Brewing and distilling have ever had an important place among Edinburgh industries. The "broustaris," or brewers, were recognized by the legislature of the country as early as the twelfth century, but at that time the brewing of ale seems to have been entirely in the hands of women. With the growth of the population the number of people engaged in the industry, male and female, was extended, and the sums derived from it, both for imperial and local revenues were very considerable; for in the days before tea, ale was an article of consumption in every household and at every meal. The Edinburgh breweries have long been famous for their ales and beers, and at the present time a large amount of capital is sunk in this business, which bulks largely among the commercial interests of the city. There are over twenty-five large and well-equipped breweries at present in operation in Edinburgh or in its immediate vicinity, for of late years, in order to be able to tap the abundant streams of underground water, out of which Edinburgh ale is chiefly made, and with which the neighbourhood abounds, a number of breweries have been removed to Duddingston, where also excellent railway facilities are provided for them by the North British Company on its suburban line. The brewing industry has naturally also given employment to a considerable number of men in the coopering and other allied trades. The actual number of distilleries in Edinburgh is not great, though it has in its midst two of the largest grain whisky distilleries in the world—the Caledonian and the North British, and there are two or three small establishments where Lowland malt whisky is made. In the city, however, there is a great concentration of agencies for all kinds of Highland and Lowland whiskies.

The craft of the Goldsmith and Silversmith was at one time of great importance in Edinburgh, though it may be feared that it is not so flourishing as it was before the days when people began to travel so much to London and Paris, and to make their purchases of jewellery and plate elsewhere than at home. The "pebble" or "Scotch" jewellery made in the city is still in great demand by tourists as souvenirs of Scotland, though even that has been imitated in inferior material in England. There have been many names of note connected with this honourable and artistic craft, notably that of George Heriot, who was Goldsmith to James VI., and followed his Royal patron to London. Coach-making has also had a home in the city for many years. The first coach-making establishment in Scotland was established in Edinburgh in 1696, and Edinburgh-built coaches have always been praised for their strength and elegance. Even the city cabs are better than those of most cities. There are still several large and important coach-making establishments in the city, the owners of which have shown their adaptability by taking up with spirit and success the making of "bodies" for motor cars for the home market. The tanning of skins and the manufacture of leather are trades of ancient origin. The skinners were incorporated in Edinburgh in 1586, but the industry flourished before that time. The city of Edinburgh has always been the chief seat of leather manufacture in Scotland, though in recent years it has been considerably affected by foreign competition. Glass-making, the manufacture of carpets and of tapestry, are other industries which have been associated with the city, and are still carried on in various factories. One of the most recent additions to Edinburgh industries is the manufacture of india-rubber. It is about half a century old to be sure, but it now includes two of the largest rubber works in the kingdom, possibly in the world. Among minor trades which flourish in the city may be mentioned the making of confectionery and chocolate, aerated waters, chemicals, and paint, and a considerable business is also done in the manufacture of electric light plant and fittings, to which the brass-making

Photo. by A. J. W.

PRINCES STREET AND SCOTT MONUMENT, EDINBURGH.

and engineering houses in the city have turned their attention. Within the past few years a goodly number of industrial establishments on a modest scale have been set up in the suburb of Gorgie, which is now a busy hive of work, and it is not unlikely that the number of such factories may increase owing to the fact that the Edinburgh Corporation, in an enlightened spirit, are selling electric power for motor purposes at a cheap rate, and that an abundant water supply can likewise be provided.

Edinburgh, on a summing up of the whole situation, may be said, without reserve, to be a prosperous and thriving city, which in the near future will still further increase in importance and influence both as an educational and manufacturing centre.

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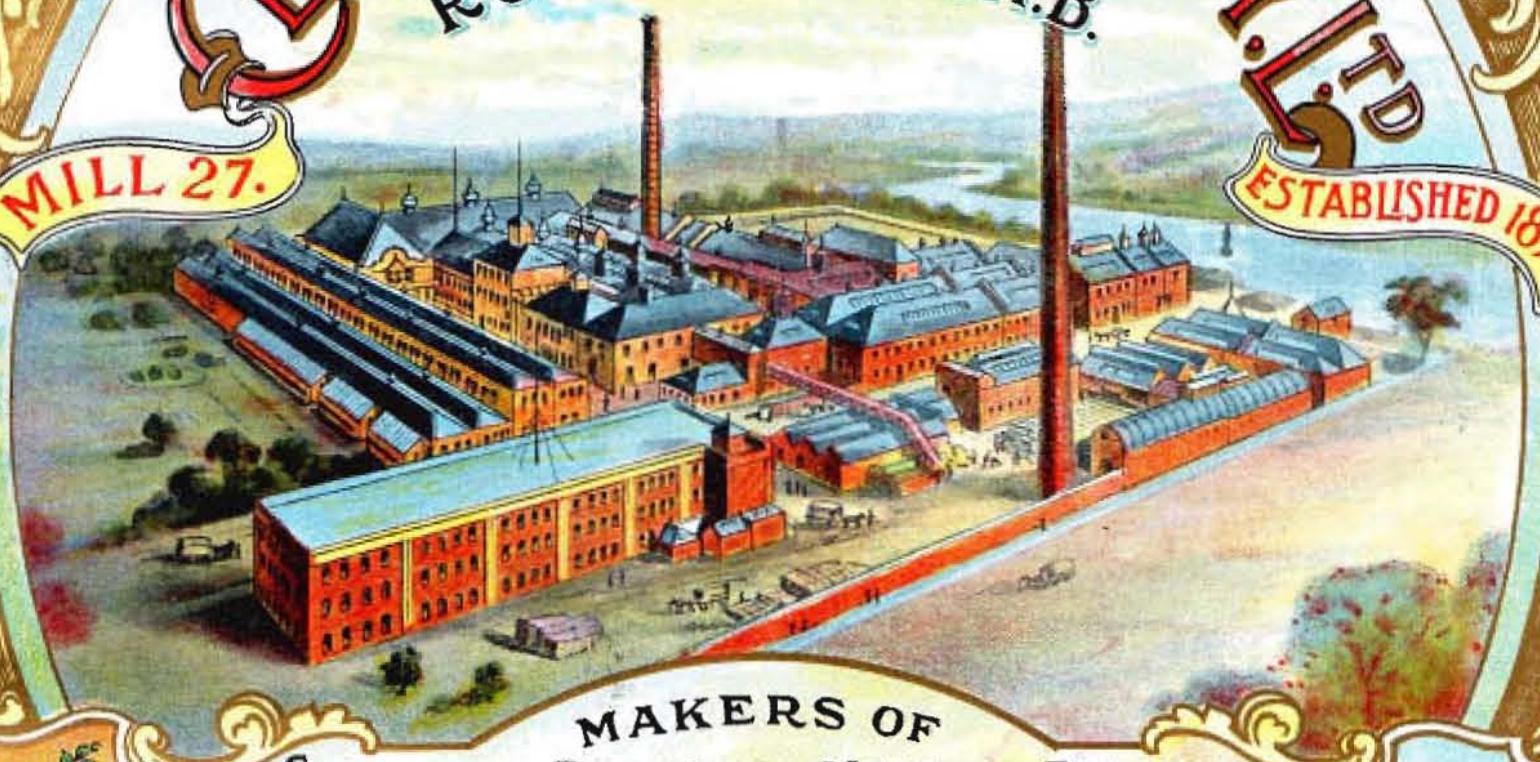

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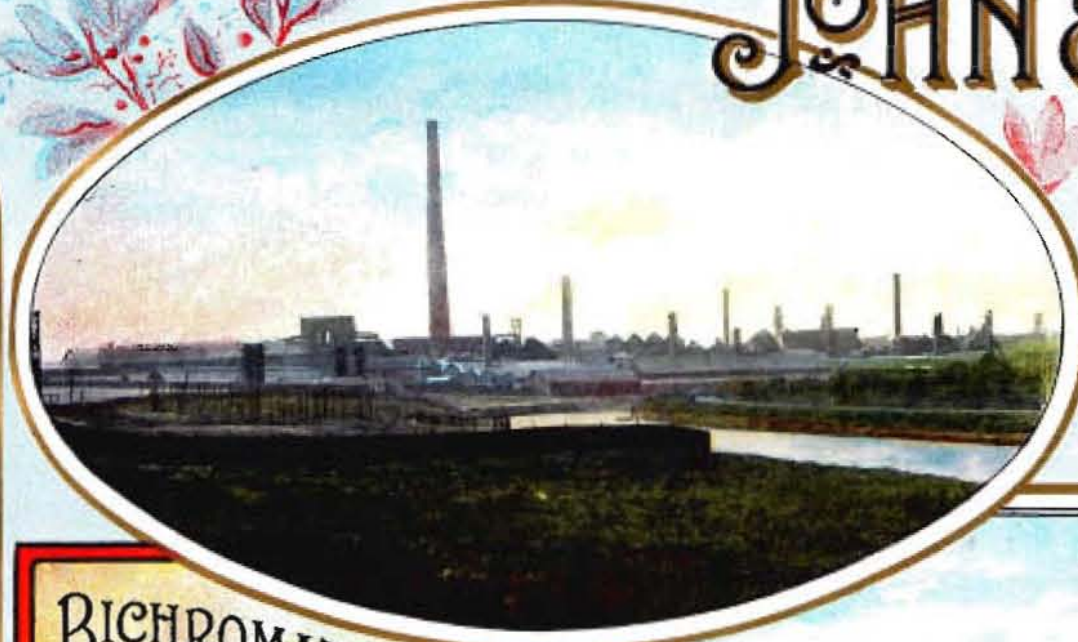

BICHROMATES of POTASH & SODA

·CRYSTALLISED·

As exhibited in GLASGOW INTERNATIONAL EXHIBITIONS OF 1888 & 1901.

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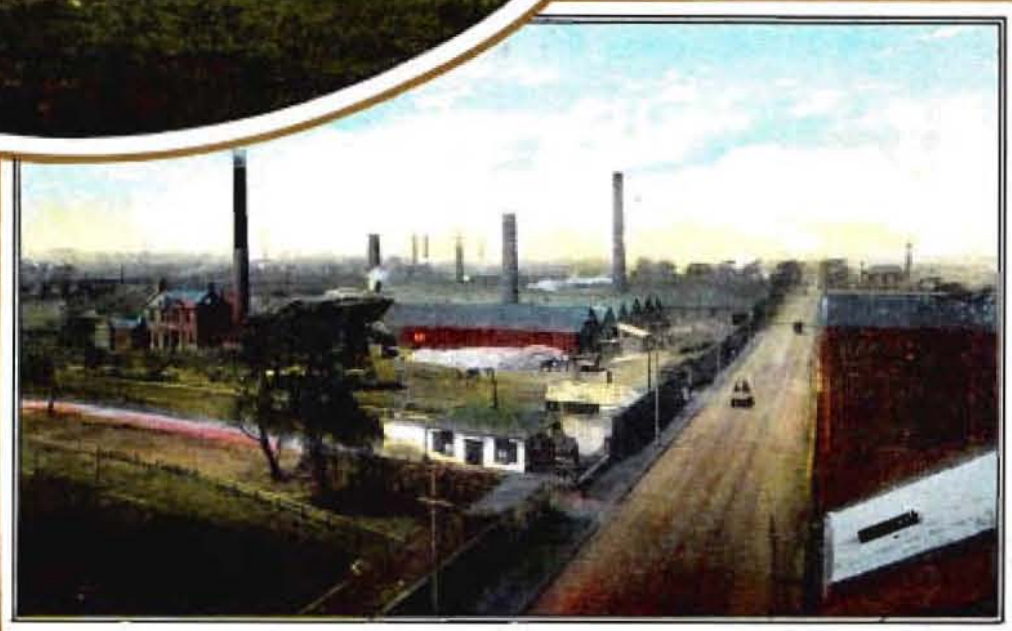

From Statistics Officially Supplied.

GLASGOW does not rest her claim to be regarded as one of the foremost and most progressive cities in the world upon the traditions of her past, nor does she retain her position as the second city in the British Empire in respect of her historical associations and her achievements in the cause of freedom and liberty. It is rather on her industrial and commercial eminence; on the growth of her civic spirit; and the enlarged activity she displays in municipal well-doing that she claims to be reckoned as a factor in the economy of the nations.

It is often stated that the Clyde is the secret of Glasgow's success, and to a very large extent that is true. The presence of the river and its immense possibilities undoubtedly suggested to the minds of the far-seeing citizens of a previous generation the utilization, in every direction, of the various avenues of enterprise which it opened up. From being a comparatively narrow and shallow stream, and the pleasant resort of the followers of Izaak Walton, it has become a great highway to the sea, bearing on its bosom not only the triumphs of engineering skill, but to distant lands the products of its multiform resources.

Photo. by the Photochrom Co., Ltd.

GEORGE SQUARE.
(Glasgow, via G. & S. W. R.)

It is ancient history to repeat that Glasgow is the cradle of the shipbuilding industry. The progress of that industry lies at the root of Glasgow's prosperity. Ninety years have elapsed since Henry Bell applied the principle of James Watt's steam engine to marine propulsion in the *Comet*. Watt and Bell were followed by Denny, of Dumbarton, who built the first steamer to travel on the open sea; by Robert Napier, who devised the surface condenser; by John Elder, who first applied the compound engine in screw propelled vessels; and Doctor Kirk, to whom the nation owes the marine triple expansion engine, which is still the heart of fast sea travel. The first four Cunarders were built on the Clyde, and during the two decades which saw the most startling development of the steam ship, it maintained almost unchallenged its superiority. Elder on the one side of the narrow, sluggish stream, and Thomson on the other, sent to sea, year after year, new champions to fight for the "blue ribbon of the Atlantic." Among these one may recall the Fairfield-built Cunarder *Arizona*, a vessel of 5,147 tons, and 450 feet in length, which marked a big advance in size and in the dimensions and power of her machinery. To beat her speed of seventeen knots, the Clydebank Company produced the *Servia*, a vessel 65 feet longer and 2,245 tons greater, and in the same year the other firm launched the *Alaska* (the original "greyhound of the Atlantic"), which reduced the passage from hemisphere to hemisphere down to seven days. Clydebank, after many attempts, improved this by their *City of Paris*, a vessel of nearly double the *Alaska's* power, bringing America within six days' journey.

The following statistics will speak more eloquently than any verbal elaboration of this part of the history of the city. In 1902 there were built on the Clyde 312 ships of 518,270 tons aggregate, and engines of 480,870 horse power, this being the greatest output in the history of the industry, and represents more than one-fifth of the world's total output in ships and marine engines, more than half of England's production, and four times that of Ireland. The Clyde produces 70,000 tons less than the American and German yards (until 1901 it excelled them), and 50,000 tons more than the contribution from the rest of the world. Every type of vessel is constructed on the Clyde. Besides building the same class of vessels as are built on the Tyne, the Tees and the Laggan, the Clyde builds fast channel

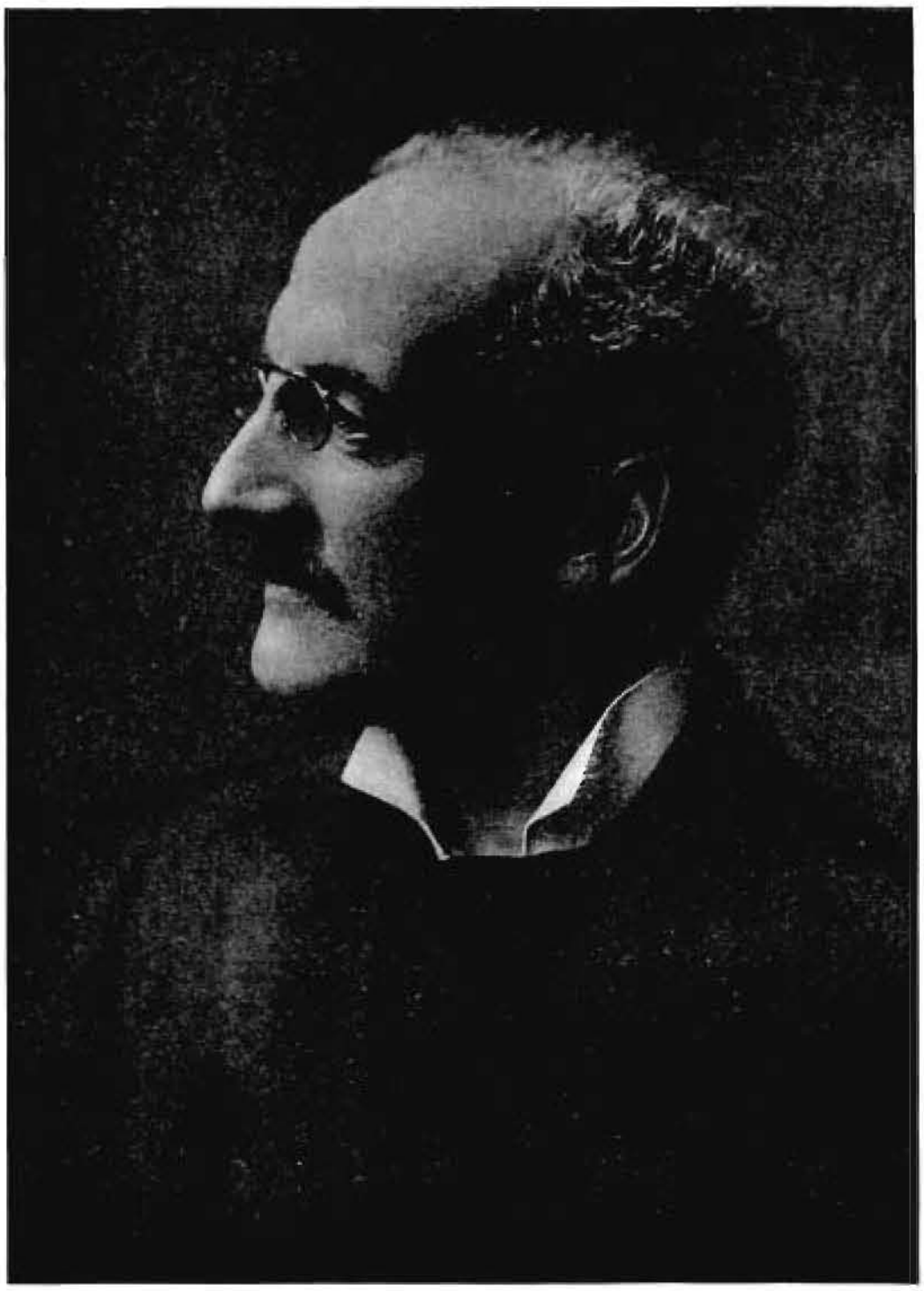

Photo. by Monapenny, Glasgow.

THE HON. THE LORD PROVOST OF GLASGOW.
(SIR JOHN URE PRIMROSE, BART.)

and river steamers, steam yachts, and other types. The British Admiralty is its best customer, and yearly it foots a bill of about £4,000,000. Some twenty years ago the Clyde built ships for most of the navies of the world, but now that every nation is its own ship maker, only Japan and Spain maintain their connection. In 1901 the Clyde's contribution to our fighting strength was about 60,000 tons —nearly the total contribution from the five royal dockyards. Turning to the ships of peace, one finds that with the exception of the White Star Line, every other British Company of importance comes here for new vessels. The Cunard connection has already been mentioned. Nearly the whole of the P. and O.'s new fleet was built here; the Castle Line, which ordered six vessels last year, and received them all within the twelve months, are regular buyers; the Royal Mail, the British India, the Orient, the New Zealand, the Furness, the Elder Dempster, the Pacific, the Nippon Yusen, Kaisha, Anchor, Allan, American, and the Danish American Lines to mention only the chief passenger companies, appear every year on the list. As to cargo vessels, the roll is quite as comprehensive. It includes every type, from the monster carrier of the China Mutual Company to the graceful four-masted sailing ships for the Anglo-American Oil Company's trade. Among the other Clyde-built craft may be mentioned in addition to numerous costly steam yachts, the dredgers, the cable ships, the beautiful South American coasting steamers, and the boats which one builder makes, but which never touch water until they reach the lakes in the interior of Africa.

It is impossible to estimate the importance of shipbuilding to Glasgow. About 25,000 men are engaged in the shipyards and marine engine shops, but indirectly it touches nearly every nerve of the city's activity. The value of the yards may be stated at £30,000,000. This, it is alleged, was the price mentioned by a keen business man and shipbuilder to an American agent who came recently to Glasgow to open negotiations for the purchase of the yards by an American syndicate, but the matter went no further.

If Glasgow were compared with other large ports, perhaps its most distinguishing feature is the comprehensive nature of its trading. The liner de luxe as the travelling public understand her in the *Oceanic*, the *Campania*, or the *St. Louis*, is not to be seen on the narrow Clyde, and the Cardiff citizen, accustomed to his miles of coal traders, will find disappointment here; still, if one were to spend a diligent morning in the docks, few types of the British mercantile marine would be found to be missing. The trans-Atlantic passenger steamers of the Allan and Anchor firms; the strange East Coastish lines of the Donaldson carriers; the curious turret-shaped ships of the Clan Company; the large bright-funnelled South American traders,

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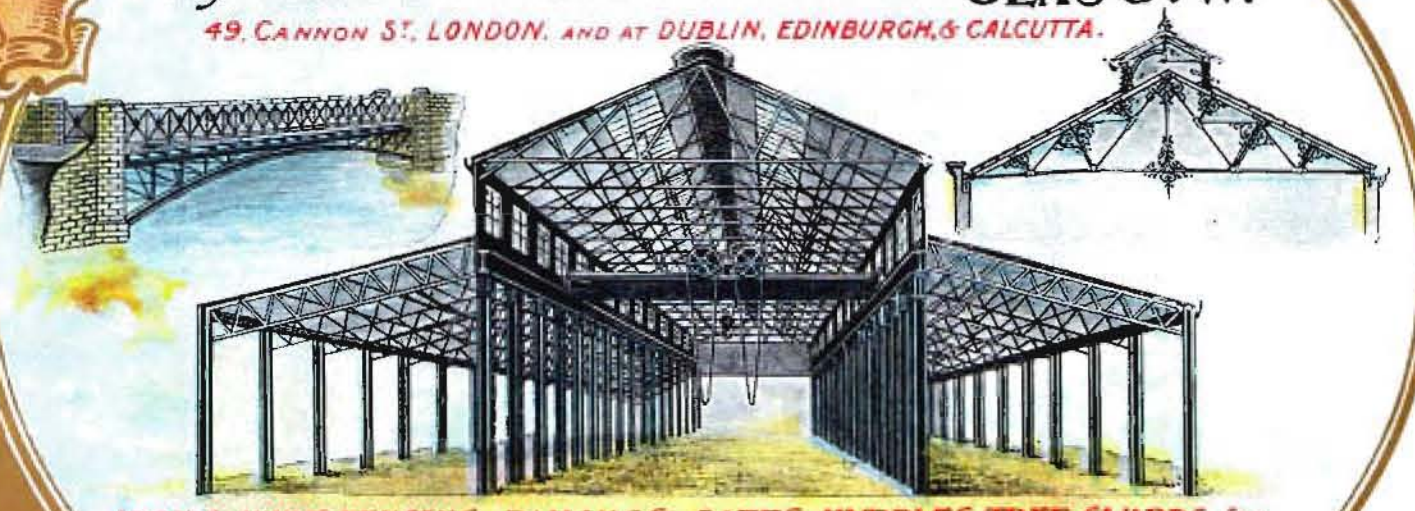

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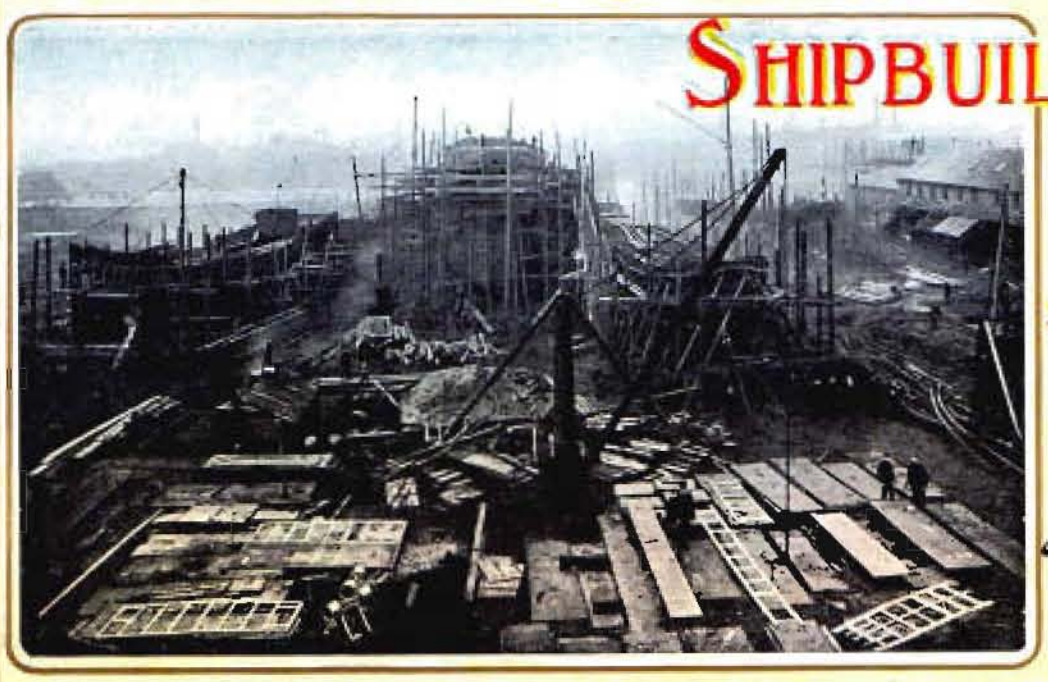

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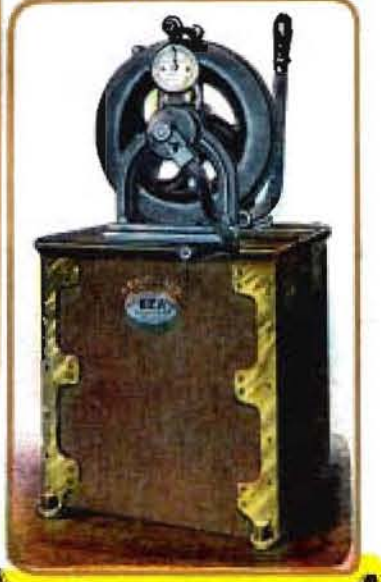

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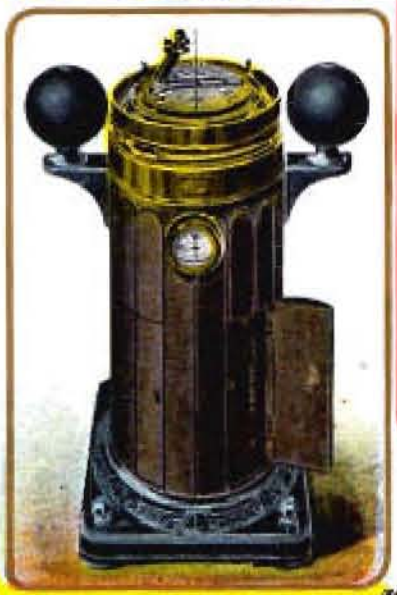

STANDARD COMPASS,
With Card lit from below.

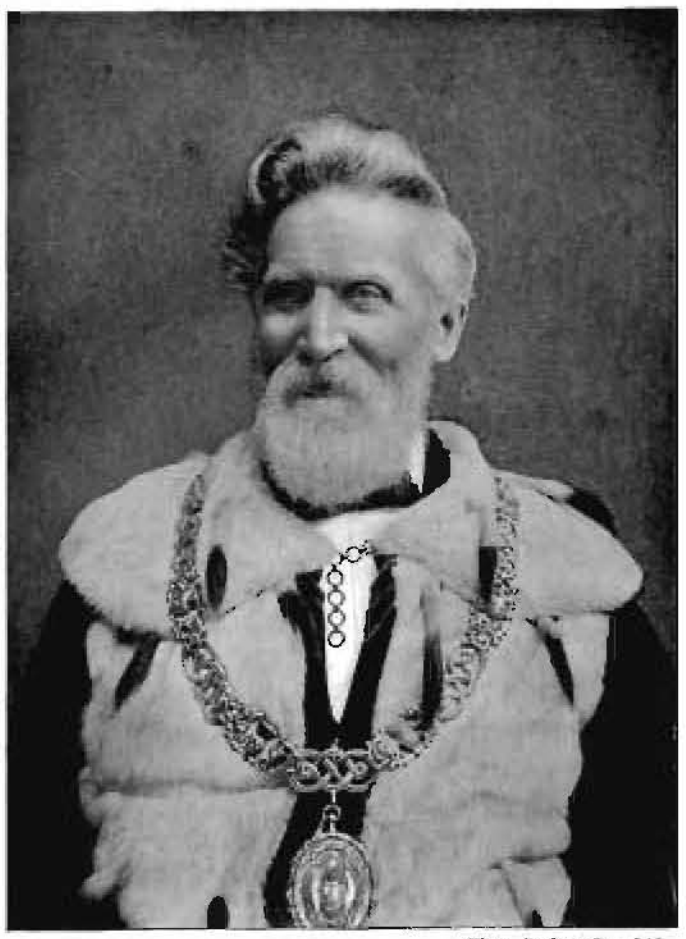

Photo. by Langfier, Ltd.
SIR SAMUEL CHISHOLM, BART., LL.D.,
Lord Provost of Glasgow. 1899-2.

bristling with derricks and samson posts; the China Mutual steamers, with their names in the script of far Cathay on their bows; the Loch Line sailing ships, which clip Australian records every season as keen as any "greyhound of the Atlantic"; the four-masted Frenchman for New Caledonia; the teak carrier from Rangoon; the auxiliary screw, laden with seal oil and skins from Harbour Grace; the nitrate barque from Chili; the City steamers from India and the Persian Gulf, are all found here. Then there are the squadrons of tramps which trade from Bilbao to the Clyde with ore and back again with coal, the Italian fruit boats, the stout cross-channel packets, the Highland steamers and top-sail schooners, and the hundred and one craft which congregate in the docks, all these serve to mark the harbour of Glasgow as a venue of no mean importance in the commerce of the world.

It is true that the Clyde below Glasgow is not a stream of sweet odours, but its effluvia is strongest in the nostrils of those who have never seen the river, and know of it only by hearsay; and the same energy of its citizens which has not only made this once shallow stream an outlet for a gigantic ocean trade, but the birthplace of a large proportion of the world's shipping, is now being devoted to purifying it of those malodorous properties which are the inevitable concomitants of an industrial population. A huge scheme of sewage purification is at present in progress, which, when completed, will convert the polluted river into its early state of pristine purity.

Apart from shipbuilding, the inhabitants of Glasgow identify themselves with nearly every modern industry. The steel and iron which make the ships, machinery, bridges, and engines, are wrought in the district. In and around Glasgow are ten ironworks, with over fifty blast furnaces. For over a century the west of Scotland has been famous as an iron-producing district. At one time it stood first in the world, and now it is second only to Cleveland, where the number of furnaces is over eighty. In 1801 David Mushat discovered that which went under the name of "wild coal," but which was really black band iron-stone, and in 1828 J. B. Neilson devised the "hot blast," which permitted the exploitation of the wealth of Lanarkshire. Messrs. William Baird & Company, who were the first to use the hot blast, own the largest manufactory in the district. In their Gartsherrie works they have twelve furnaces. Malleable iron followed the manufacture of pig iron, and the yearly output was over 100,000 tons. In Glasgow and neighbourhood there are over a dozen steel works, and these can produce each year a million tons of acid-open hearth steel. The Steel Company of Scotland, and the works of Messrs. Beardmore & Sons, whose 12,000 ton

Photo. by the Lord Provost, Sir John Ure Primrose, Bart.
TOMB OF ST. KENTIGERN.

Photo. by Hunter, Port Glasgow.
COL. J. DENNY, M.P., DUMBARTON.

Photo. by Lafayette, Ltd.
HUGH REID, ESQ., J.P., D.L.

Overtoun

Photo. by Bullingham, London, S.W.

LORD OVERTOUN, D.L.

hydraulic press and plant for armour making are among the sights of the district, being the most notable.

Locomotive building occupies an important place in the industrial prosperity of Glasgow, and within the last year the three principal firms, namely, Messrs. Neilson, Reid & Co., Messrs. Dubs & Co., and Messrs. Sharpe, Stewart & Co., combined their efforts in this direction, and are now known as "The Glasgow Locomotive Company, Limited." Some works are familiar by their own names, and some by the names of their masters. Sir William Arrol's vast workshops, which spread themselves over the eastern part of Glasgow, are of the latter class. The Forth Bridge, the many bridges of the Manchester Ship Canal, and the steel-work of the Tower Bridge over the Thames, are memorials of their activity. Another firm of which mention must be made is that of Messrs. P. & W. Maclellan, whose structure works have tinkered up the globe from Siam to Buenos Ayres.

In the making of chemicals Glasgow has achieved considerable renown. Since Sir Charles Tennant, in 1801, took out his patent for the manufacture of bleaching

Photo. by the Photochrom Co.

GLASGOW CATHEDRAL.
(Glasgow & S.W. Railway.)

powder, and founded the St. Rollox works, the industry has been one of the staples of the city. The formation of the United Alkali Company caused a redistribution of the business where large quantities of sulphuric acid and oil of vitriol are manufactured. The name of Lord Overtoun is renowned all the world over in many connections, particularly in respect of his interest in and benefactions to numerous religious and philanthropic institutions. He is the head of the firm of Messrs. John and James White, Chemical Manufacturers, whose works are at Shawfield, near Rutherglen.

In the northern portion of the city a large number of the industrial houses have pitched their tents. Situated in the flourishing suburb of Possil Park are the extensive iron-foundry and engineering works of Messrs. David King & Sons. Mr. John King, the present head of the firm, was the senior magistrate of Glasgow in 1901-1902. This is no sinecure, as any one at all conversant with municipal affairs is aware. He was elected to the office of senior representative of the Possil Park district in the Town Council in 1890. He was Chairman of Sanitary Committee, Chairman of Open Spaces Committee, &c., &c., Sub-Convener of Health Committee, also Member of Sewage, Water, Hospitals, Local Authority, &c., Committees, and public representative on the Council of National Registration of Plumbers, which has brought him and keeps him in touch with the most advanced sanitary questions of the day. In the year 1874 the firm was established by the late Mr. David King, Senior, and Mr. John King, as Artistic, Electrical and Sanitary Iron-founders. From its very inception the venture proved successful beyond expectation, and this particular firm is quoted as a typical example of the great progress and capabilities of Glasgow trade enterprise. Keppoch Hill,

Photo. by Maclure Macdonald.

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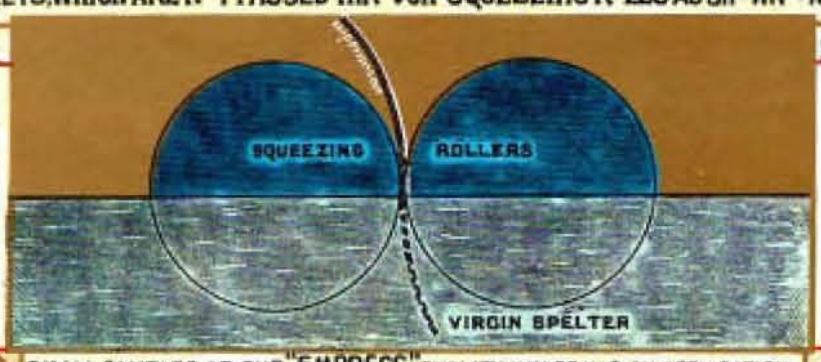

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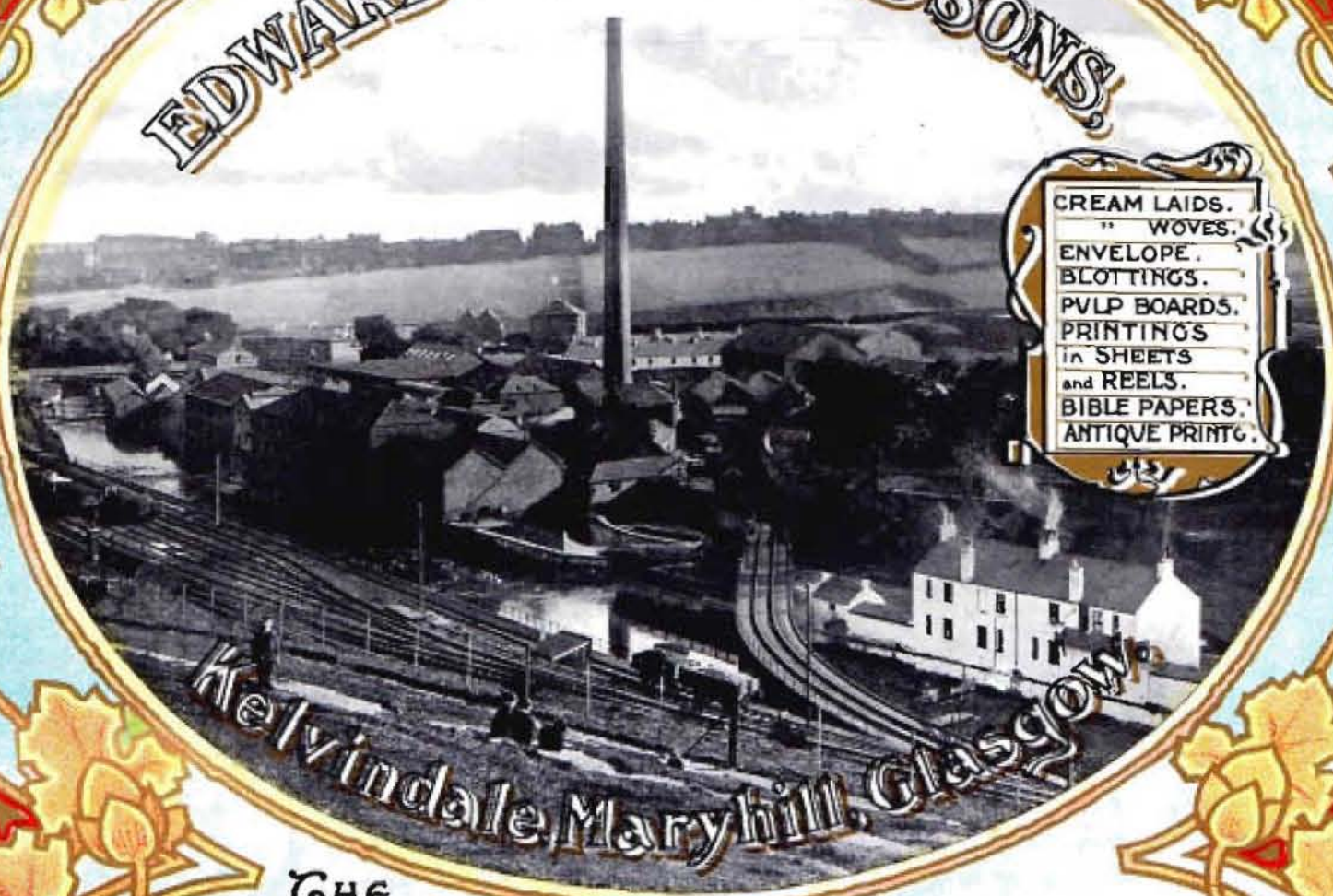

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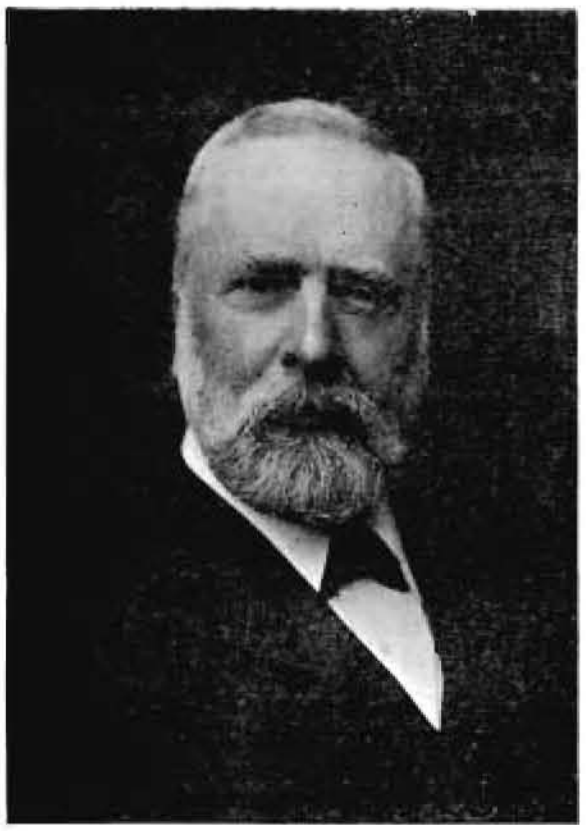

JOHN INGLIS, ESQ., LL.D.

the scene of the first operations of the firm, had to be abandoned through lack of room after only ten years' tenancy, when the present handsome works were erected. Still progressing, only two years ago it was found absolutely necessary to further extend, other two acres of ground being taken and covered by a large moulding shop. The special branch of manufacture to which the firm first turned its special attention was the production of hot-water pipes and fittings. Acquiring, one year later, the "Old Sun Foundry," a full equipment of patterns and plant for the supply of plumbers' goods, ornamental railings and gates, structural ironwork, &c., was thereby obtained. In 1890 another departure was made by including the manufacture of ranges, registers, and tiled grates, and also the supplying of all classes of ironwork required in the erection of buildings of every description. As before mentioned, a large moulding shop has recently been added, to facilitate the supply of castings for electrical purposes—pillars, bases, switch boxes, troughing, &c., and their output of casting in this department is amongst the largest, if not the largest, in the country. The growth of home and foreign business which this firm undertakes has been most remarkable, and they supply all departments of the Government—Post Office, Telegraph Department, War Office, Admiralty, London County Council, &c., all their goods being of first-class manufacture.

No reference to Glasgow would be complete without mention being made of its artistic leanings. Notwithstanding its noise and smoke, it has produced a school of painting which ranks among the foremost in European Art of the past half century. True, its subject-matter is emphatically not Glasgow, and its colour, at once brilliant and harmonious, has little to do with the aspect of the place; but perhaps as Turner made of his London garret a prism to translate to canvas his glowing dreams of Italy, so the artists of Glasgow may have found themselves released from the disturbing presence of nature, and withdrawn to their own grey walls at liberty to attune and record their impressions of her. It is perhaps a weakness of the school that their art sprang from a love of pictures rather than from a love of nature. With fresh eyes, which the dust of academic study and tradition had not hardened or dimmed, they saw how easily the Scotch countryside, with its bare harmonious conformation, could be seized for picture effect. Their strength lay in this, that they felt no great respect for that intimacy of feeling and mood which had shipwrecked so much pictorialism, but remained content with a simple and satisfying picture essence of the scene or sitter, pleasantly abstract mood, carefully rhythmic in

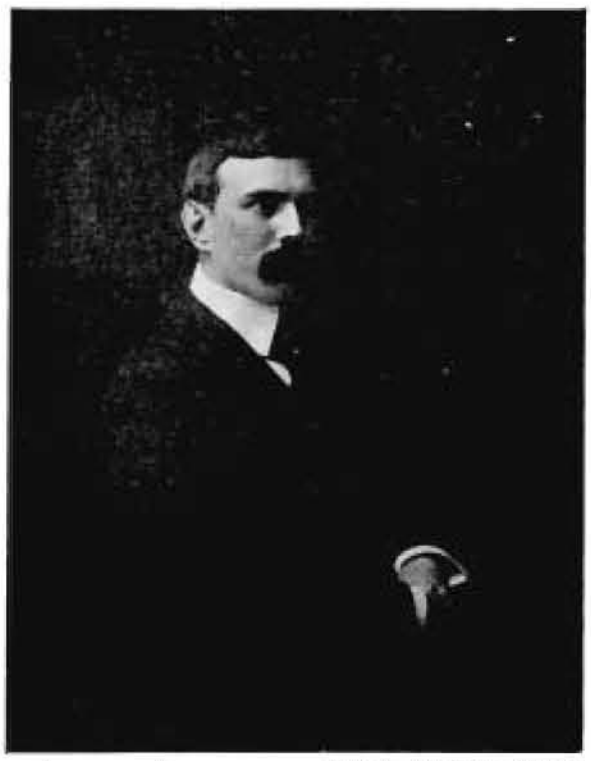

Photo. by Menapenny, Glasgow.

JOHN S. SAMUEL, ESQ., J.P., F.R.S.E.,
Secretary to the Lord Provost of Glasgow.

Photo. by Lafayette, Glasgow.

JOHN KING, ESQ., J.P.

colour proportion and balance. And they have had their reward, for there is no important exhibition of art in Paris, Munich, Vienna, or Venice where they are not welcomed with honour. The Corporation of the city have shewn their sympathy with the artistic aspirations of the citizens by erecting a magnificent Art Gallery in Kelvingrove Park, where the public art collections are housed, and where exhibitions of the various periods and schools are from time to time held. This is, however, only one direction in which the Municipality endeavour to meet the requirements of the citizens.

The Glasgow citizen does few things without the aid of the Corporation. He may live in a Corporation dwelling-house, but whether he does so or not, can cook his breakfast on a Corporation stove heated by Corporation gas, and make his tea with Corporation water. He can go to business by tramway, using the Corporation electric car, which travels at any speed up to twelve miles, and for ½d. per mile. His business may be assisted by the Corporation telephone, for which he pays £5 5s. a year, and when it grows dark he may switch on the Corporation electric light. His wife may engage her servants at a Corporation Registry, his children may use all or any of the eleven

Photo. by the Lord Provost, Sir John Ure Primrose, Bart.
MARBLE STAIRCASE.
Interior of City Chambers.

city play-grounds and their gymnastic appliances, but would probably prefer to take advantage of some of the thirteen public parks which make a green ring round Glasgow. In two of these they may, if their elders have not crowded the courses, play golf. The dreariness of the winter is made more tolerable by the Corporation Saturday Afternoon Concerts, and all the year round he may study one of the finest municipal art collections in Great Britain in the best art gallery that Great Britain affords. His sense of personal responsibility may be ministered to by the thought that the various public markets, hospitals, and most of the public halls, are his; that on a thousand acres of his lands oats and turnips are growing; in his quarries the stone awaits the mason; and that in his Loch Katrine trout await the fisher. Should he become poor, there is at a low price the Corporation Lodging House for his shelter, and in the Corporation Family Home his children will be tended. Should he unfortunately take to drink, there is a place for him in the Home for Inebriates, and when these things cease to interest, there is prepared for him the Corporation graveyard.

As to the cost of these blessings a brief summary only can be given. The civic debt is £12,875,219, of which £4,089,563 is for purposes which require the imposition of a rate, and the remainder is the capital of what are termed self-supporting and remunerative enterprises. Of course the financial operations of the city have given rise to much criticism, and there are not wanting those who allege that these enterprises were only made to seem remunerative through fallacious book-keeping. All such questions may, however, be left to the experts. What is sure is that the Glasgow 3½ per cent. irredeemable stock stands higher than that of other British cities which are not committed to half her enterprises, at 118; that her cumulo rates are 3s. 3⅝d. per pound on the rental, and are still much lower than those of London, Liverpool, Manchester, Birmingham, and Sheffield. And it may be added that as far as public health and ease of living are concerned, Glasgow may be accounted the best of all our great industrial cities.

The Corporation consists of seventy-seven members, including the Dean of Guild and the Deacon Convener (the heads respectively of the Merchants' and Trades' Houses). The city has always been fortunate in possessing as their municipal representatives men of shrewd common sense and public probity, who have been imbued with enlightened ideas as to civic progress and success. Glasgow is looked upon as a pattern to other cities, both at home and abroad. Her present Lord Provost is Sir John Ure Primrose, a gentleman who worthily succeeds the long line of eminent men who have sat in the civic chair. His Lordship

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GLASGOW UNIVERSITY.
(On the G. & S. W. R.)

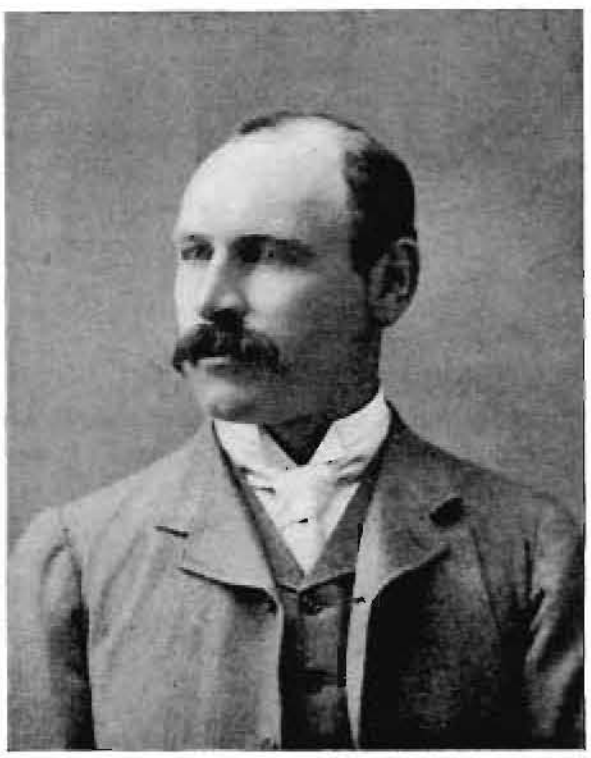

Photo. by Taber, San Francisco.
HENRY NAPIER, ESQ.

brings to the discharge of his important duties as head of the Corporation, as Chairman of the Clyde Navigation Trustees, and as President of a hundred and one public institutions, a mature experience and sound judgment. He is the nephew of one of Glasgow's most honoured citizens of a past generation—the late John Ure, LL.D., who also held the office of Lord Provost, and who inaugurated the enlightened policy at present pursued in various directions of the public service. Sir John is the senior partner of Messrs. William Primrose & Sons, Flour Millers, Centre Street, Glasgow. The firm's connection with the city extends over a period of one hundred years. They were the second to introduce the roller mill into Scotland, the milling by stones being abandoned in 1882. His Lordship was created a Baronet on the occasion of the visit of their Majesties the King and Queen to Glasgow in May, 1903. This honour was greatly appreciated by the citizens, and Sir John was the recipient of hundreds of messages of congratulation. His civic reign has begun most auspiciously, and his friends predict for it a brilliant close. His immediate predecessor was Sir Samuel Chisholm, Bart., who, during his tenure of office, discharged his duties with marked ability, and who has left his imprint on many phases of civic activity.

The population of the city is 782,110, the number of occupied dwelling-houses within the municipal boundary is 162,443, and the gross annual value of the city is £5,406,740.

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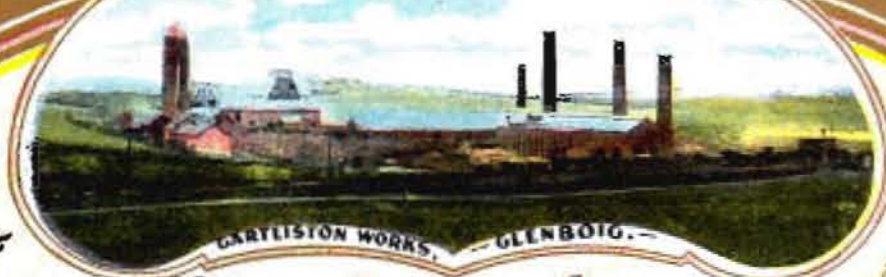

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GLASGOW HARBOUR.

PRINCE'S DOCK.

QUEEN'S DOCK.

From particulars supplied by
W. M. ALSTON, Esq.,
Engineer-in-Chief to the Clyde Navigation Trustees.

THE actual source of the river is a matter of dispute, the name Clyde not applying all the way. Three head streams under different names claim the honour of being the continuation of the river, viz., the Clydes Burn, the Powtrail Water, and the Daer Water; but, on an inspection of the map, there can be little doubt that the true continuation is the Daer Water. For about 10 miles of its course the stream falls rapidly through lonely sheep-grazing country, and thereafter, with many a turn, it meanders through rich pastoral and agricultural districts until the sea is reached. At Lanark, about 53 miles from its source, the well-known falls are found in a rocky gorge about 3¾ miles in length, the total fall in that length being about 230 feet. For the remainder of the distance to Glasgow the fall is gentle, and latterly the stream traverses a portion of those rich mineral districts which have been the source of such wealth and prosperity to the west of Scotland. From its source to Port Glasgow, the river has a length of about 102 miles, and the drainage area of the river and its tributaries may be taken at 1,400 square miles.

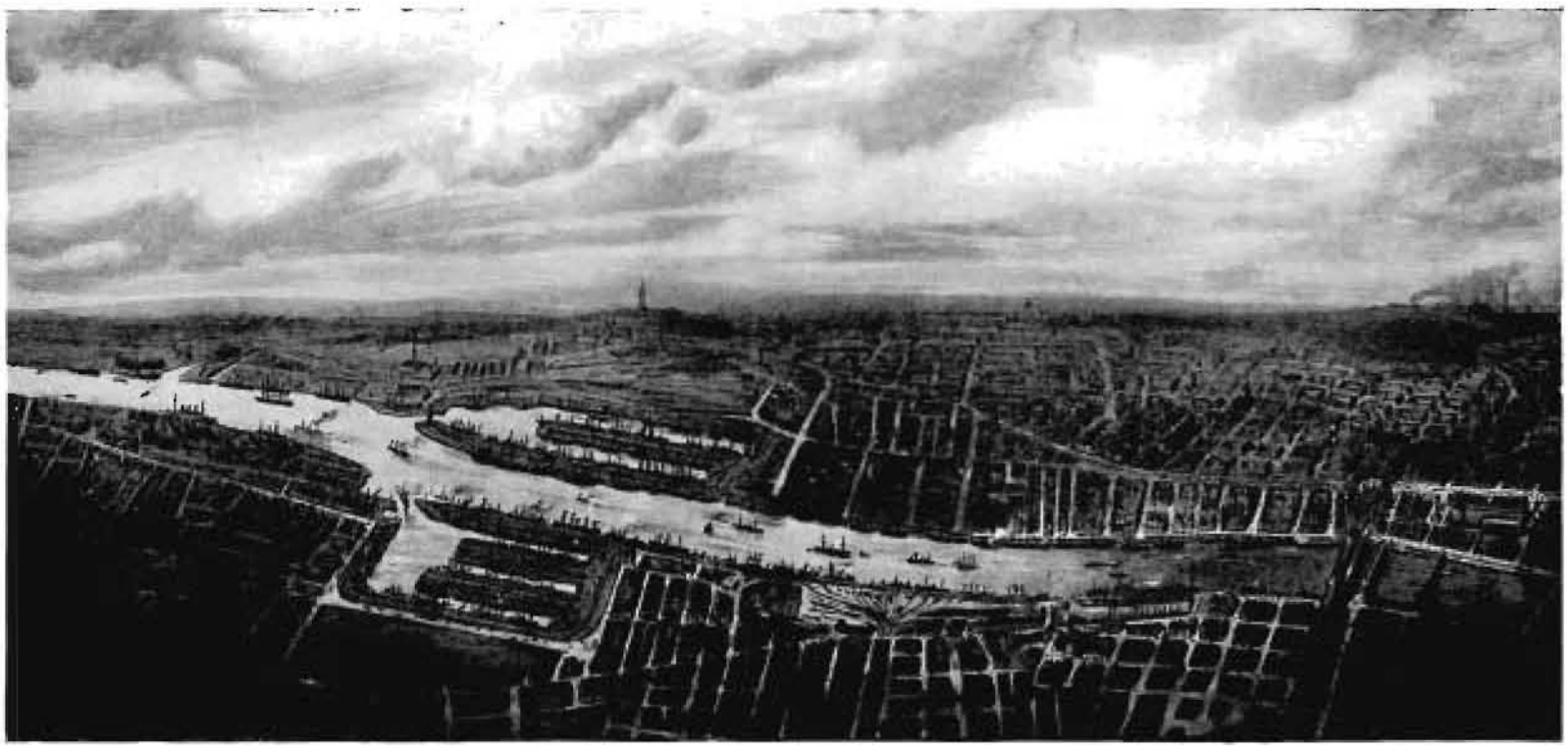
The portion of the river which is under the jurisdiction of the Clyde Navigation Trustees extends from Albert Bridge, Glasgow, to Newark Castle, Port Glasgow, a length of about 18½ miles, and their operations within these limits have been carried on under the authority of 23 Acts of Parliament. The navigation and lighting of the estuary, from Newark Castle seaward to the Island of Little Cumbrae, are under the care of the Clyde Lighthouses Trustees.

One of the earliest recorded primitive attempts to improve the river was made in 1556 by the citizens of Glasgow, Renfrew and Dumbarton agreeing to work upon the river for six weeks at a time, in order to remove fords and the most prominent sandbanks. As years went on, Glasgow assumed the dominant position on the river and took the lead in all subsequent efforts. In this way the improvement of the river is inseparably bound up with the history of the City of Glasgow.

Photo. by Warneuke, Glasgow.
NATHANIEL DUNLOP, ESQ.,
Deputy Chairman Clyde Trust.

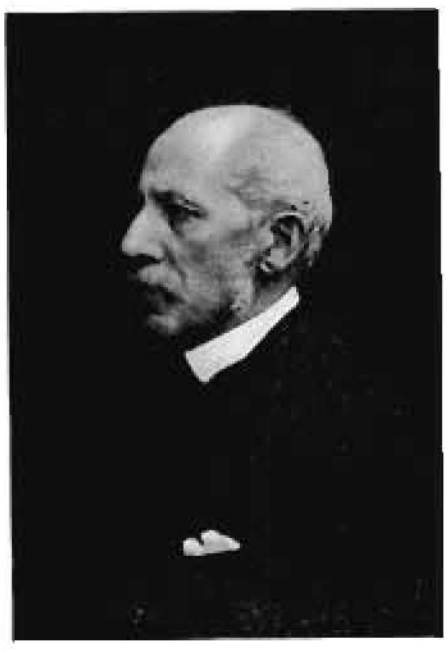
After the union of Scotland with England in 1707, trade and commerce received a great impetus, and the citizens of Glasgow aspired, more than ever, to have an improved navigation. From time to time the Town Council records reveal the efforts that were put forth, until, in 1755, the magistrates determined to attack the question in earnest. In that year they accordingly consulted the leading engineer of the day, John Smeaton. Smeaton's report is interesting as being the first professional document on record with regard to the improvement of the river. The report dealt with only about 5½ miles of river, viz., the length from Glasgow to Renfrew; and in this reach he found no less than twelve shoals. Smeaton could not have been very sanguine as to the possibilities of the river, as his recommendation was to build a weir and lock at Marlin ford, about 4½ miles below Glasgow Bridge, by means of which vessels up to 70 feet in length, and drawing up to 4½ feet of water, might pass to and from the quay at Glasgow. As the result of this report, the magistrates, in 1759, obtained the *first* Act of Parliament for the improvement of the river.

Fortunately for Glasgow and the river, Smeaton's proposal was not carried out, and, in 1768, the magistrates consulted another notable engineer, John Golborne, of



BIRD'S-EYE VIEW OF GLASGOW HARBOUR AND DOCKS.

In 1636, Charles I. granted Glasgow a Charter, which empowered the inhabitants to build ports, and to make the river more navigable between Glasgow and a point now occupied by the Cloch Lighthouse, a distance of 27 miles seaward from Glasgow. It also gave power to exact anchorage, and other dues, on merchandise and vessels. At this period no vessels of any size could reach Glasgow, and the citizens largely made use of the ports of Troon and Irvine, on the Ayrshire coast, 30 to 34 miles from Glasgow, and between these places and Glasgow, goods were carried on pack horses. Despairing of being able to sufficiently improve the river up to Glasgow, the citizens conceived the idea of going down to deep water if it could not be brought up to the City. Accordingly, in 1658, the magistrates endeavoured to secure land at Dumbarton in order to construct a harbour there; but, strange as it may appear, the inhabitants objected to the proposal on the score "that the great influx of mariners and others would raise the price of provisions to the inhabitants." Baffled at this place, and also at Troon, the magistrates turned their attention elsewhere, and in 1668 succeeded in acquiring 13 acres of land beside the village of Newark, on the south bank of the river, about 18 miles below Glasgow. Here they built a harbour, and called the place Port Glasgow.



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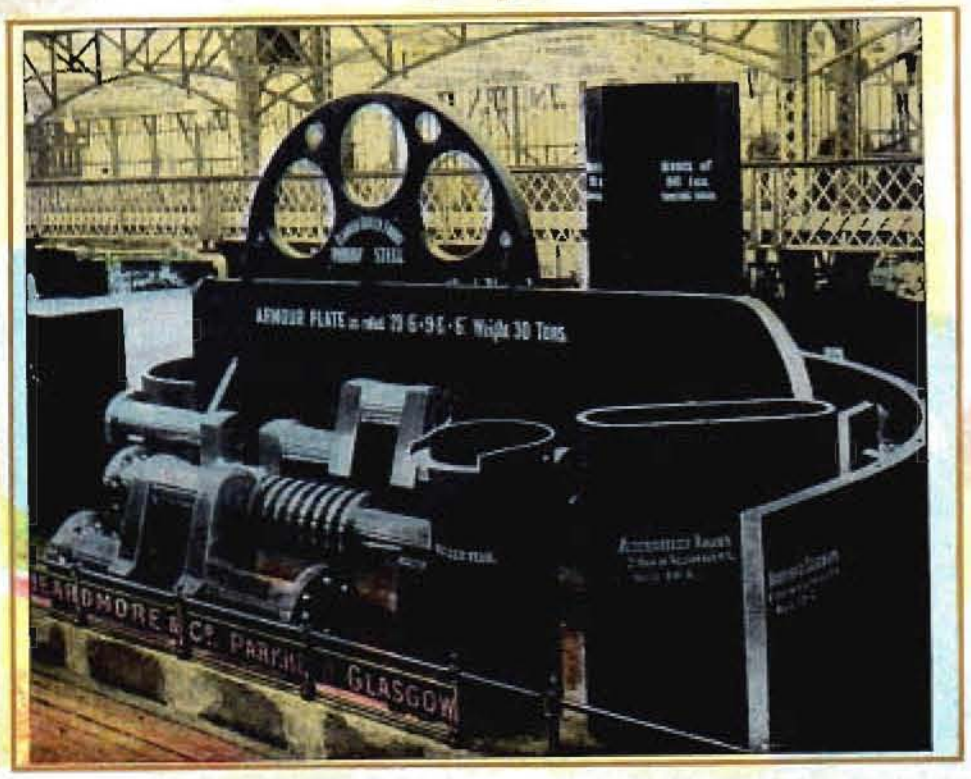

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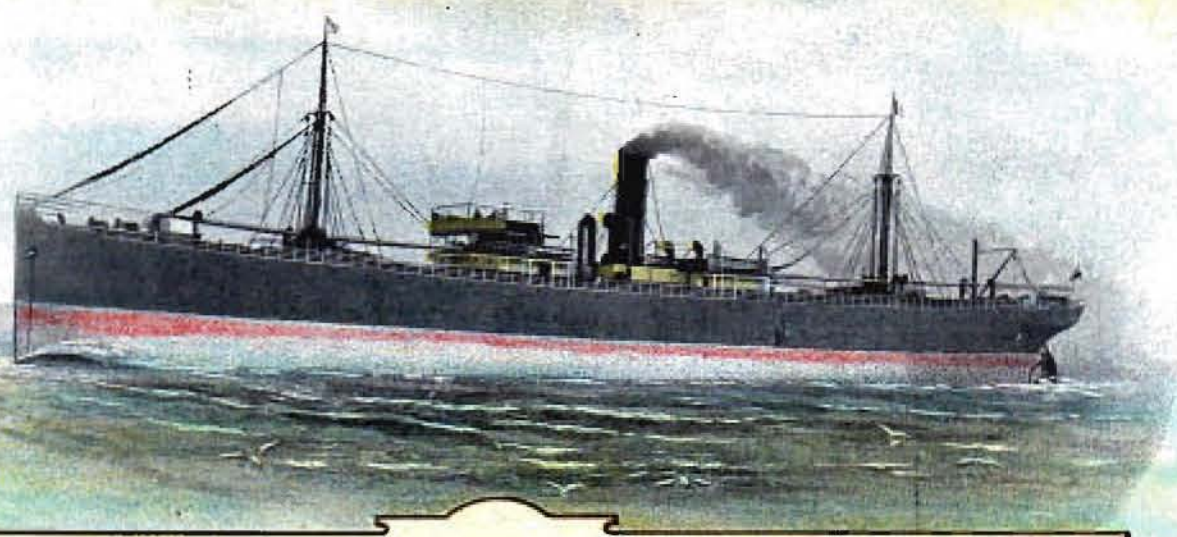

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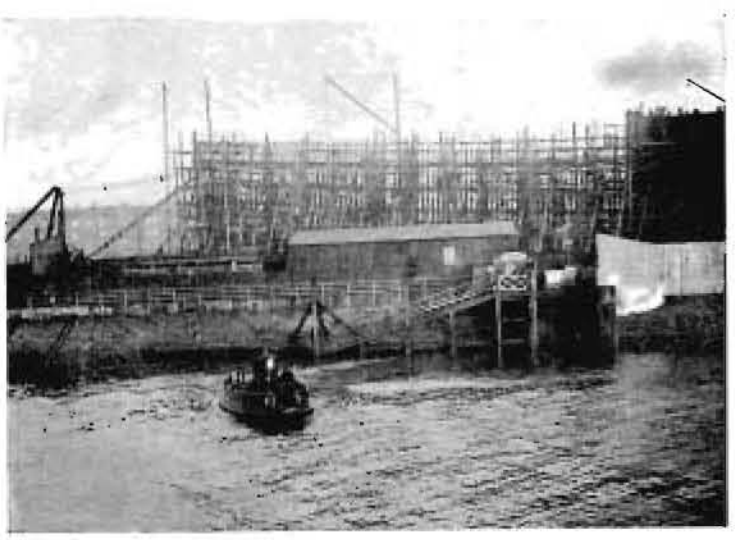
Chester, who gave them better advice. Golborne reported that the river was still "in a state of nature." He found that it was much too broad for its depth, and his advice was to contract the width by running out jetties from either bank, whereby the strength of the current would be so increased that the channel would be scoured deeper, and at those places where the bed was too hard for the current to operate upon, he intended that the hard gravel and stones should be removed artificially. By this means, he conceived that the river might be deepened, so as to have four, or perhaps five, feet deep up to Glasgow; and he concluded his report by stating that he estimated the cost of the suggested work would be the modest sum of £8,640.

Following Golborne's report, in 1770, the *second* Act of Parliament was obtained by the magistrates, empowering them to make the river *from Glasgow to Dumbuck ford* at least *7 feet deep* at high water of neap tides. In 1781 Golborne re-visited the Clyde, and, in his report of that year, stated that it gave him great pleasure and satisfaction to find the general work in such good order and condition.

Systematic improvements of the river continued to be made, and in 1809 the *third* Act was obtained, authorising the magistrates to make the river at least 9 *feet deep* at neap tides *from Glasgow to Dumbarton Castle*, about 13¾ miles seaward of the city. Hitherto, the magistrates and Council had been acting as a municipal Corporation, but, by this Act, they were constituted statutory *Trustees* for carrying on the affairs of the harbour and river. Immediately thereafter, in 1812, with the building of the *Comet*, came the introduction of steam navigation, and the dawn of a new era for the Clyde and the world at large.

As yet, anything in the nature of dredging had been done with such primitive appliances as harrows and ploughs, and, latterly, by dredgers worked by hand; but in 1824 an enormous impetus was given to such operations by the introduction of the first steam dredger.

In 1825 the *fourth* Act was obtained, authorising the deepening of the river to at least 13 *feet at neap tides from Glasgow seaward to Port Glasgow*, a distance of about 18 miles, thus reaching the present seaward limit of the navigation.

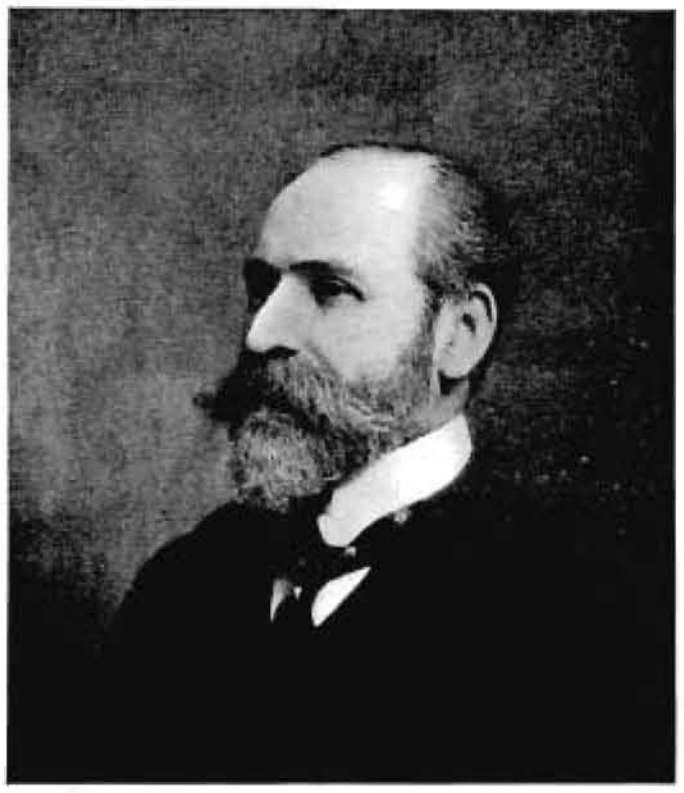


CROSS FERRY BOAT.

The *fifth* Act was obtained in 1840, and empowered the deepening of the harbour and river throughout to be carried to at least 17 *feet at neap tides;* and generally, under these powers, deepening and widening have been going on down to the present day. On the plan, relative to this Act, definite lines were laid down for the future improvement of the harbour and of the river as far as Dumbarton.

Subsequent to 1840, eighteen more Acts of Parliament were obtained, making twenty-three in all; but they applied mostly to harbour and dock works and finance, and it is not necessary to refer to them in detail. In 1858, all preceding Acts were consolidated, and a radical change was effected in the constitution, the Board being reduced to twenty-five members, one being the Lord Provost of Glasgow for the time being, and nine Town Councillors, the remaining fifteen being representatives of the shipping, mercantile, and trading interests of Glasgow.

The dredging plant now consists of five dredging machines, and one floating grab, and 20 steam hopper barges, one of them carrying three hundred tons, thirteen carrying 400 tons, two carrying 1,000 tons, and four carrying 1,200. The fourteen small barges have single screws, while the six large ones have twin screws. In addition, there are two diving-bells for lifting boulders, and doing other work, about 180 punts, and one tug steamer for towing punts.



T. R. MACKENZIE, ESQ.,
General Manager and Secretary of the Clyde Navigation.

The greatest obstacles met with in deepening the river have been rock at three places, and deposits of hard clay, with boulders, at several other parts. In two cases the rock was of no importance; but that encountered at Elderslie, a short way above Renfrew, proved a serious obstruction. This rock was first discovered by the grounding upon it, in 1854, of the *Glasgow*, one of the first transatlantic steamers. Thereafter, various schemes were discussed for its removal, the method finally adopted being to bore and blast under water, and then dredge the *débris*.

In 1880, the late Mr. Deas decided to effectually complete the work to a depth of 20 feet below low water, by the systematic use of diamond drilling, and blasting with dynamite and other explosives. The work was completed in 1886, at a cost, from first to last, of about £70,000.

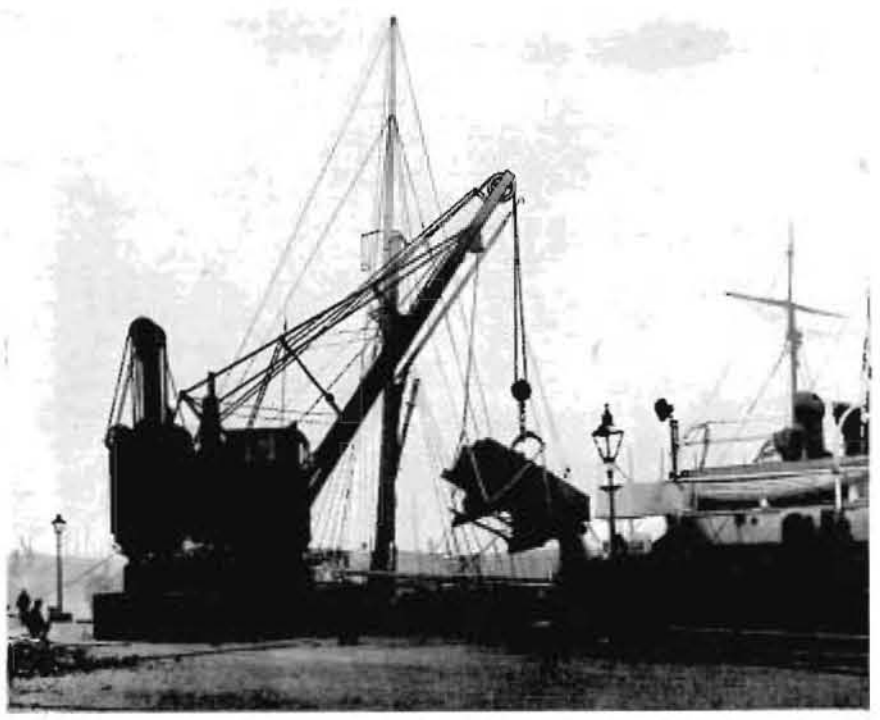
The river is lighted by means of two lighthouses, three light towers, two lighted beacons, one lightship, and seven lighted buoys. For long, the lighthouses and lightship were under care of keepers; but these were dispensed with some years ago, on the adoption of Pintsch's compressed gas for lighting purposes throughout the river. In the estuary portion of the river, in addition to the lighted buoys, which occupy the south side of the channel, ordinary buoys, on the opposite side, help to define the course of vessels. Beacons, or perches, exist along the banks, where needed.

Glasgow Harbour embraces the portion of the river, about 2½ miles in length, between Albert Bridge and the river Kelvin, with the docks, quays, and other works within these limits; one of the docks entering off the north side, and two off the south side of the river. The harbour is divided into two portions, the upper and lower, the former extending from Albert Bridge to Glasgow Bridge, and the latter from Glasgow Bridge to the River Kelvin.

The Upper Harbour has a quay only on a portion of the north side of the river, 502 yards in length, along which a depth of about 10 feet at low water is maintained; and the use of the harbour is confined to small vessels without masts, or to those whose masts can be lowered to permit of passing through the archways of Glasgow Bridge. The Lower Harbour has quays on both sides to an unequal extent, of a combined length of 6,284 yards, and they have a depth ranging from about 14 feet near Glasgow Bridge to 18 and 20 feet at low water in the Lower portions.

Three graving-docks are provided, all situated side by side on the south side of the river.

In addition there is at present under construction at Clydebank, which is situate six miles below Glasgow, a mineral railway dock which will have a quayage of about 1,800 yards and a depth of 25 feet at low water.



Coal Loading at Queen's Dock.

The safety of Glasgow Harbour in times of commercial depression has been the variety of its traffic, and in this way it comes about that special accommodation has had to be provided for such various trades as river passenger traffic, channel traffic, coasting traffic, coal traffic, ore traffic, the Atlantic steamers, foreign and colonial trades, the timber trade, the cattle trade, and so on. The large shipping companies have berths specially appropriated to them, but the Harbour Master has the option of using them for other vessels when they happen to be vacant. Out of the total length of 15,115 yards of quays, 2,686 yards are devoted to the coal and ore trades, 669 yards to the timber trade, 175 yards to the cattle trade, 7,459 yards to companies having appropriated berths, 630 yards for fitting out berths at large cranes, and the remaining 3,496 yards are used for general and occasional traders.

A Hydraulic Coaling Hoist is now a feature of the harbour equipment. By means of it the loading of vessels with coal can be accomplished with greater rapidity, and a larger class of wagon can be dealt with than is possible by the ordinary crane. The hoist is capable of lifting a load of 25 tons, while to permit of it accommodating the largest class of vessels, the wagon can be lifted and tipped at a height of no less than 50 feet above the quay level. To accelerate the operation, the wagon, after it has been emptied at a height suitable for the vessel, descends to a viaduct about 20 feet above the quay, from which it runs by gravity down an incline and regains the level, well back from the quay front.

To provide communication across the river below Glasgow Bridge, the Trustees have organised four ferries for passengers and two ferries for vehicular and passenger traffic combined, within the limits of the harbour; while westward of the harbour there are two ferries for passengers—one at Govan, and the other at Whiteinch. The cross ferry traffic is carried on by ten small steamers, with screws at each end, to save turning. These boats are licensed to carry from 93 to 110 passengers, and nine of them are supplied with fire-engines for use in case of fires breaking out on board vessels.

As stated in the opening pages of this paper, Glasgow and the navigation have gone forward hand in hand. Commencing the work of improvement with a population of only about 40,000, the city has steadily grown in numbers and in wealth until it now holds rank as second in the United Kingdom with a population of 782,110. As regards the navigation, the harbour accommodation, which about 1792 could boast of only 2½ acres of water and 262 yards of quayage, has now been increased to 206 acres of water, including docks, and over 8½ miles of quays. The river, which was navigated only by the smallest of vessels and boats, now bears on its bosom the largest steamers sailing to the ends of the earth; while into its waters are launched almost daily the noblest triumphs of mercantile marine and naval architecture.

The revenue from the river and harbour, which in 1770 was only £147, now reaches nearly £500,000. The shipping registered at the Port of Glasgow, numbering in 1810 only 24 sailing vessels, with a tonnage of 1,956, in 1902 had increased to 1,620 sailing and steam vessels, with a tonnage of 1,636,678. The Customs revenue collected at Glasgow was only £125 in 1796, and in 1902 attained the enormous sum of £2,283,963. To show the volume of business now reached, the total number of vessels arriving at and departing from Glasgow in 1902 was 31,058 with a tonnage of 10,294,178; while the tonnage of goods imported and exported was 8,567,443.

The transformation of the river has not been effected without large financial outlay. Since 1810, when the management of the river and harbour was placed under Trustees, down to 1903, the capital expenditure has been £7,648,191. Of this there is borrowed from the public £5,811,374, and of the balance of £1,836,817, fully £1,500,000 has been provided out of surplus revenue, the surplus last year being £84,855. In conclusion, the improvement of the River Clyde is a magnificent example of what can be accomplished by a public body, unassisted by Government aid; and too much praise cannot be accorded to the men who by voluntary service have been the means of bringing the navigation to its present proud position.

A. J. W.

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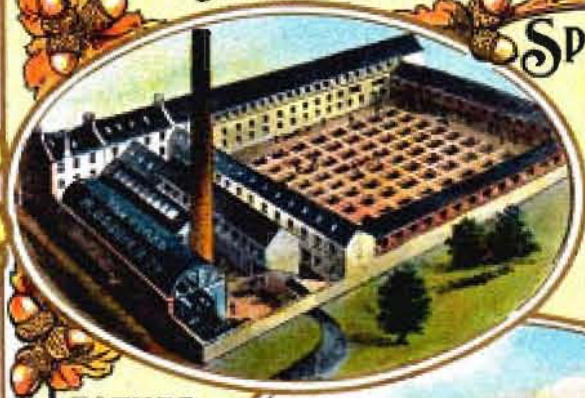

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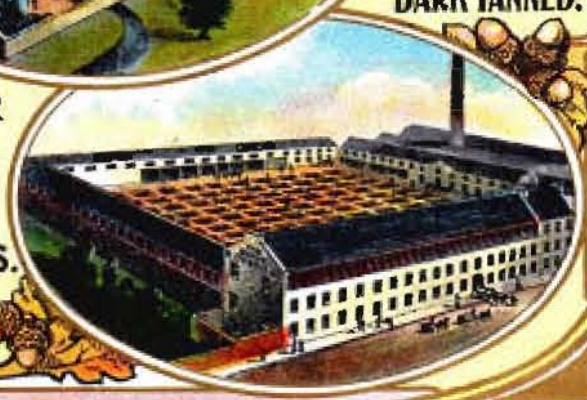

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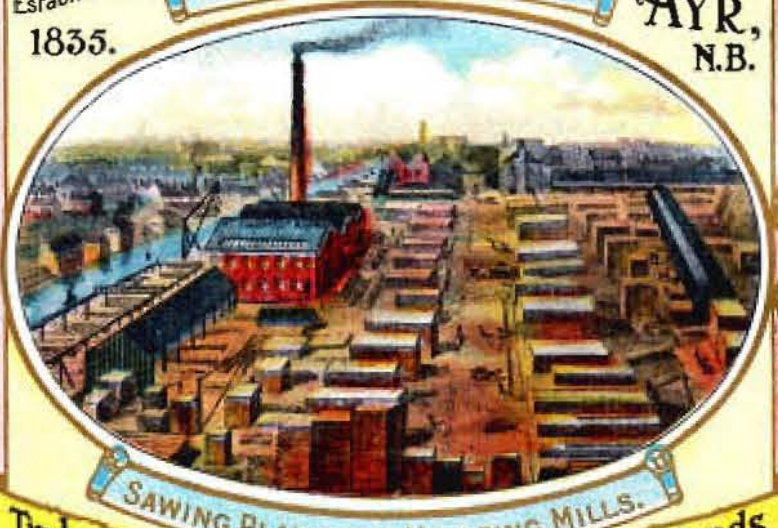

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ITS EARLY HISTORY.—There is a widely-spread notion prevalent that Dundee is a mere burgh of yesterday, a place which rose into importance during the nineteenth century, and which has no ancient history worth considering. This delusion has probably arisen from the fact that the increase of Dundee through the development of her commerce and manufactures since last century began has been phenomenal, and is almost without parallel in the United Kingdom. In the forty years between 1851 and 1891 the population of Dundee has more than doubled; and while in 1801, according to the first official census, it had only 26,084 inhabitants, by the census of 1901 the population had increased to 160,836, being over six and one-sixth times the population of a hundred years before. The fact suggests to the superficial observer that the burgh must have been of comparatively little account in the olden time. Yet it can be shown that in 1054 Dundee was a place of some importance as a harbour; that in 1175 it was thought a gift worthy of being bestowed by King William the Lion upon his brother, David, Earl of Huntingdon; and that in 1199 King John of England granted special privileges to the traders of "Earl David's burgh of Dundee," permitting them to trade to all parts of England, save London, free of toll or impost. It is thus evident that Dundee has had a corporate existence of at least eight centuries and a half. In the middle of the thirteenth century Dundee had a commodious harbour with built piers. Its Castle, of unknown antiquity, was garrisoned by Edward I. when on his triumphal march through Scotland; was captured by Sir William Wallace and partially destroyed; and was held by the English till it was taken by Edward Bruce, brother of King Robert the Bruce, a few months before the battle of Bannockburn in 1314. The Castle disappears from history in 1317. The seat of the Constables of Dundee from the thirteenth century was Dudhope Castle, which was largely extended in 1600 by the first Viscount Dudhope; was the residence of his grandson, the first and last Earl of Dundee, who died in 1668; and afterwards was the property of the famous John Graham of Claverhouse, Viscount Dundee. Dudhope Castle and park were acquired by the Town Council in 1897, and a museum is located in one part of the building, while the grounds have been laid out as a public recreation park for the community. The oldest church in Dundee was S. Clement's, which was of very ancient date. It was superseded about 1190 by the Church of S. Mary of Dundee, founded by David, Earl of Huntingdon. This once magnificent cruciform structure was completed about 1480 by the erection of the western tower of S. Mary. When Dundee was stormed in 1651, the troops under Governor Lumsden took refuge in this tower, and capitulated to Monck on condition that they would march out with the honours of war. When Lumsden came out of the doorway he was at once shot down by one of the Cromwellian soldiers. The church, which had suffered at the hands of the Reformers, was not wholly rebuilt till 1788, and was used by four separate Protestant congregations. In 1841 the choir and transepts were destroyed by fire, and after their re-erection the building was allotted to three Presbyterian congregations, as at present. In pre-Reformation times the Church of S. Mary had forty-two altars and altarages, and was the principal church in the district. In the palmy days of Romanism there were four monastic establishments in the burgh—the Franciscan Monastery, founded by Devorgilla, mother of King John Balliol, and foundress of Balliol College, Oxford; the Black Friars' Monastery; the Red Friars' Monastery; and the Nunnery of the Sisters of S. Francis, or Poor Clares. Around the secular Castles of Dundee and Dudhope, and these ecclesiastical foundations, the burgh of Dundee increased and flourished in early times. After the Reformation (1560) the extensive properties of the monasteries were handed over to the Town Council, and were devoted to aid the secular development of the burgh.

Photo. by A. J. W.

HIGH STREET, DUNDEE.

THE GUILDRY AND TRADES OF DUNDEE.—It is reasonably supposed that the Merchant Guild was in existence previous to the time when Dundee was given by the King to Earl David; but no records of the Guild of that early time have been preserved. In 1526 James V. granted a charter confirming the merchants' privileges, and since that time the Guildry has taken an active part in commercial and municipal affairs. The Dean of Guild is *ex officio* a member of the Town Council. There are nine Incorporated Trades in Dundee, which were all organized early in the sixteenth century. The trades are Bakers, Shoemakers, Glovers, Tailors, Bonnet-makers, Fleshers, Hammermen, Weavers, and Dyers. These were instituted between 1512 and 1530, and their records extend from the sixteenth century till the present day. Each trade has a Deacon-Convener, and until the Burgh Reform Act of 1833 the trades took part in the municipal control of the burgh. In 1741 the trades connected with building—Masons, Wrights, and Slaters—were incorporated under the designation of the Three Trades. These twelve trades exercised complete control over employers and workmen; but since Trades Unionism became general this power has been much curtailed. Unquestionably the development of trade and commerce for centuries was due to the fostering care of the Guildry and the Trades.

EXTINCT TRADES.—At an early period of its history Dundee was famous for its armourers. It is supposed that a certain Michael de Moncur (Moncœur) came to the burgh in the train of David, Earl of Huntingdon, having been with the Earl at the Crusades as an armourer. He settled in Dundee, and his descendants of the same name carried on the craft of armour-making for centuries. Even so late as 1497 it is found from entries in the Accounts of the Lord High Treasurer that the King (James IV.) had his special armour made by Moncur of Dundee. The armourers changed their occupation to gun-makers and sword-slippers, and from the records of the Hammerman Craft it appears that in 1587 there were eight gun-makers and five sword-slippers in Dundee; from 1587 to 1650 there were five armourers, twenty-one gun-makers, and ten sword-slippers; from 1651 till 1750 there were two armourers, five gun-makers, and two sword-slippers; but after the latter date no names were entered in the records with these designations. The last of the gun-makers of whom any trace has been found was David McKenzie, who settled in Dundee about 1700 and carried on his trade till 1740. Two separate branches of the armourer's trade were the lorimers (spur-makers) and the buckle-makers. An old street called the Buckle-makers' Wynd retained that name until 1870, when it was widened and named Victoria Road, and is now one of the principal streets in the city. Bonnet-making, that is the weaving of woollen caps known as "Kilmarnock bonnets," was at one time a thriving industry, even up till the close of the eighteenth century. The location of the bonnet-weavers was in the street called Hilltown, and that thoroughfare is still popularly called "the Bonnet Hill." The making of thread was one of Dundee's staple industries two centuries ago, long before Paisley had started that industry. Extensive works (comparatively speaking) existed at the Castle Hill till the end of the eighteenth

Photo. by A. J. W.

MURRAYGATE, DUNDEE.

century; but this trade has entirely disappeared. During the period 1700-1800 there were works for the making of soap and candles, glass, and refined sugar, but these were all abandoned early last century, and the only traces of them are in the names of Soap-work Lane, Bottle-house Lane, and Sugar-house Wynd. The oldest trade that has survived in Dundee is that of linen-weaving, and during the past century many industries have been introduced which were unknown in the district until the application of steam to manufactures made them possible. A brief outline of these trades may here be given.

LINEN WEAVING.—The date at which the manufacture of linen cloth was begun in Dundee is not known. Hector Boece, the historian, who was born at Dundee in 1465, refers to the place as "the toun quhair we wer born, quhair mony virtewus and laborious pepill are in, making of claith." At the time of the Union of the Parliaments (1707) it is recorded that 1,500,000 yards of linen cloth were made annually in Dundee, though the statement is open to doubt. In 1789 the quantity of coarse linen cloth made and stamped was certified at 3,181,990 yards, valued at £80,587. If to this be added 700,000 yards of sail-cloth, valued at £32,000, it will be seen that this trade was extensive long before the days of the steam-loom. The first attempt at flax-spinning by machinery was made at Dundee in 1793, the motive power being a steam engine of 10 horse-power. Four spinning mills were erected shortly afterwards, but were all commercially unsuccessful. In 1822 a great change had taken place in this industry, as there were then seventeen flax-spinning mills in operation, with an aggregate of 178 horse-power, giving occupation to about 2,000 persons. By 1847 there were thirty-six mills in the burgh, with 1,242 horse-power engines and 71,670 spindles. The power loom for weaving linen was not at first a success. The first power loom factory was erected in 1836 by the founders of one of the most extensive firms in Dundee, and had two steam engines of 30 horse-power each, and 256 looms, with accommodation for double that number, giving employment to 300 persons. Thirty years

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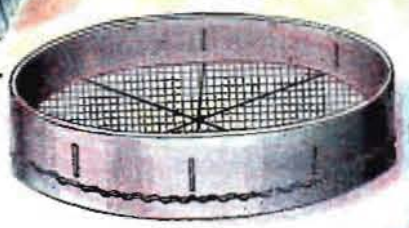

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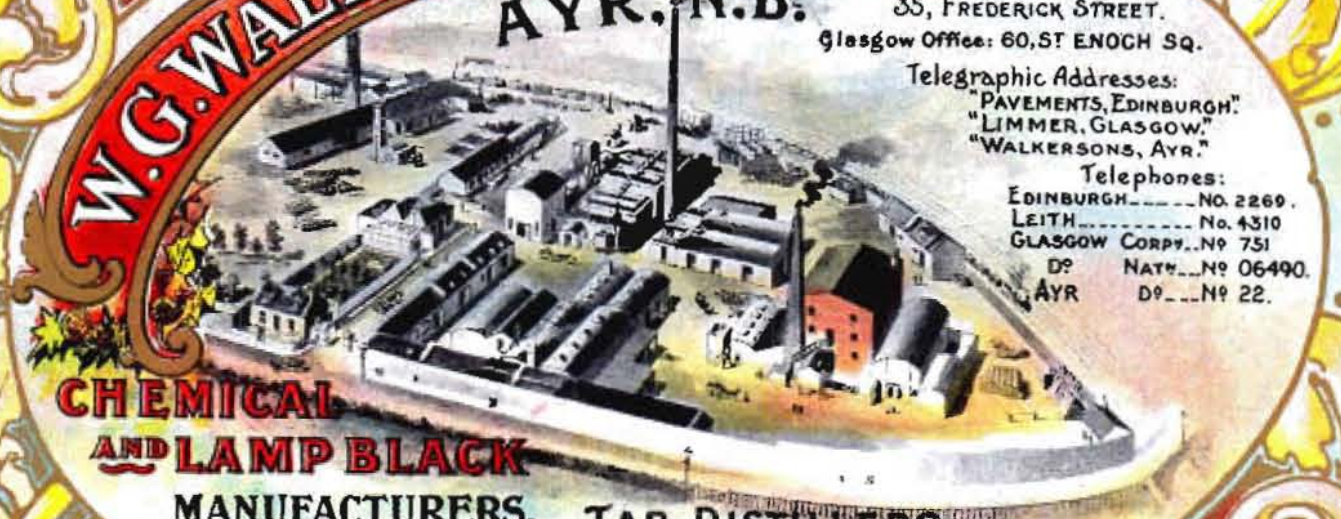

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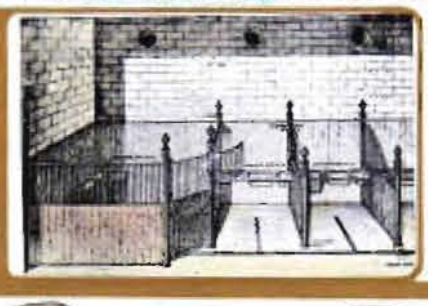

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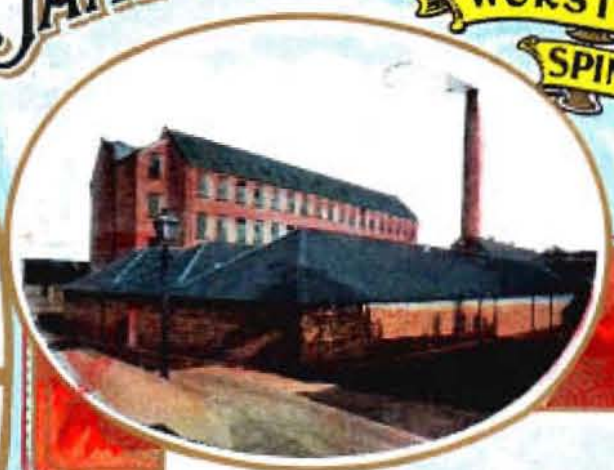

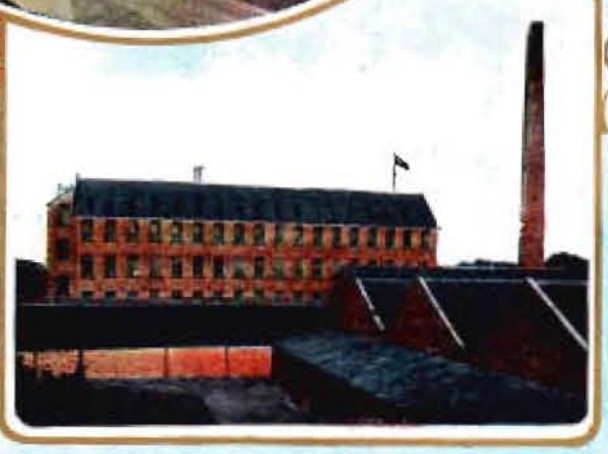

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Photo. by A. J. W.

BOYS' HIGH SCHOOL, DUNDEE.

afterwards (1867) this firm alone employed about 4,500 workers; and in 1903 it has been calculated that the total number of persons engaged in the various branches of the linen and jute manufacture is not less than 72,000 persons, while the capital employed in the linen trade alone is considerably over £2,500,000. The ground now occupied by the factory above mentioned extends to twenty-one acres, and the buildings have a superficial area of floor-space of more than twelve acres, the greater part of which is covered by machinery of the finest description. A very large proportion of the sail-cloth used in the British Navy is manufactured at Dundee.

JUTE-SPINNING AND WEAVING.—The manufacture of jute, which is now one of the chief industries in Dundee, had a very humble origin. In 1824 a few bales of jute were sent from India to Mr. Anderson, a Dundee linen manufacturer, who made numerous experiments with it, but could not produce a yarn finer than was suitable for coarse bagging. Another manufacturer, Mr. Thomas Neish, tried other methods with the jute, but no spinner would work the fibre. At length, after repeated attempts, in 1835, a fine yarn was produced made of pure jute, and a new industry was thus begun which has now reached gigantic proportions. Its growth may be thus indicated. In 1838 the total quantity of raw jute imported was 1,136 tons. In the "jute year" from October, 1901, to September, 1902, there were fifty-seven vessels engaged in the importation of jute to Dundee, and the cargoes aggregated 1,198,465 bales, weighing about 214,000 tons. The largest jute factory in Dundee has been developed from a small hand-loom linen factory, which was started about 1720, and was carried on in a limited manner until the experiments with jute attracted the notice of the late proprietor, who decided in 1841 to erect mills for jute spinning and weaving. Power looms were introduced in 1845, and the works were gradually extended till they now cover twenty-eight acres. The spinning mills contain over 20,000 spindles, and the weaving mills 1,000 power looms, capable of making cloth from 30 inches to 120 inches wide. A large portion of the jute is sent out in the form of yarn, and the looms produce about 40,000,000 yards of cloth of various widths. There are six other very large jute factories and a number of smaller works in Dundee engaged exclusively in the jute trade, representing a capital of about £11,500,000. The subsidiary trades connected with the jute and linen trades are dyeing, bleaching, calendering, and hackle-making, which employ about 3,000 persons.

PRESERVES AND CONFECTIONS.—The name of Dundee is as closely associated with marmalade as with jute, though the former can claim a more ancient origin. At one large preserve factory, in the fruit season, as much as twenty tons of jam of various kinds are daily produced.

ENGINEERING AND SHIPBUILDING.—Engineering as an industry in Dundee labours under serious disadvantages. There is neither coal nor iron in the district, and as all the necessary material for the production of machinery has to be imported, this industrial occupation is heavily handicapped when compared with Glasgow, which is set down in the midst of a general mineral district, and has ample facilities for distributing the finished work over the world. Despite these difficulties, engineering has thriven in Dundee. Machine-making was first introduced about 1790. In 1854 iron ship-building was begun. An idea of the present condition of the ship-building trade is afforded by the records of the year 1902. In that year there were seventeen vessels launched, with a gross register of 22,495 tons. One of these vessels was the *Saragossa*, a four-masted barque, 292 feet long, with a cargo-carrying capacity of 4,000 tons. The largest steam vessel launched during that year was the *Victoria*, built of steel, with a gross register of 3,000 tons. In the department of marine engineering in 1902, there were nineteen sets of engines produced, representing an aggregate of 28,800 horse-power.

SHIPPING.—The position of Dundee at the mouth of the Tay, with direct access to the North Sea, made it an important shipping centre many centuries ago. At the close of the eighteenth century the principal shipping trade was the importing of timber from Norway, hardware and pottery from Holland, wine from France and Spain, and lint and flax from the Baltic ports. In the first half of the nineteenth century a vast change took place consequent upon the application of steam as a motive power, while the establishment of jute spinning and weaving in the burgh brought in a new import in the form of raw jute, which now forms an important part of the shipping trade. For a considerable time the importation of jute was entirely managed by sailing vessels, but latterly steam vessels have largely taken up this trade, and though there are still several large four-mast sailing ships engaged in direct importation of jute from Calcutta, most of the trade is carried by steamships. The following comparative statement shows the fluctuations in the Dundee sailing fleet during ten years:—

Year.	Vessels.	Tonnage.	Year.	Vessels.	Tonnage.
1893	168	140,235	1898	133	113,232
1894	156	128.113	1899	131	107,915
1895	148	122,953	1900	128	101,943
1896	139	119,795	1901	125	102,303
1897	139	120,398	1902	122	106,045

There are fifty-two steam vessels on the register of the port of Dundee, ranging in tonnage from 256 tons gross to 5,277 tons gross. The Seal and Whale Fishing, which formerly was an important shipping industry, has lately been declining, successful years being exceptional. At the close of 1902 there were five Dundee vessels engaged in this trade, one of which (the *Nova Zembla*) was lost in the ice. The total catch consisted of 12 black whales, 652 white whales, 118 walrus, 1,984 seals, 168 bears, 212 tons oil, and 187 cwts. bone. The prices of whalebone at that date ranged from £2,400 to £2,500 per ton.

OTHER TRADES IN DUNDEE.—Among the other trades carried on in Dundee there may be mentioned leather manufacture, timber, building, printing, flour and meal grinding, and brewing. These have all been carried on very extensively, and show a marked tendency towards increase; and though particulars as to the capital employed are not available, there must be a very large sum invested, bringing in a fair return.

A. H. MILLAR.

Photo. by A. J. W.

NETHERGATE, DUNDEE.

ABERDEEN

MY acquaintance with Aberdeen—of the pretty sobriquet "the silver city by the sea," or the harsher, "granite city"—has unfortunately been very limited. When it is also told, even though my humble opinion may not be of much value, that I saw the town for the main part through a haze of Scottish mist and still retained a good impression, it may add conviction when I say that Aberdeen is indeed a city of which its inhabitants have every right to be proud. I will not go so far as to echo the opinion of a member of the natives that Union Street is the finest street in the world, but all unbiassed observers will admit that with its stately granite buildings it has charms undeniably its own, which it would be very difficult to equal elsewhere.

Although the present city is essentially modern, and has little more than ancient sites to point out, it is, in reality, of great antiquity, in fact, one of the oldest burghs in Scotland. Its first charter was granted by William the Lion in 1179, and conferred on the burgesses the right of trading when and where they pleased, with as much freedom as did their forebears, to whom the same rights were granted by King David I. It seems probable that William also had a palace here, and there is evidence of Alexander II. founding a monastery at Blackfriars. Edward I. visited the town during his northern expedition in 1296, and it was the scene of one of Wallace's exploits against a party of his mortal enemies, the English, then garrisoned in the castle Robert Bruce resided here for some little time, and in 1308. the sturdy burghers on his behalf completely overcame the English garrison. In 1333, and again three years later, it was burnt by Edward III., but was soon rebuilt, and took the name of New Aberdeen. A force from the city distinguished themselves in the great battle of Harlaw in 1411, in which their provost, "the gude Sir Robert Davidson," was slain. David II. and Robert III. both held parliaments here. Queen Mary visited the city in 1562, and was forced by her half-brother, Earl Murray, to witness the execution in the Castlegate of her lover, Sir John Gordon, a son of the Earl of Huntly. Aberdeen suffered severely at the time of the Reformation, and during the great civil wars of the seventeenth century it was more than once pillaged by both parties. But a truce to history and bygone happenings! It is the present town and its marvellous progress of recent years which excites our interest and admiration.

It is an unwritten law—I am not sure that it is not a written one—that every new building *must* be built of granite. The effect is striking and attractive, while an appearance of solidness and worth is given to the whole city. I am told that visitors often find the prevailing grey of the town to be somewhat cold and cheerless. But the granite only requires to be seen in fresh aspects to be appreciated anew. After a shower, when the sun shines on the dripping raindrops, it causes the granite to gleam and flash with myriads of tiny sparks; at night the weird, soft rays of the moon light up the glimmering houses with spectral and unearthly sheen; or when "Jack Frost" casts his pall over the town, the whole presents a fairy-like, unreal splendour, which is accentuated by the architectural grace of the buildings.

Union Street—the name commemorating the union of the British and Irish Parliaments in 1801—is the principal thoroughfare of the city. It has been described as possessing "all the stability, cleanliness, and architectural beauties of the London West End street, with the gaiety and brilliancy of the Parisian atmosphere." It contains two statues, one to the late Queen Victoria, unveiled in 1893, the other to Prince Albert.

A most imposing block are the Municipal buildings, erected in 1873 at a cost of some £70,000. On the ground floor is the Town Hall, a magnificent chamber, the ceiling of which is emblazoned with the arms of eminent citizens, and the walls decorated with the pictures of Aberdeen's famous artists—Jamesone (the Vandyke of Scotland), Philip and Sir George Reid. The bell-tower affords a splendid view of the city and its vicinity. Union Street terminates

The Illustrations of Aberdeen represent the town decorated at the time of the King's Coronation.

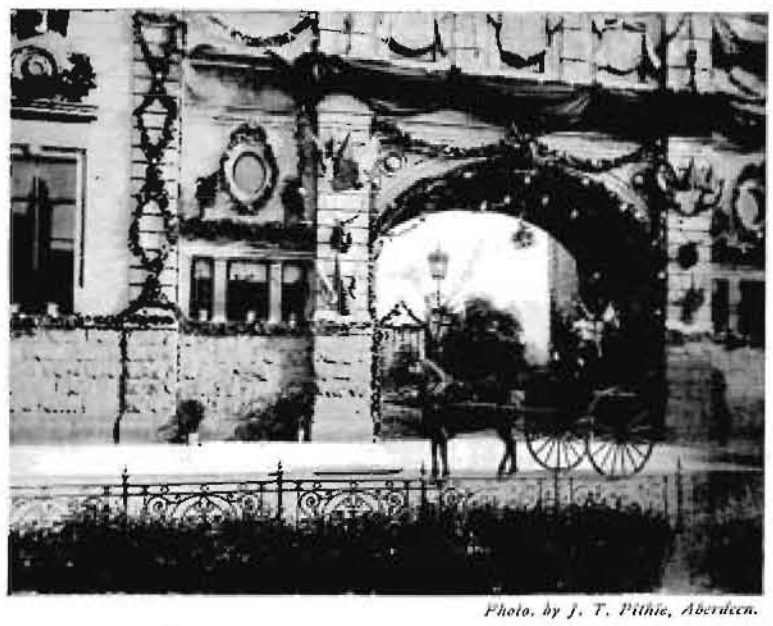

Photo. by J. T. Pithie, Aberdeen.

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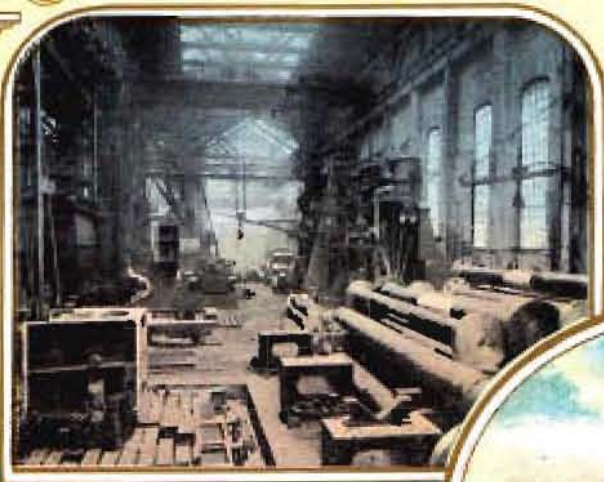

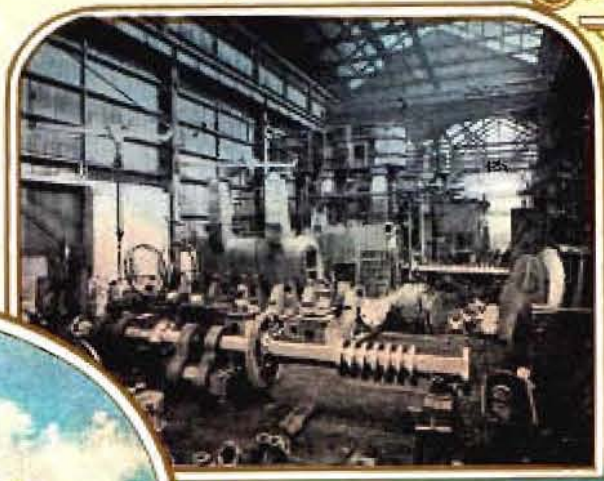

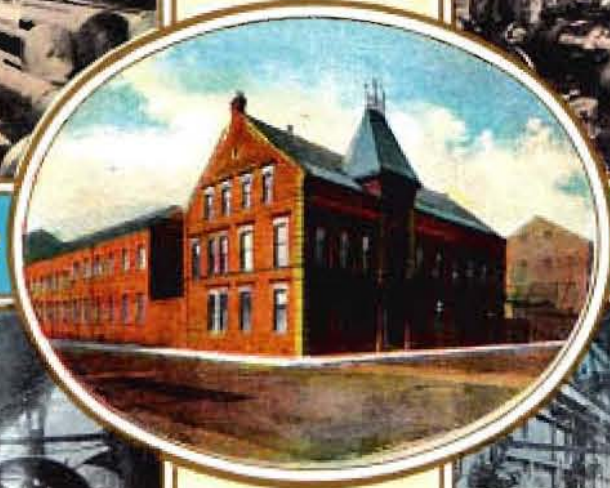

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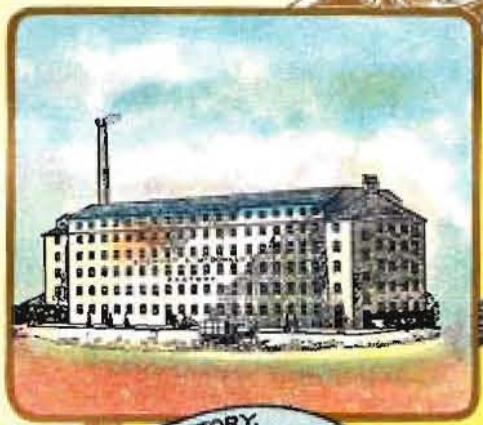

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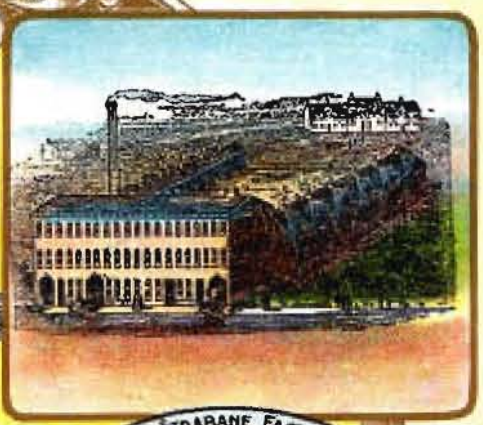

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GLASGOW WAREHOUSE.
MITCHELL ST. ARGYLE ST. & BUCHANAN ST.

ESTABLISHED 1826.

ESTABLISHED 1826.

Photo. by J. T. Pithie, Aberdeen.

STATUE OF WALLACE, PUBLIC LIBRARY AND READING ROOM, AND FREE SOUTH CHURCH, ABERDEEN.

at the Municipal Buildings—the Town House, I believe, is the local name for them—and gives place to Castle Street, a wide but short thoroughfare. In it stands the City Cross, the finest structure of its kind in Scotland. It was originally erected in 1686 near the old Tolbooth (which used to stand at the entrance to Lodge Walk), and was removed to its present site in 1842. Against the Cross stands a fine colossal statue of the last Duke of Gordon, Marquis of Huntly. Other statues are those of Wallace, Burns, General C. G. Gordon, "Priest" Gordon, and Prince Albert and Queen Victoria, which have already been mentioned. The statue of Wallace is the finest of the Scottish hero to be seen in the country. He is represented in the act of bidding the English soldiers, "Go back to your masters and tell them that we came not here to treat, but to fight and set Scotland free." The statue of Burns stands on Union Terrace, from which slope down prettily laid-out public gardens—where a band plays during the season. About a mile from the centre of the city is Duthie Park, a beautiful recreation ground of fifty acres in extent. In addition to containing cricket pitches, tennis courts, etc., there are several miniature lakes and rockeries, on which many different kinds of water-fowl lazily disport themselves.

The Museum and Art Gallery of the town occupies a site on School Hill. It contains many beautiful works of art, but the museum portion is curiously deficient for a town like Aberdeen. The beach and bathing station is a great attraction. All the essentials of a popular sea-side resort are easy of access to the lucky inhabitants. In the immediate vicinity of the station is to be found a small grotto, a gymnasium and bowling-green, and a golf course of eighteen holes free to the public.

The city boasts two cathedrals, those of S. Machar and S. Mary's. S. Machar's Cathedral, whose interior now consists of nave and aisles only, is still used as the parish church. Its striking-looking twin battlemented towers, surmounted by short spires, were built early in the sixteenth century. Other portions were built nearly a century previously. S. Mary's is a Catholic Cathedral, and was built in 1860. Separated from Union Street by a curious Ionic façade with twelve granite columns, are the East and West Parish Churches, which stand in a graveyard of two acres. They both boast historical associations, and are of considerable interest.

Marischal College, to which has been united King's College, forms the University of Aberdeen. The latter is mainly devoted to arts and divinity, whilst its sister college is chiefly concerned with medicine and law. Marischal College is truly an ornament to the city. Elegant and spacious, of Gothic architecture, it forms three sides of a square, while at the time of writing a fourth is rapidly being built. The building is entered by the great Mitchell Tower, and is as remarkable for its fine proportions as for its height, which is no less than 260 feet. King's College dates from 1494, the year of its foundation. It was not actually constituted, however, till 1505, being then known as S. Mary's College, its present name being given some little time later.

I have written a short catalogued description of some of Aberdeen's principal "sights," and still there is a great number as yet unmentioned. There is the beautiful Brig o' Balgownie, built in the year 1320, some say by Robert Bruce. Byron tells us that, when a boy, he used to fear the bridge on account of an old prophecy, which runs:—

"Brig o' Balgownie, wight is thy wa';
Wi' a wife's ae son and a mear's ae foal
Doon shalt thou fa'."

Photo. by J. T. Pithie, Aberdeen.

THE "FAÇADE," UNION STREET, ABERDEEN.
City Churches, East and West, in Distance.

His fears were groundless, for the bridge stands as strong and firm now as ever it did in its six centuries of existence.

There is the old Brig o' Dee, also as yet unmentioned, which in 1639 a Royalist force held for two days against the Covenanters of Montrose; and there is the Auld Town with its delightful old-world air. Of modern buildings as yet omitted from the category there are the Barracks of Castle Hill and the Militia Barracks; the Fish Market, second only to that of Grimsby; Girdleness Lighthouse; Gordon's College; the Market Buildings; the large Music Hall, capable of seating 5,000 people; and the old Tolbooth.

Then again I have said nothing of the very fine docks which Aberdeen possesses—one could write for many hours about these alone. They cover over thirty-six acres of land, and teem with life and energy from early morning, when the large fishing fleet arrives with the fruit—one rather thinks "fish" is a better word—of its night's toil, till the evening, when the merry little vessels once more set

Photo. by D. Whyte, Inverness.

STORNOWAY, ISLAND OF LEWIS.
(Via the Highland Railway.)

sail. The fishermen live at Fittie and Torry, on either side of the Dee at its mouth. The harbour has not attained its present condition without difficulty, there being at one time a dangerous bar at its mouth. Over 900,000 tons of shipping entering and clearing, is the trade now averaged in a year. Regular lines of steamers run to Shetland, Orkney, London, and various ports on the Moray Firth. Of the other trades of the city, granite is the most important; but the paper manufactured in the neighbourhood has also a world-wide repute. There are around the town extensive industries connected with linen, wool, cotton, comb-making, candles, and last, but not least, ship-building.

It is an old after-dinner-speech joke that "Aberdeen exports two commodities—granite and brains"; and when one remembers the University there seems sufficient truth in the statement to lend it piquancy. But it is not only at the University that Aberdeen shows its power. It is in the rapid development of the city, its material progress, and, to use a very old witticism, its motto—the one that appears on its merchants' doors—"push," in which the Aberdonian shows he is not lacking in intelligence, or rather in the means of making a complete success of his efforts. Now the fourth city in Scotland, with a population of about 160,000, it is already within a few thousands of its ancient rival Dundee, and there seems little cause to doubt that when the next census comes round the northern capital will rank next to Edinburgh in the list of large towns of Scotland.

Touching for a moment on the intellectual life of the city, I shall have to borrow a paragraph from Munro's "Guide to Aberdeen" which is one of the best pennyworth's it has been my lot to meet with. The writer there says:—"The mind of the Aberdonian may be said to be always more analogical than imaginative. But wherever he is, or in whatever position he is placed, he is always intensely self-reliant and individualistic. He copies no man's methods and is no man's mental reflex. In brief, he is himself, at heart, and yet deeply conservative in thought and action, of a humorously sarcastic turn in speech, somewhat cold on the surface, but very much of a sentimentalist at bottom, and intensely combative when his passions are aroused or his rights as a man assailed." So says my contemporary, and he entirely echoes my impressions; but, as has already been said, my knowledge of Aberdeen and its inhabitants has been so very slight that I did not think I was warranted to write an opinion of that character off my own bat. I think I may add, not only to bear out the case, but to show also that the musical talent of the city is above the average, that I saw in Aberdeen the best amateur operatic performance I have ever seen. The piece was the "Yeoman of the Guard." The press notices were *blasé* and extremely critical, as though the writers were used to better things, and I was informed on good, and I hope unbiassed, authority that there was a second company of amateurs, better in many ways than the one I saw, and that they were then busily engaged in the rehearsals of "Faust"!

Photo. by J. T. Pithie, Aberdeen.
PARISH COUNCIL BUILDINGS, ABERDEEN.

A word in conclusion on the many pretty places in the immediate neighbourhood. Some sixteen miles to the south-west is Dunnottar Castle, whose walls have witnessed many gory battles, and in whose confines many prisoners have languished. Northward runs the Great North of Scotland Railway through a wild and beautiful country to many quaintly picturesque places, both inland and on the seashore. Thirty miles from Aberdeen is Cruden Bay, with a history stretching back to the era when Danish pirates infested the coast. In the locality are many interesting places, and with a good beach and excellent golf course the place forms an attractive little sea-side resort. In the Dee Valley are many beauty spots—Cults, an outlying residential suburb of Aberdeen; Kingcausie; Culter; Drum Castle, belonging to the Irvines; Crathes Castle, the seat of Sir Thomas Burnett; Banchory; and very many more. High up the valley is Balmoral, which will ever be associated with the memory of Queen Victoria. Standing nine miles south-west of Ballater, it is about fifty miles from Aberdeen, and although, despite the real beauty of its situation, it may not be the prettiest site in the Dee Valley, it will always remain in the mind of mankind at all events as the most interesting.

A. J. W.

Photo. by J. T. Pithie, Aberdeen.
ART GALLERIES, ABERDEEN.

Photo. by Photochrom Co., Ltd.
LARGS, FROM PIER.
(Via the G. & S. W. Railway.)

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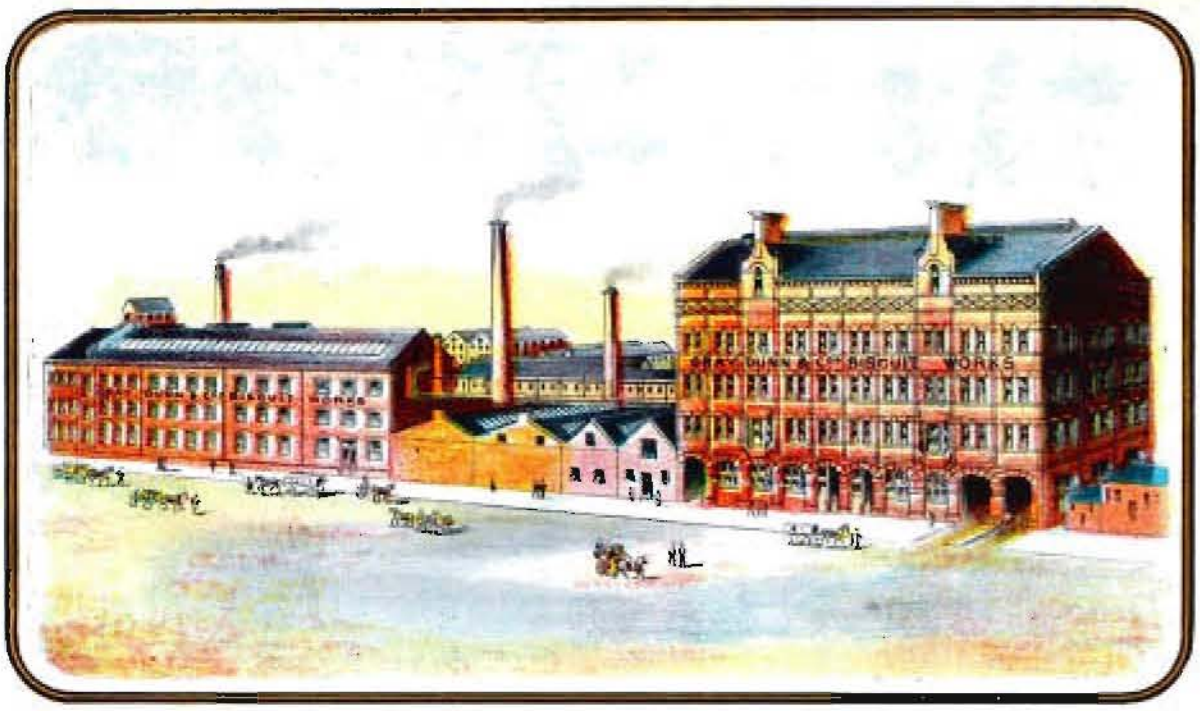

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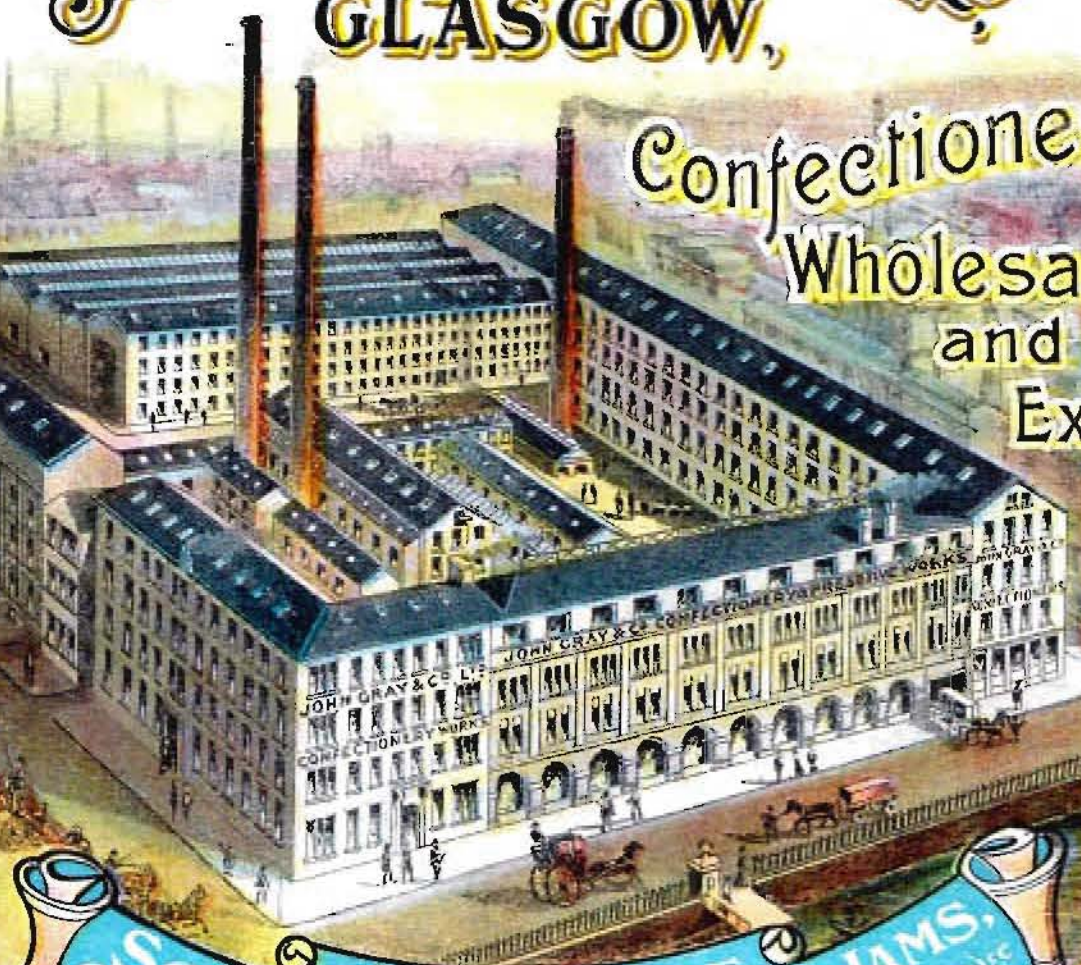

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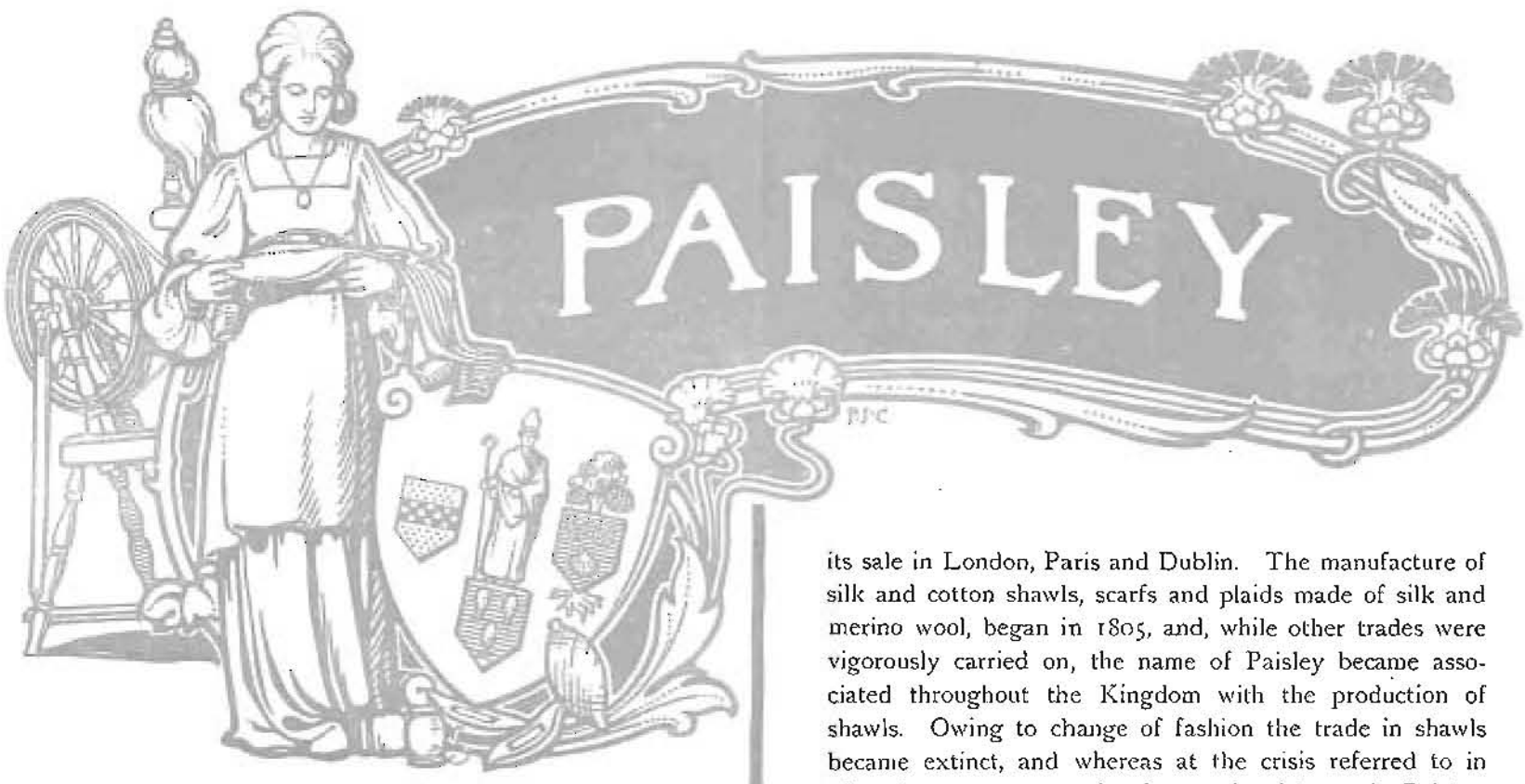


Officially contributed.

THE town of Paisley had its origin in the monastery founded by Walter, High Steward of Scotland in 1163. The abbey, which was built about that time, formed the centre around which the town gradually grew and extended, and in 1488, by charter granted by James IV. in favour of George Schaw, then Abbot, it was created a Burgh of Barony. After the Reformation the abbey and lands were created a temporal barony in the person of Lord Claude Hamilton, third son of the Earl of Arran. Lord Claude afterwards received the title of Lord Paisley. The lands passed from James, second Earl of Abercorn, grandson of Lord Paisley, to the Earl of Angus, and from him in 1653 to Lord Dundonald. The larger part of the lands was subsequently purchased by the Marquis of Abercorn, and the orchard and gardens of the abbey form the site of what is known as the Newtown, the stones of the old monastery having been utilised in the building of some of the houses.

The town was constituted a Parliamentary Burgh by the Burgh Reform Act of 1833, and returns one Member to Parliament. It passed through a severe crisis in 1841, owing to the then depressed condition of trade throughout the country. Its progress was thus arrested for the long period of thirty years, its population in 1871 being rather less than in 1841. About the former date, owing chiefly to the development of the sewing cotton industry, it began to move ahead, and its progress from that time has been steady and continuous, its population, as estimated for the present year, being over 82,000. For a long period in its history the town was celebrated for its manufacture of textile fabrics. So far back as 1780 such was the fame of its silk gauze manufacture that warehouses were taken for its sale in London, Paris and Dublin. The manufacture of silk and cotton shawls, scarfs and plaids made of silk and merino wool, began in 1805, and, while other trades were vigorously carried on, the name of Paisley became associated throughout the Kingdom with the production of shawls. Owing to change of fashion the trade in shawls became extinct, and whereas at the crisis referred to in 1841 there were upwards of 7,000 hand-looms in Paisley, scarcely any survive to-day. The manufacture of sewing cotton is now the principal industry, and in this connection the company of Messrs. J. & P. Coats, Ltd., is known throughout the world. The other leading trades are engineering, shipbuilding, dyeing, and the manufacture of starch and corn flour.

Photo. by McIlwrick, Paisley.
R. K. BELL, ESQ.,
Provost of Paisley, 1902-3.

Photo. by J. D. Ritchie, Paisley.
GEORGE A. CLARK TOWN HALL, PAISLEY.

Amongst the names celebrated in literature there were born in Paisley the poet Tannahill, some of whose lyrics rank only second to those of Burns; Alexander Wilson, Poet and Ornithologist; and John Wilson, Professor of Moral Philosophy in the University of Edinburgh, best known under his *nom-de-plume* of "Christopher North," and as the author of *Noctes Ambrosianæ*.

The abbey was partially destroyed by fire in 1307, when it was attacked by English soldiery. Until recently the transept and choir have lain in ruins. The nave, which is in excellent preservation, has been occupied since the Reformation as the Parish Church. The transept has lately been restored, and the restoration of the choir is a work which it is hoped may sooner or later be accomplished. King Robert Bruce gave his daughter Marjory in marriage to Walter, the founder of the Church, and her son became Robert II. of Scotland. Marjory was killed while hunting near Paisley, and was buried in the choir, where also lie the remains of King Robert III. and his daughter Margaret, wife of the fourth Earl of Douglas, over whose tomb her

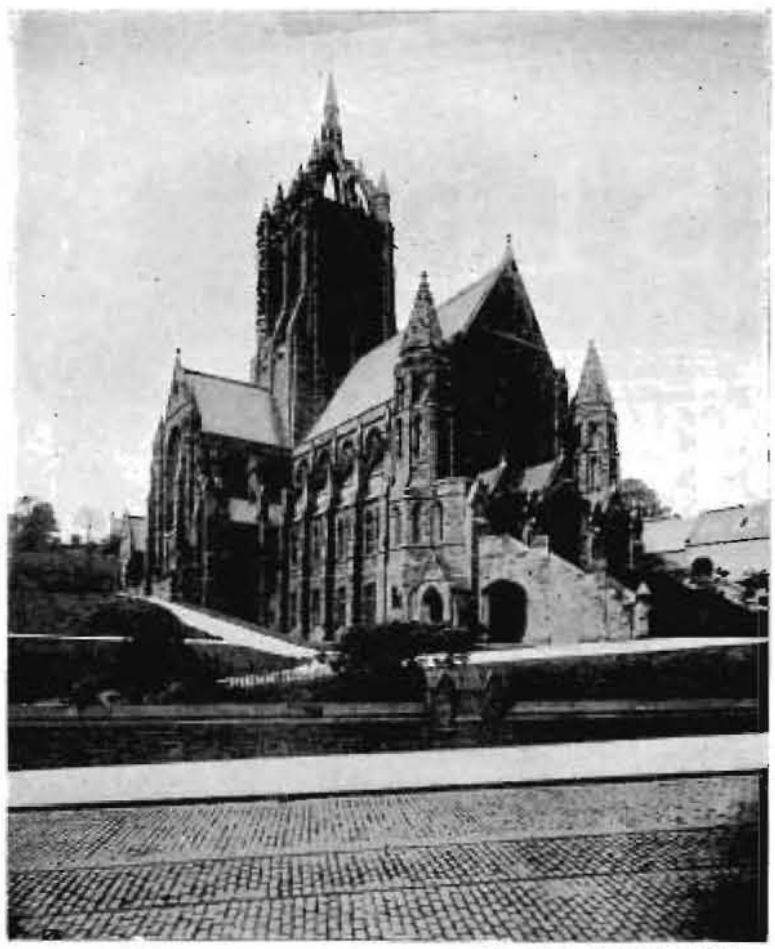


Photo. by J. D. Ritchie, Paisley.

THOMAS COATS' MEMORIAL CHURCH, PAISLEY.

late Majesty caused to be placed a slab of Sicilian marble after her visit to Paisley. The inscription on the monument is as follows:—"To the memory of the members of the Royal House of Stuart who are buried in Paisley Abbey. This stone is placed here by their descendant Queen Victoria on the occasion of her visit to Paisley, 1888."

Paisley has been largely indebted to the generosity of her sons, many of whom have from time to time conferred gifts on the community. One of the earliest of these was the John Neilson Institution, a school founded by the late Mr. John Neilson, and opened in 1852. It occupies a conspicuous position on the extreme west of Oakshaw Hill, and is a handsome structure, with imposing dome. The Fountain Gardens were purchased and laid out by Mr. Thomas Coats, of Ferguslie, and handsomely endowed by him and his son, Mr. James Coats, Jun. They were opened to the public in 1868. Mr. Coats, at a later date, gifted to the town an admirably-equipped Observatory, also largely contributed to by Mr. James Coats, Jun. The Free Public Library and Museum, presented by Sir Peter Coats, of Woodside, was opened in 1871, and is now being largely added to by his son, Mr. James Coats, of Auchendrane. In addition to the lending library there is a valuable reference library, and one of the features of the Museum is an excellent entomological collection. The splendid Town Hall, built from funds left by Mr. George A. Clark, of New York, largely augmented by his brothers, Messrs. James, John and Stewart Clark, of Clark & Co., Ltd., thread manufacturers, occupies a prominent position in the centre of the town. A statue of Mr. George A. Clark occupies a site to the north of the Hall. The Brodie Park, to the south of the town, extending to about twenty-six acres, was bequeathed to the Corporation by the late Mr. Robert Brodie, Banker in Paisley. The Coats Memorial (Baptist) Church, understood to be the costliest Nonconformist Church in the kingdom, was erected by the family of Mr. Thomas Coats to his memory. The William Dunn Square, purchased and ornamentally laid out by Sir William Dunn, Bart., Member for the Burgh, faces the Town Hall and contains statues erected by public subscription to the memory of Sir Peter and Mr. Thomas Coats, and a statue of her late Majesty, the gift of Dr. William Hunter. The Grammar School and William B. Barbour Academy, a very handsome structure in the east end of the town, was largely built from funds bequeathed by Mr. W. B. Barbour, sometime Member of Parliament for Paisley. Mr. Peter Brough, a merchant in Paisley, bequeathed a sum of £150,000 for charitable purposes, under a trust, managed by a body of trustees constituted by his will. In connection with the trust is a Nurses' Home, in which there is a staff of trained nurses, who visit and minister to the sick poor. The Technical School, recently built, has also been largely aided from this endowment. The Eye Infirmary, a most valuable institution in an industrial centre, was erected and gifted to the community by Mr. Archibald MacKenzie, of Milliken, sometime Provost of the Burgh. The Royal Alexandra Infirmary, one of the best equipped institutions of its kind, was recently built by public subscription, aided by a liberal contribution from the estate of Mr. W. B. Barbour. In connection with the

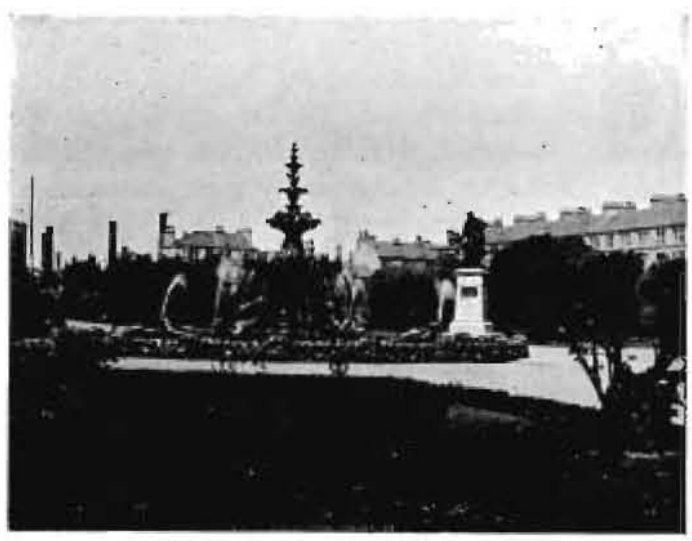
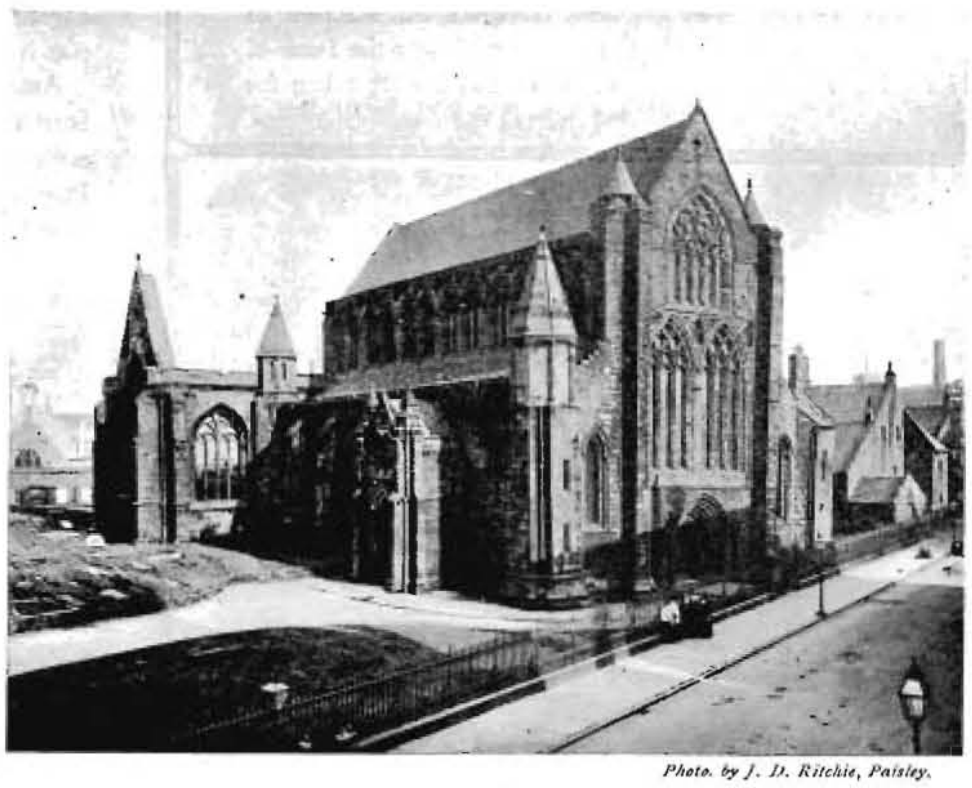


Photo. by the Photochrom Co.

FOUNTAIN GARDENS.

(Paisley reached via the G. & S. W. R.)

Infirmary is a separate residence for the nurses, erected and most comfortably furnished by Mr. Peter Coats, thread manufacturer. There is also in connection with the Infirmary a Dispensary, which was erected by public subscription in commemoration of the Jubilee of her late Majesty Queen Victoria.



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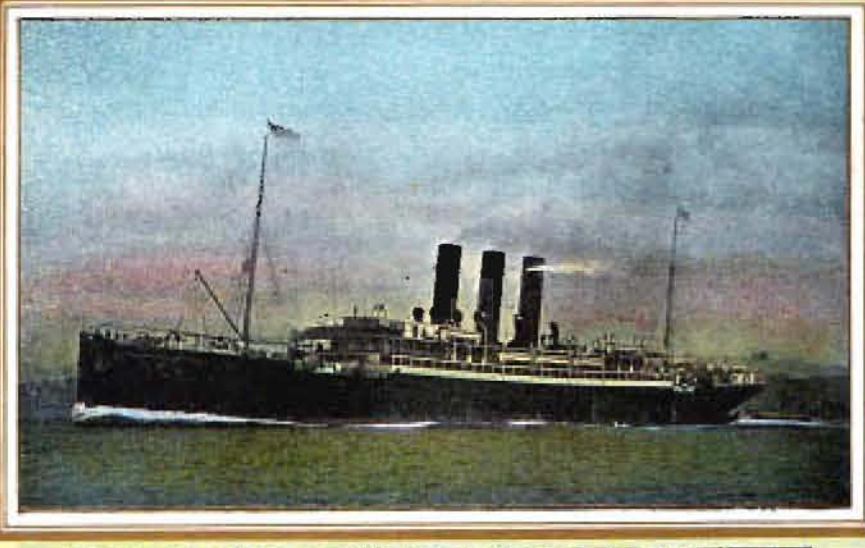

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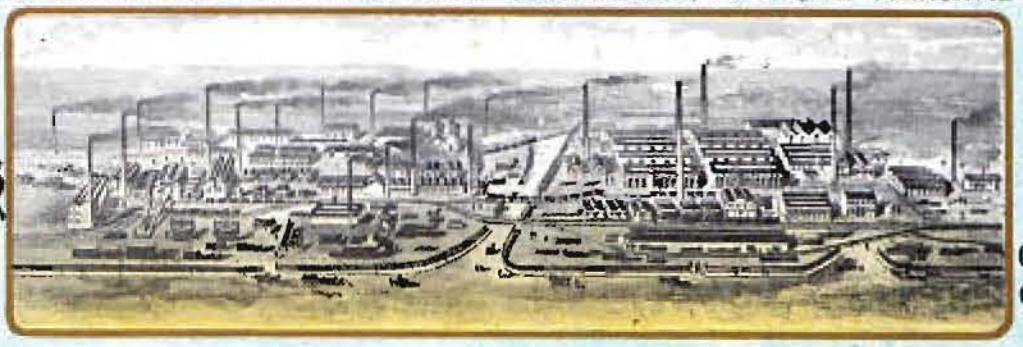

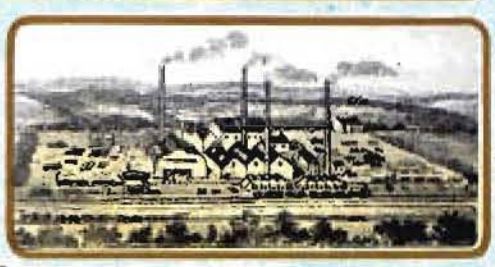

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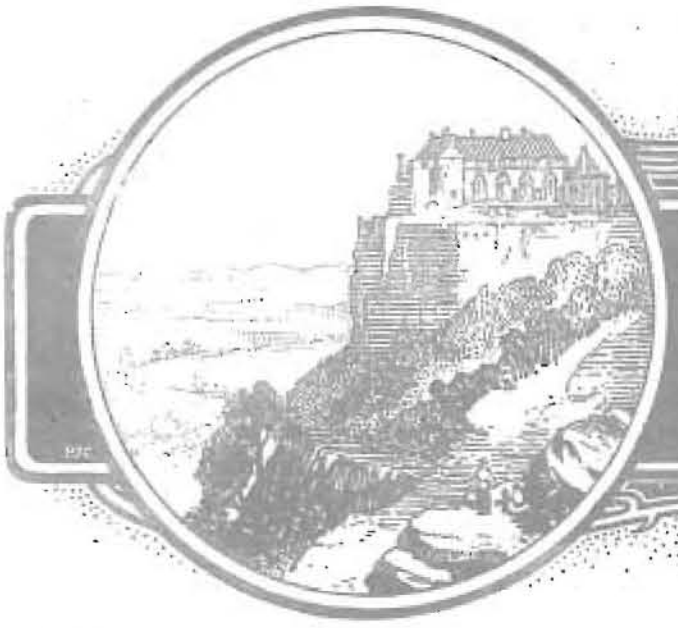


STIRLING

HOW hollow and wanting would appear the history of Scotland if every mention of Stirling and its immediate neighbourhood were omitted! To the stranger it perhaps seems odd that so much of historical interest should have transpired here, but when one notes the impregnable position of the Castle, and the large tract of country it governs, dispelled at once are any ideas that chance is responsible for the long sequence of important events which were enacted in the locality. When one remembers also that the old bridge now standing and still used for traffic, was for nearly four centuries the only highway between the south and north of Scotland, one still better understands why Stirling played so important a part in the ages that are past.

On my first visit to Stirling I, in duty bound, walked up the long, steep street towards the Castle. But I was not destined to get there as easily as I thought. An aged gentleman with the legend "Town Guide" inscribed on his cap, stepped to my side and peremptorily ordered me to come with him to see the East and West Churches. I explained that I wished to see the Castle. I was pushed for time, may be? No, I was not. Then I must see the churches—and see them I had to. Churches, however old and beautiful, do not as a rule appeal to me, but these were something exceptional, and I was glad the old gentleman had persuaded me into seeing them. The two churches are formed together by a porch, which is mutually used by both. The date of foundation of the West Church is given by some authorities as 1124, others record it as 1414. The Coronation of James VI. took place in the Choir on July 29th, 1567, the infant king being only thirteen months old. My guide informed me that James VI. stood to be crowned on the very spot on which I was then standing. He must have been a very precocious youngster! Both churches are extremely interesting and very beautiful, the stained-glass windows being exceptionally fine. In the cemetery adjoining the churches is the monument to the Wigtown Martyrs—Margaret and Agnes Wilson, the former of whom was drowned by being tied to a stake fixed into the sand within the tide mark, and there left until the waters covered her.

My old guide pointed out to me all the objects of interest, talking eloquently the while. I maintained a stoical calm to all his enraptured utterances, and showed a cynical indifference to his most wonderful sights. It was in this way that I got some slight return for the severe manner in which I was used at times. At length he informed me sharply, as if I had committed some crime, that I "was a Scotchman." I thanked him for the honour he conferred upon me, and assured him of his mistake. But pardon me, I write of Stirling, and not of my friend the guide. Suffice it that I left him imbibing a strong glass of "whuskey," and bitterly indignant with me for leaving a small portion of soda, which he described as "wilfu' waste."

Photo. by A. J. W.

STIRLING CASTLE, FROM THE LADIES' ROCK.

Photo. by A. J. W.

BRUCE MONUMENT, STIRLING.

Of the antiquity of Stirling it is difficult to speak. The stately earthen terraces on the western side of the Castle rock, now known as King's Knott, are mentioned by Barbour in describing the flight of Edward II. after Bannockburn, as the Round Table, and there is a strong possibility that it dates from the days of King Arthur himself. Tradition has it that that hero won his greatest victories near by, and finally fell at Camelon, not many miles away. Five centuries before Arthur's time Stirling was a Roman station; in fact, historians cannot record a time when there was not a castle or a fort here.

On the way to the Castle is passed "Mar's Work," built in 1570 from stones said to have been brought from the ruined Cambuskenneth Abbey. It is a remarkable building, and has many wierd emblems carved on its walls. Further on is Argyle's Lodging, an interesting specimen of the old Scottish baronial residences. In one of its compartments the Earl of Argyle entertained James, Duke of York, afterwards James VII., who reciprocated the kindness later by relieving Argyle of his head! And at last we come to the Castle, which itself is the key to all the

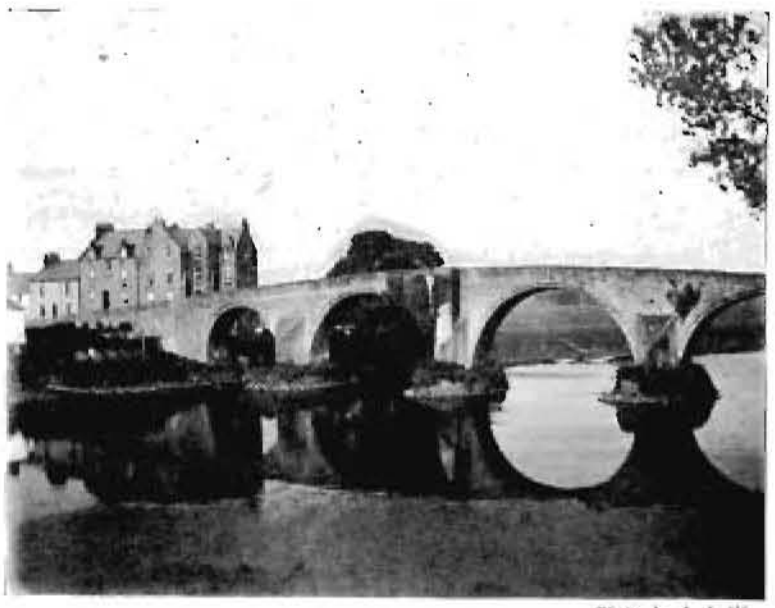


Photo. by A. J. W.

OLD BRIDGE, STIRLING.

memories of this historic region. Here James II. was born, and here Queen Mary was crowned. In one high chamber James VI. was tutored and had his ears boxed by the scholar, George Buchanan. It was in Buchanan's house, by the way, that I left my garrulous old guide. In another small chamber James II. stabbed the rebel Earl of Douglas. James V. on many of his escapades when he went forth incognito amongst his people, used the postern door and the wild back path of Ballangeich. From the ramparts one looks down on many important scenes. Cambuskenneth takes its name from the fact that there Kenneth II., King of the Scots, finally overthrew the Pictish dynasty. A large monument, prominent and stately, marks Abbey Craig, down which Wallace and his men rushed to overwhelm the English army when half of it had crossed the ancient bridge of Stirling. At Bannockburn, Bruce broke the arrogance of the English kings. On the slope of one of the hills stands the "borestone" which held his flag, and where stood Bruce himself directing the battle. The story of how a motley array of gillies and trencher-lads came over the hills at the climax of the struggle, and whose appearance turned the wavering of the English into a rout is too well known to be detailed here. From the ramparts also can be seen Sauchie, where James III. fought his barons, and lost; Stirling Bridge, over which James V., at the age of sixteen, galloped for his life from Douglas' tyranny, to assume sovereign power within the Castle. Over the Forth, at the ford where the old Kildean Bridge had stood, marched the great Montrose, in 1645, to his brilliant victory for Charles I. at Kilsyth. On Sheriffmuir, in 1715, Argyle overcame the first Jacobite rising. And many, many more scenes can be pointed out, but space does not permit of their enumeration.

Photo. by A. J. W.

MARTYR'S MONUMENT, STIRLING.

As a last item it is worth contrasting the mementos on the two sides of the fortress. Under the sunny southern side the royal games and joustings were held, and up above, the Ladies' Rock, from which the royal dames viewed the sports. Traces of gay happenings still remain. But on the other side of the Castle—the northern side—grim and austere, on a rugged mound stands the Heading Stone. There fell the heads of many notables:—Duke Murdoch of Albany, the usurper; his wife's father, Duncan, Earl of Lennox; and the Duke's two sons. The murderers of James I. and their associates were, after fiendish tortures, also executed here. It is not a pleasant contrast—the memories of this side of the Castle to those of the south side.

Photo. by A. J. W.

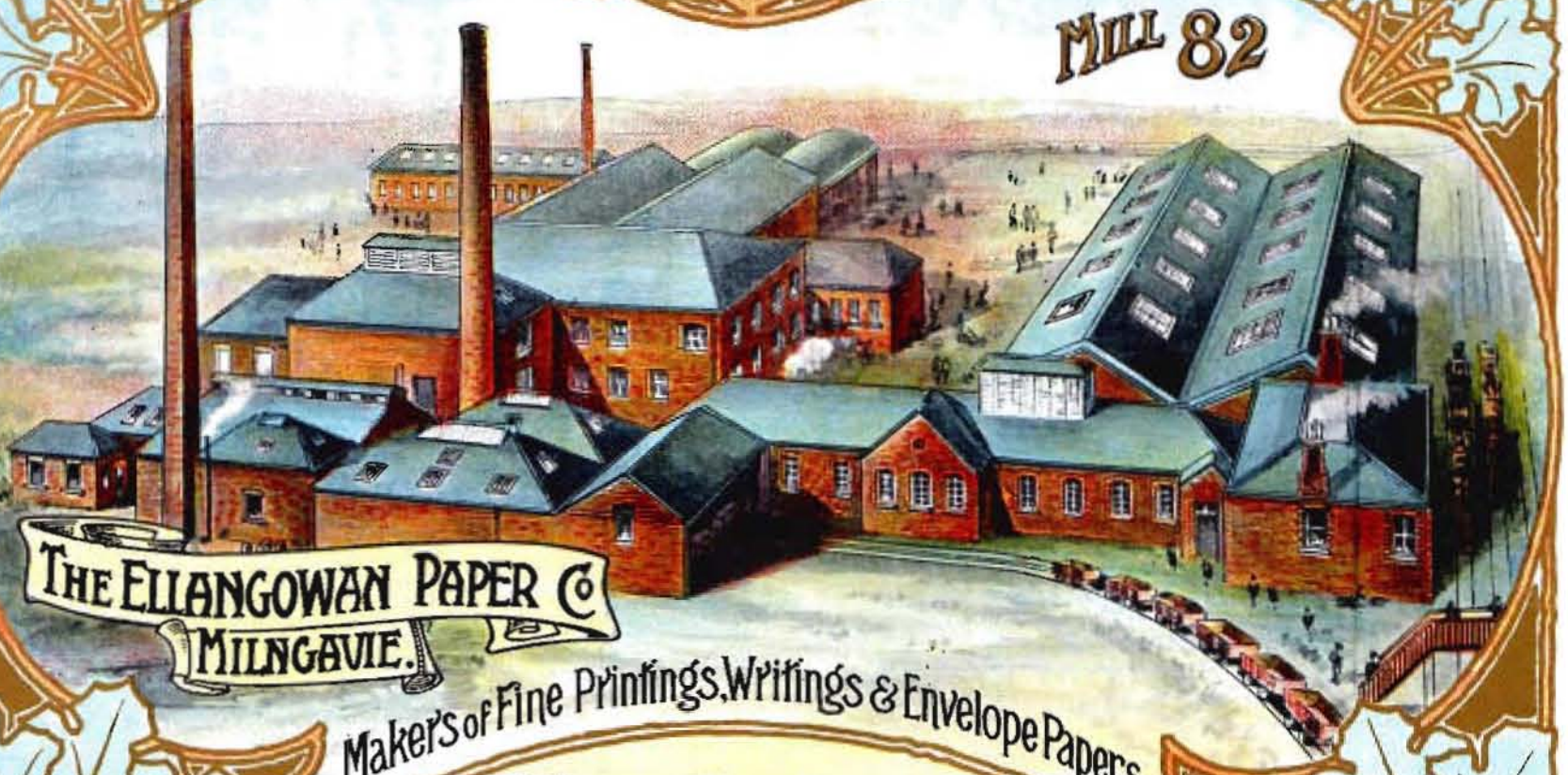
EAST AND WEST CHURCHES, STIRLING.

History has thus far been our theme, and it has so transgressed in space that no room is left for mention of Modern Stirling. But old things are ever more interesting than new, and although the modern buildings of Stirling are all that they should be, they will never attract much attention on account of the more interesting relics of past years, which will be for ever associated with the town.

A. J. W.

TROON

TROON is a place which has of late greatly grown in favour as a seaside resort, possessing all the advantages of a modern seaside resort—a sandy beach, fine golfing links, and good bathing facilities. There are also boats to be had on hire, and from any point of vantage fine views are to be had of Arran, Ailsa Craig, and of the Ayrshire coast. Troon has considerable shipping, for which it occupies an advantageous position, coal being largely exported. The merchants of Glasgow in the middle of the seventeenth century wished to make Troon the seaport for their foreign trade, but their application for a site for docks was refused, and it was not till the beginning of the present century that active development of the port began. In 1805 the third Duke of Portland bought the Fullarton Estate, and three years after he commenced the building of a pier. Docks followed, and now fully half a million sterling has been spent on Troon docks, and the total length of the quays is considerably over a mile. Near Fullarton House are the ivy-clad ruins of Crosbie, intimately connected with the fortunes of Wallace. Here his uncle lived, whose murder led to the burning of the Barns of Ayr.



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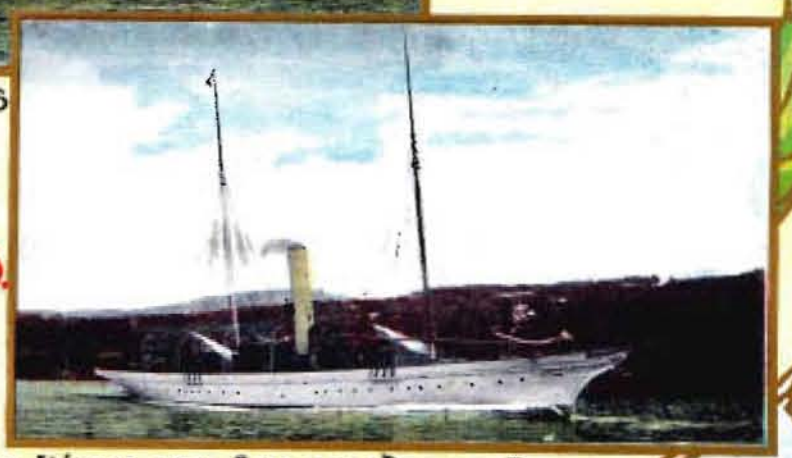

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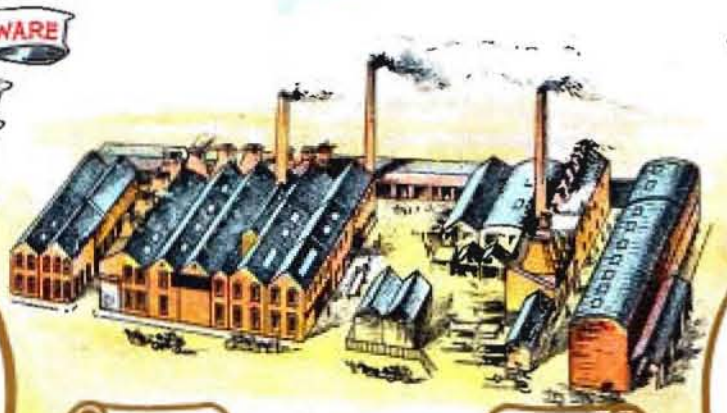

ALL OUR GLAZES
LEADLESS

THE *Sportsman's Guide to Scotland* briefly mentions some one thousand, two hundred lochs, and we are very much tempted to do what a certain ingenious student once did in a somewhat similar case. He had to write an essay of small length on any subject, but he was to bring into it such words as "eruginous," "ornitholite," "lacustrine," "hydrocephalus," and other obscurities. He managed it in something after this fashion. "John had a brother, whom he took for a walk. In the course of the walk he asked him to spell the following words:—'eruginous,' 'ornitholite,' etc., etc." In our case we should write:—"The lochs of Scotland are many and beautiful. Their names are Loch A-Baw, Loch Aber, Loch A-Bharp," and so on through the twelve hundred which we have at our disposal.

It is impossible to write here of the lochs of Scotland individually, their numbers will not permit of it. We are constrained, therefore, to select two or three of the more important ones, and to give some little idea of the innumerable beauties of Scotch "lacustrine" scenery by depicting, as well as our humble pen will allow, their own particular charms.

One of the largest and most beautiful of the lochs is Ness. It is situated near Inverness, and in size is about twenty-six miles long, with an average breadth of little over a mile. So much for technical details. In point of scenery there are few pictures more beautiful in the whole of Scotland than what can be seen on this splendid loch. On each side the hills are luxuriantly covered with ash, oak, birch, and fir, with which is intermingled a thick growth of pretty shrubs. In autumn the purple glow of the heather adds its lustre to the spectacle. In summer the yellow of the "whin" and broom, the delicate shades of green from the new leaves, the terra-cotta crags, give a magnificent variety of colour effects, to which the beautiful blue of the deep waters of the loch impart a rich tone, surpassingly lovely in its general appearance. Many, too, are the points of interest to be seen on the shores. Urquhart Castle, besieged by Edward I. when trying to subdue Scotland, is a fine hoary old ruin. It reminds one of the poet's words—"Time has made beautiful that which at first was only terrible." Drumnadrochit, near at hand, forms a pleasant summer resort. Shirley Brooks often used to visit here, and it was he who helped to make the place famous. The mountain "Mealfourvonie," rising 2,400 feet direct from the water's level, presents a very imposing spectacle. On the side of the mountain is a small tarn, from which issues a stream known as "Ault Sindhe," which, in the early part of the seventeenth century, was connected with a terrible tragedy. Between the Mackenzies of Ross-shire and the Macdonnells of Glengarry there existed a strong and bitter feud. A party of the latter clan crossed the hills to Beauly and burned a church in which was a congregation of Mackenzies. A fierce pursuit was the natural outcome, in the course of which the leader of the Macdonnells sprang across a chasm of the Ault Sindhe. One of the more adventurous of his opponents sprang after, but falling short hung by the

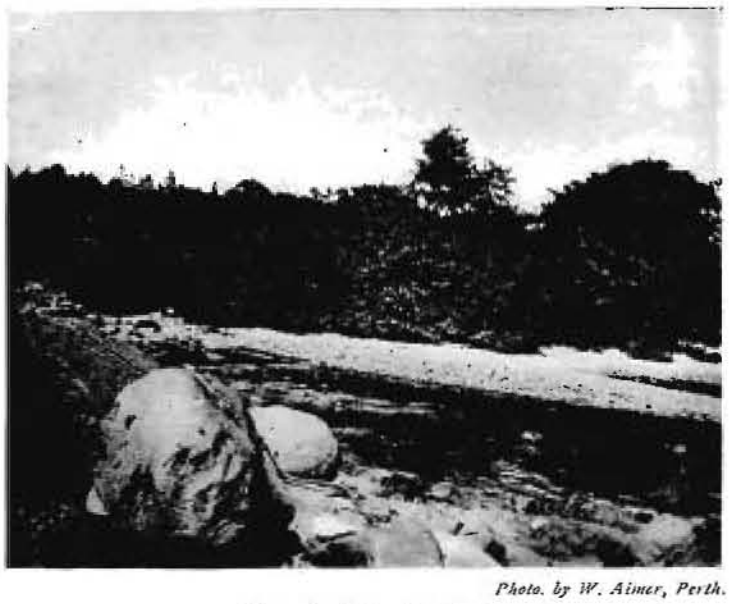

Photo. by W. Aimer, Perth.

ON THE TAY, STANLEY.

branch of a tree which he had managed to grasp. Macdonnell turned, hacked off the branch with his knife, sending the unfortunate Mackenzie to his death in the depths beneath. The Falls of Foyers, once so great an attraction on the shores of Loch Ness, have now been monopolized by an Aluminium works. Lastly, we shall mention Glenmoriston, with its many lovely nooks of birch trees.

Continuing in our adopted course, and without following any definite sequence either in point of size or relative magnificence, we shall now choose Loch Awe for the purpose of a few descriptive notes. It is usual, we find, for writers of a frivolous nature to mention this beautiful loch as being "awe-inspiring." To do this is mean, for when one is reading some poetic description of what is really perhaps the finest scenery in Britain—dare we say the world?—one does not expect so impious a thing as a pun. Added to this it lessens at once all descriptions of the marvellous beauties of the lake, for above all remains the obnoxious sound of the pun. And yet for all that the word is so appropriate! It is at once the wrong and the right epithet to choose. Loch Awe, with its sylvan islands and tiers of high mountains rising to the heavens at every hand, presents such a truly regal appearance that the word is quite in keeping. There are twenty-four islands on the

Photo. by D. Whyte, Inverness.

GLENMORE, AVIEMORE.
(Via the Highland Railway.)

lake, and many have their stories of love, of revenge, of daring deeds, and some despicable ones, of which the crumbling castles and ruined monasteries are now the only memorials. Chief of them is Innis Connel, with the ruins of Inchconnel Castle, the ancient seat of the Lords of Lochawe, and afterwards Argyll. The northern extremity of the loch is perhaps the most magnificent. Here the breadth expands from one mile to nearly four, the water being enclosed by majestic mountains, conspicuous amongst them being Ben Cruachin, nearly 4,000 feet in height. At the Pass of Brander the river Awe begins its impetuous course. It was in these narrow confines that Bruce met in

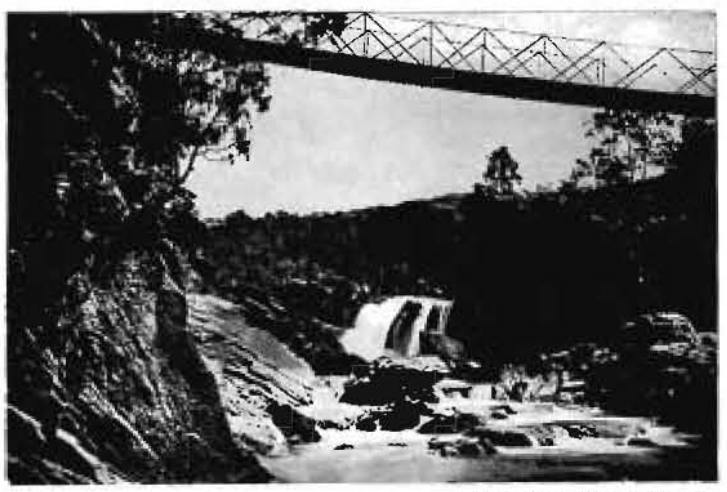

Photo. by D. Whyte, Inverness.

FALLS OF ROGIE, STRATHPEFFER.
(Via the Highland Railway.)

battle the Macdougall of Lorn. Loch Awe is a great resort for anglers, as it is a capital trout fishing loch, and is all open to the public. Geographically it is situated in Argyllshire.

A word about a salt-water loch—Loch Fyne. The name suggests at once herrings, and causes the delicate noses of the worthy salmon and trout fishers to turn up in scorn. The wild, rugged coast-line offers many attractions, and at sunset, when the crimson orb of the sun sinks slowly behind some far distant peak, an unspeakable grandeur is imparted to an already beautiful picture. At Skate Island, in the loch, seals may occasionally be seen, these foreign visitors to our climes looking extremely happy and well contented with themselves. At the Mull of Kintyre the landlocked nature of the water causes a very curious occurrence, the tide being six hours earlier on the west than on the east side.

And now it seems time we should mention that beautiful district of Scotland known wide and near as the Trossachs. Why we mention them in this place we really can't say. It would, perhaps, have been more in the correct order of things to describe the Trossachs first in a short paper of this character. Perhaps this is the very reason why we place them last! The district embraces the south-western frontier of Perthshire and the adjoining part of Stirlingshire that stretches along the shores of Loch Lomond. It includes Loch Lomond itself and Loch Katrine, and it is with these two lakes that we are principally concerned. The romantic aspect of lovely Loch Katrine makes one all the more surprised to hear the infamous derivation of its name, as suggested by Scott, who tells us it was so-called from the *caterans* (robbers) who infested its shores. A steamer plies from the Trossachs Pier, at the south end, the full length of the loch, and metaphorically we will take the trip. Ellen's Isle is the first of the many interesting and beautiful scenes that are opened out before us in an

Photo. by A. J. W.

BEN NEVIS.

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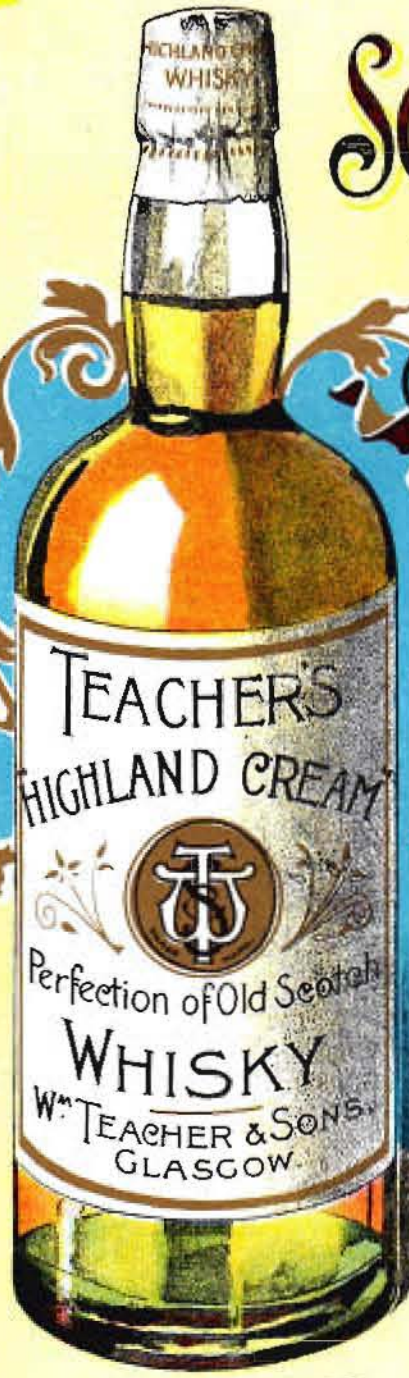

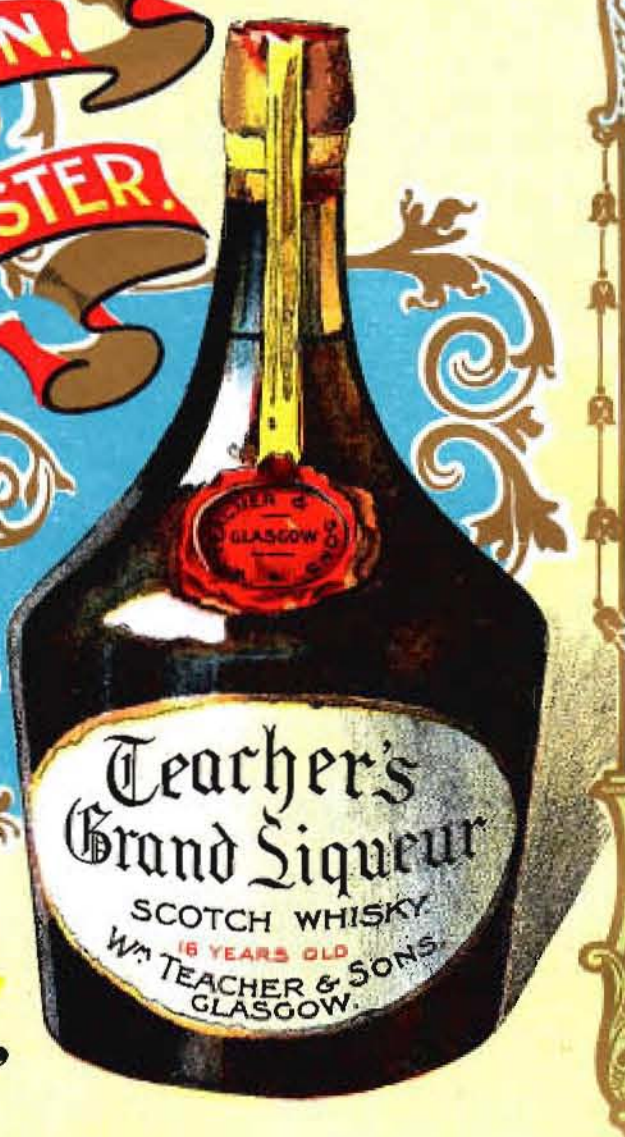

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ACHNASHELLACH.
(On the Dingwall and Skye section of the Highland Railway.)

ever-changing vista. At the time when Cromwell's soldiers were invading the district, this Island was used as a refuge for the Highland women and children. It is related that one of the "Roundheads," desiring to possess himself of the boat which the refugees had with them, swam out to the

the original, which Nature has endowed with a special loveliness, dissimilar in countless different ways to the general loch scenery of the country.

At last we come to Loch Lomond, with its "bonny, bonny banks," the largest of the fresh water lochs in Scotland. Although the *Lady of the Lake* has given to Loch Katrine a superior fame to that of its neighbour, Loch Lomond, for consistency in beauty the latter holds an advantage. Loch Katrine, perhaps, has prettier pictures than can be found on Loch Lomond, but in places the smaller loch is very ordinary, whilst on the other hand Loch Lomond never, throughout its whole length and breadth, approaches anything in any way which might be called common-place. The novelist Smollet declares that he has seen the Lago di Garda, Albano, De Vico, Bolsena, and Geneva, and on his honour he prefers Loch Lomond to them all. But he was, unfortunately, a native of the district, and his opinion may in consequence be a little biased. Some three centuries ago the loch possessed wonderful distinctions—it was famous for its floating island, its fish without fins, and for being frequently tempestuous in a calm. The first of these phenomena now no longer exists,

Photo by D. Whyte, Inverness.

LOCHLINCHART.
(Dingwall and Skye Line, via the Highland Railway.)

island, but while he was still in the water a certain Helen Stuart tried her maiden hand at beheading with such result that none of the other soldiers were encouraged to give her more practice in the gentle art! Near Ellen's Isle is Silver Strand, a place which, contrary to almost any other place in Scotland's picturesque district, belies its names. There is very little strand, and what little there is is certainly not very silvery. After the island is passed, on the right-hand side is to be seen the shooting lodge of Brennachoil, which name figures in *The Lady of the Lake*. Facing Brennachoil, a mountain stream that issues from the "Tinker's Loch," concealed high up in a hollow of the hill, "in which the mysterious water-bull of Highland legends was said to dwell," flows into Loch Katrine. A little further up is the station of the Glasgow water-works, where the water commences its journey of thirty-six miles to provide for the inhabitants of that great industrial city. From this point can be seen Ben Lomond, and soon after the northern end, with its glorious wild mountains of Glengyle, is reached. Loch Katrine has been immortalised by Sir Walter Scott in his *Lady of the Lake*. Fascinating as his descriptions are, they are no more than just to

the second may have been eels or perhaps amphibious vipers, the third is now attributed to the effects of an earthquake. Another special feature is the "Loch Lomond herring," which abounds in the lake. Taking the steamer in a similar manner to what we did on Loch Katrine, we set

Photo. by A. J. W.

LOCH AWE.

Photo. by D. Whyte, Inverness.

PLOCKTON, LOCH CARRON.
(Approached via the Highland Railway.)

out from Balloch to traverse the length of the loch. Balloch Castle and Bolnrich Castle are to be seen immediately on leaving. Near Arden is the ruined castle of Banachara, anciently the residence of the Coquhouns, where the chief of that clan was slain by one of the Clan Macfarlane in 1592. At Ross Priory Scott lived for a time in 1817, when he was writing *Rob Roy*. Beyond Luss the character of the scenery on the lake completely changes. Until this point is reached, Loch Lomond has been a broad sheet of water dotted over with pretty sylvan islands, the general aspect being beautiful, but without there being anything particularly striking. Now, however, the opposite shores approach one another quite closely. Rugged, cloud-capped peaks rise up on either side, and for the remainder of its length it presents a wilder and grander style of picturesqueness than what has been hitherto enjoyed. From Rowandennan the ascent of Ben Lomond is usually made, from the summit of which a superb view of the surrounding Grampian Hills and the whole scenery of the beautiful Clyde estuary is to be obtained. It was at Inversnaid, on Loch Lomond, that Wordsworth met the "Sweet Highland girl" whose praises he has sung. Here, too, is Rob Roy's Cave, a deep recess in a steep, rugged rock a little

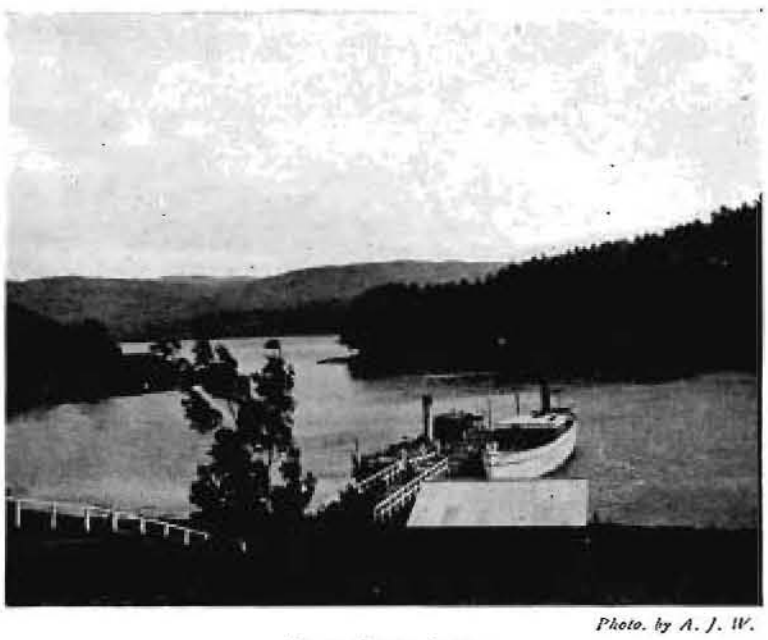

Photo. by A. J. W.

FORD, LOCH AWE.

above the water's edge, where Robert Bruce is said to have sought a refuge as well as that free-booter, whose name it bears. At Audlin the steamer reaches its destination, and we disembark.*

Finally, may we be permitted a brief glance at Loch Shiel, a lake of considerable historical interest and no little beauty? The coast of Ardnamurchan is the seat of many of the scenes depicted by Scott in his *Lord of the Isles*. Prince Charlie in his wanderings landed close to Loch Ailort, struck across to Loch Shiel, embarked half-way down at Dalilea, and sailed to Glenfinnan. Here, at the

* For most of the historical information relative to Loch Katrine and Loch Lomond we have been indebted to Black's ably written guide to the "Trossachs."

head of mountain-bound Loch Shiel, he summoned his loyal clans together in the year '45. A monument now denotes the spot. Close at hand, on the shores of the neighbouring Loch Moidart, stands the ruins of Castle Tioram, in olden days the principal stronghold of the warlike Clan Ronald. Many are the sieges it has withstood, many the scenes of bloodshed and strife which it has beheld. St. Columba and his followers are reputed to have fished for the finny treasures of Loch Shiel, and such a statement is not improbable if the holy man came into the locality, for we know he was *piscator strenuus*. About the middle of the loch is an old burial island, and some of the ancient crosses upon it are of great antiquarian interest. The ground is divided, half being used by the Protestants and the other half by the Catholics. The roads leading down to the shores of Loch Shiel, especially those from the Moidart district, are studded with cairns, for whenever a coffin rested on its journey it was the custom for the mourners to build up a cairn, each contributing a stone. Upon the island also are the ruins of an old chapel, the altar of which is still intact. Upon it lies a curious metal bell, peculiar in shape and green with the age of centuries, used in byegone times to call the neighbouring people to worship. Through innumerable generations this bell has

Photo. by A. J. W.

INVERMORISTON, LOCH NESS.

lain in its sanctuary. There is a tale of some English soldiers stealing the bell about the middle of the last century, but they were overtaken and handled very roughly, while the bell was triumphantly carried back to its old resting place. Like many of the Scottish lakes, Loch Shiel has broad, fertile land at one end, while the other narrows up between high mountains. At one times its shores were thickly wooded, but that was many years ago, and the deer now are left the undisputed possessors of the mountains.

. . . . . .

We have reduced the twelve hundred lochs at all events by five or six, which, if not calling for magniloquence, is at any rate all that could be done. We trust, too, that our efforts to impart some small idea of the impressive grandeur of the Scottish lochs to those poor, unfortunate individuals who have not yet beheld any of them, have served their purpose. A. J. W.

Photo. by A. J. W.

THE MONASTERY, FORT AUGUSTUS, LOCH NESS.

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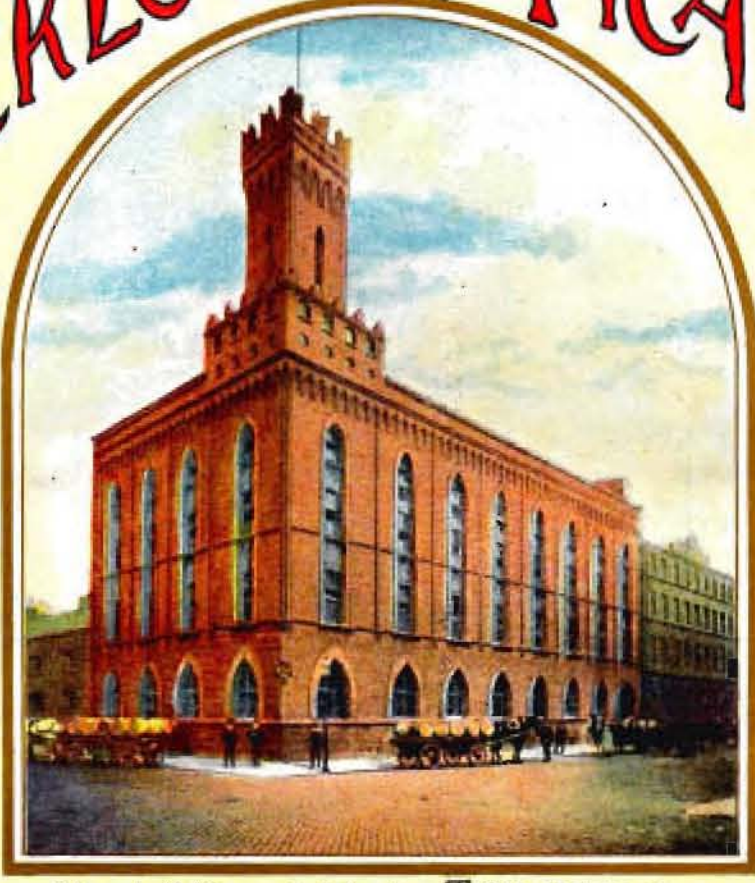

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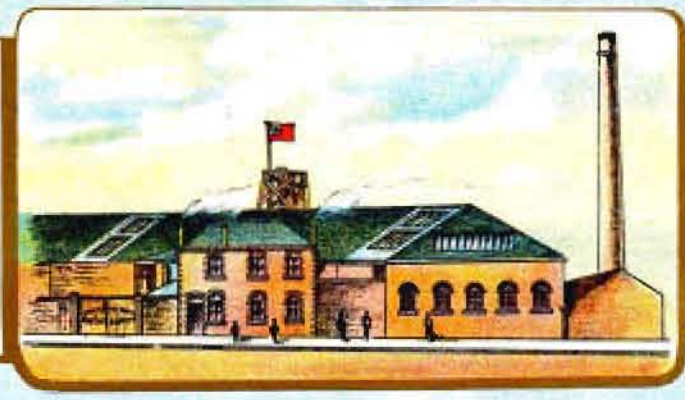

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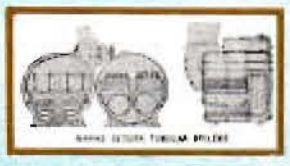
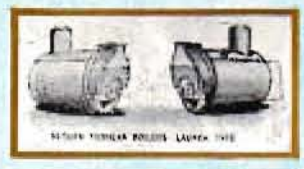
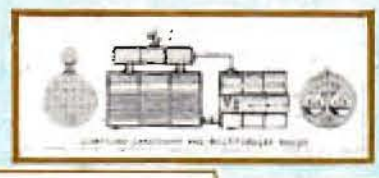
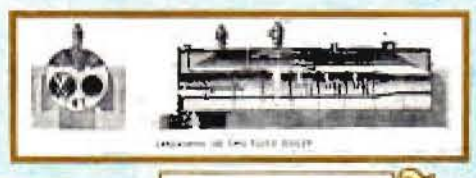
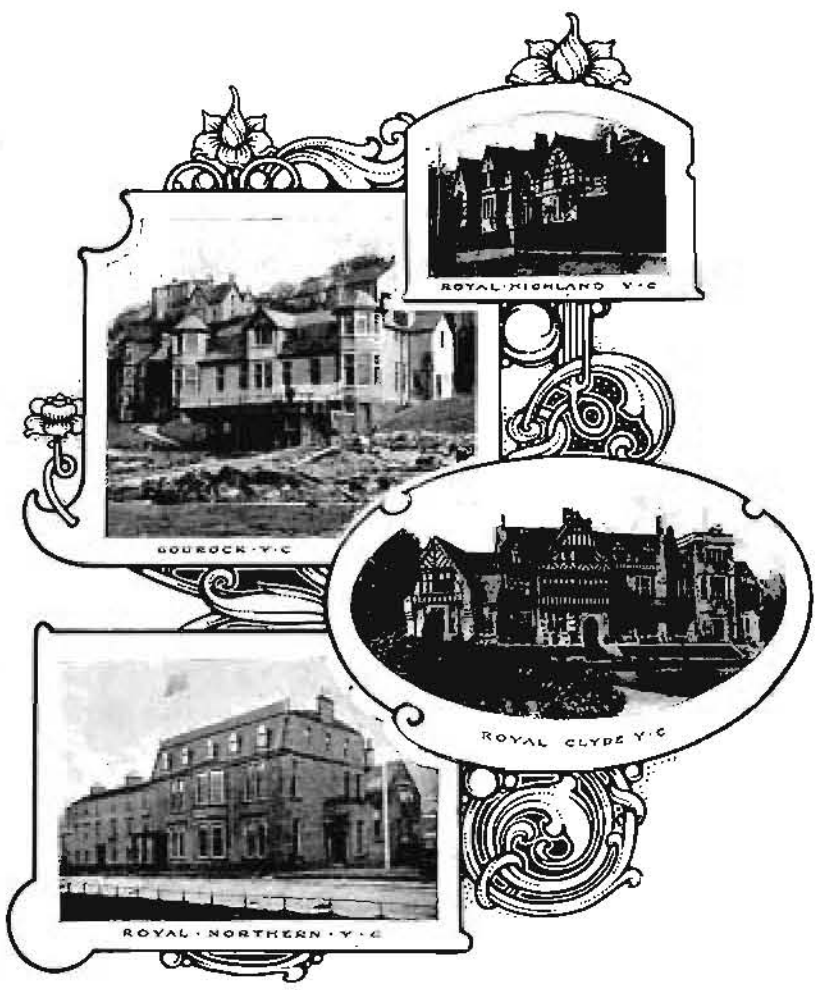




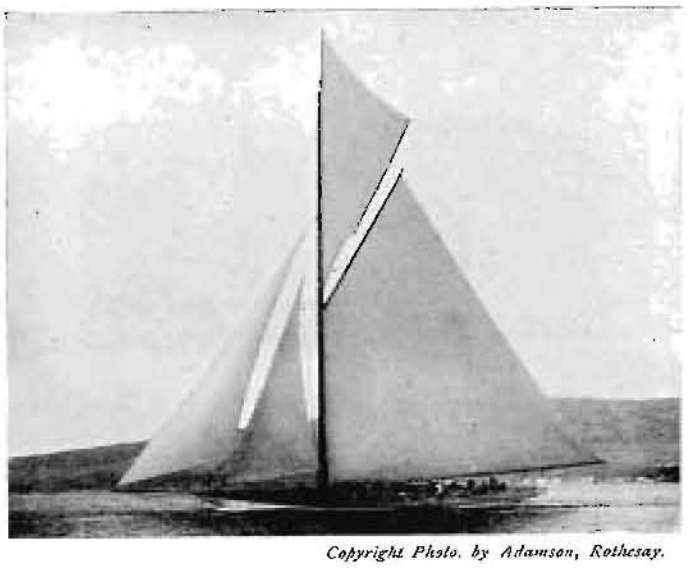




YACHTING ON THE CLYDE.



IT seems quite natural that in a great shipbuilding centre like Glasgow and the west of Scotland yachting should hold a premier place among the sports of the district. This pastime of kings is fostered with the greatest of enthusiasm, and regattas follow one another in unbroken sequence all through the season. Even those who cannot afford the pleasures of the "real thing" amuse themselves with their tiny toy vessels on the many model yacht ponds which are provided in various parts of Glasgow and the suburbs.

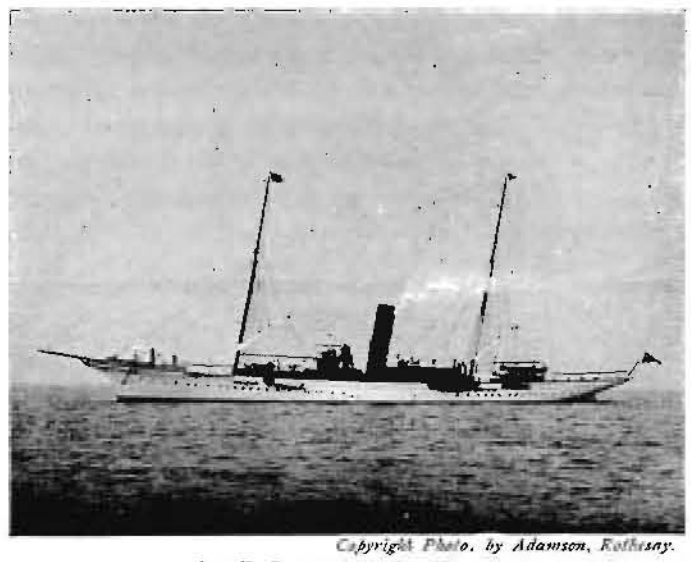


Copyright Photo. by Adamson, Rothesay.

SHAMROCK III.

But not only is yachting popular as a sport, but as a recreation. There are many clubs, either for ordinary pleasure yachting or for the more serious business of racing, located in various parts of the river, with their picturesque club-houses on the banks. Chief among these are the Royal Clyde Y. C., with a membership of 1,074; the Clyde Corinthian Y. C.; the Royal Northern Y. C., with 380 members; the Royal Western Y. C., with 200 members; the Mudhook Y. C., with a restricted membership of about 40; the West of Scotland Y. C.; the Royal Largs Y. C., with 128 members; the Gourock Y. C.; the Royal Highland Y. C., with 230 members; and the Campbeltown Y. C. The Royal Clyde, whose club-house is situated at Hunter's Quay, is the centre of Clyde yachting, and the most popular club, as will be seen from the membership. Most of the races start from here. The Royal Northern Y. C. is the oldest club of them all, being established in 1824. The Clyde Corinthian and Gourock Yacht Clubs are both large clubs, and include in their membership some of the ablest amateurs.

It is estimated that as much as £1,000,000 is the value of the yachts on the Clyde, while at least 1,200 seamen find employment from this sport. Some of the most



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SIR T. LIPTON'S S.Y. "ERIN."

famous yachts built on the Clyde are the *Vanduara, Wendur, Lorna, Irex, Galatea, Marjorie, Avon, Alceste, Snowflake, Genesta, Margaret, Cypress, Vril, Madge, Neva, Thistle, Mascotte, Shamrock, &c., &c.*

Prominent among Clyde yachting men may be mentioned the names of Lord Inverclyde; Sir Thomas Glen Coats, Bart.; Sir T. J. Lipton, Bart.; Mr. Stewart Clark, Mr. K. M. Clark; Mr. Jas. Coats, Jun.; Mr. Peter Donaldson; and Messrs. Connell.

It seems strange that in 1861 there was only one schooner yacht on the Clyde; now they can be counted by the score, while cutters and yawls can be seen by the hundred.

Space, unfortunately, does not permit us to dwell on steam yachting—the floating palaces of rich men.

The pleasures of yachting never fade, and it is little to be wondered at that so many business men become ardent devotees of a sport so healthy, while the accompanying elements of danger only seem to add zest to the enjoyment realized.

A. J. W.

GOVAN

From Statistics Officially Supplied.

GOVAN is a place of considerable antiquity, although its material prosperity is of recent growth. For many centuries the historical notices of the parish and village are mainly ecclesiastical. These notices are of deep interest to the student and antiquarian, but space will not permit of their being entered upon here. The reader who cares for such matters may be referred to the article on Govan in the *New Statistical Account of Scotland*, written in 1840 by the then minister of the parish, the Rev. Dr. Leishman. That article is an accurate and valuable one up to that date, and it is interesting to observe that the village of Govan was still, by comparison, a sleepy hollow, and there was little sign of the extraordinary transformation which it was ere long to undergo. It is instructive to note that, in describing the industries of the village, of which the principal, in addition to its agriculture, are stated to have been the salmon fishery, which yielded a rent of £60 per annum, but had been steadily declining since the year 1812, when the rent was as high as £326; hand-loom weaving, in which 340 persons were engaged; a factory for "Throwing Silk" erected in 1824, and the earliest of its

Photo. by Lafayette.

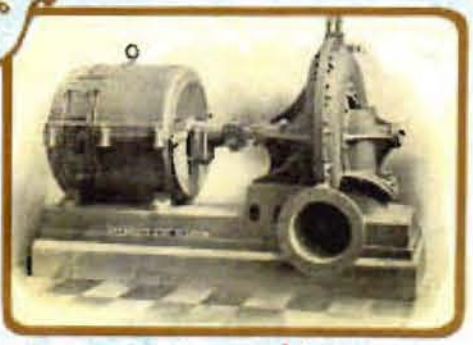
PROVOST MARR, J.P., *Govan*, 1902-3.

Photo. by Bell & Co., Glasgow.

HAMILTON MARR, ESQ.,
Chairman of Govan Parish Council, 1895.
Chairman of Govan District Lunacy Board, 1900-01.

Photo. by Annan, Glasgow.

JAMES KIRKWOOD, ESQ., J.P.,
Ex-Provost of Govan.



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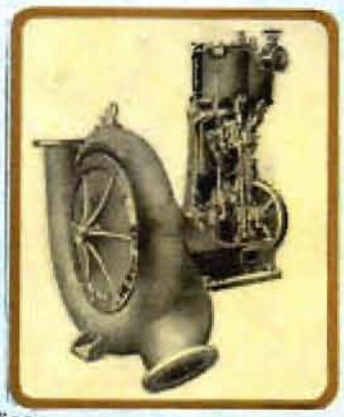

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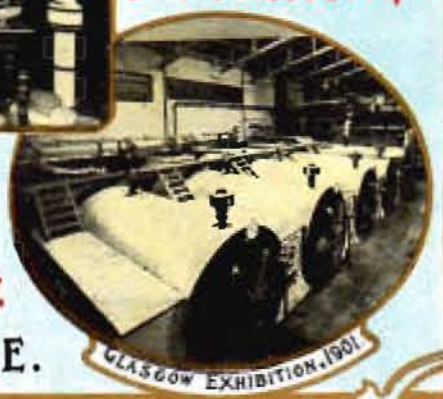

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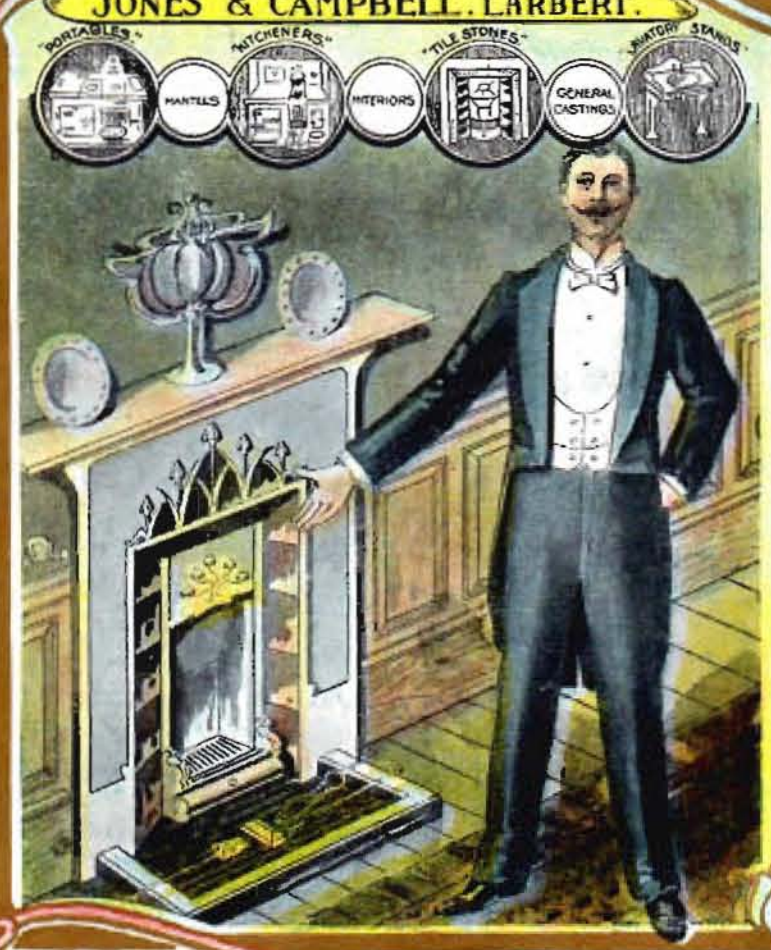


kind in Scotland, in which, on an average, 250 persons were employed ; and dyeworks in which 81 men and 37 women were employed, the writer, Dr. Leishmen, has absolutely nothing to say of engineering or shipbuilding.

By the year 1864, the village had already undergone so great a change that steps were taken to have it created a burgh. At that date the population was 9,058, and the assessable rental £40,014 9s. 4d. The progress which has been made during the last forty years will be fully understood by considering the latest official returns, which are given as follows:—Population, 90,000, and the assessable rental, £400,000; and also the fact that Govan is now the fifth largest town in Scotland.

While trades of every kind are carried on, the staple industry is shipbuilding; and it can be said that Govan-built ships may be encountered in the beaten tracks of "The Seven Seas," although their port of register may be London, Glasgow or Liverpool.

The contrast between past and present is further illustrated by a letter, which is still extant, confirming the order for the first Cunarder, which was built by the Napiers at a cost of £37,000, while the present-day price for a Cunarder is nearly £1,000,000.

There are now five large shipbuilding yards situated on the Govan bank of the River Clyde, three of which receive a large share of the Admiralty orders.

The dock accommodation in Govan is second to none in the kingdom, while one of the Graving Docks is capable of holding the largest vessel afloat. The Prince's Dock, named after H.R.H. Prince George, Duke of York (now Prince of Wales) was formally opened in 1897, and has wharfage and loading appliances which will meet the requirements of shipping for many years to come. (*Vide* Clyde Navigation Article.)

To show the variety of trades carried on in Govan, we enumerate the following:—Galvanizing, boiler makers, chain and crane makers, bolt and rivet works, block makers, brass founders, all kinds of engineering, iron founders, and bridge builders, rope and sail makers, copper works, tube works, and, in fact, everything from a battleship to a life belt. All these works are in full swing, and the enormous value of their plant, which is of the most modern description, will, in conjunction with an abundant supply of skilled labour, enable the Govan Captains of Industry to hold a foremost place in the world's markets.

While well to the front commercially, Govan is in no way behind socially, for her municipal equipment is equal to any of that of the kindred burghs. The Town Hall and Municipal Offices, erected at a cost of about £60,000, are situated near the corner of Summertown Road and Govan Road, and consist of a large hall, with grand organ, seated for 2,500, a lesser hall to hold 500 people, Municipal Office with suite of rooms for the various officials, together with Council Chamber, Provost's Room, Committee Rooms, Library, Luncheon and Retiring Rooms, etc. The Public Baths, in Summerton Road, erected at a cost of £23,000, consist of two swimming ponds, each 75 feet by 35 feet, with the usual hot baths, gymnasium, and a gallery to seat 600 people on gala nights. There are three Police Offices, with all modern requirements, and two fully equipped Fire Stations, constructed on the most approved principles. The town Refuse is all taken to the two Refuse Destructors in Helen Street, on the burgh boundary, while, for convenience, the Burgh Stables have been erected alongside. In the same street the Electric Lighting and Power Station is situated, and owing to the great demand for power, the plant and buildings are presently being doubled.

Photo. by Rommey, Glasgow.
BAILIE R. H. B. THOMSON, J.P.

In the matter of parks, Govan is fortunate in having the splendid Elder Park in the west end, extending to 37 acres, with model yacht pond, deer and guanaco enclosures, museum, bandstand, and free library, which is open on Sundays. In the east end there is the Plantation Park, 6½ acres in area, with bandstand, waiting rooms, and boys' and girls' gymnasium. In the central district there is a playground and gymnasium in Albert Street.

The Bellahouston Park and Golf Links are just outside the south boundary, and are within easy reach.

There is a splendid service of tramcars to Glasgow, Renfrew, and Paisley, while three of the Glasgow District Subway Stations are situated in Govan, giving good communication with the Partick side of the River Clyde and the City.

The famous Rangers' Football Club's ground is situated in the Ibrox District, and is capable of holding a crowd of 60,000 people.

Govan has also her monuments and memorials to her distinguished citizens. The central figure in the Elder Park is the statue of John Elder, the deceased husband of the donor of the park; a really noble work of art, being one of the best specimens of the skill and genius of the late Sir Joseph Edgar Boehm, R.A. The statue is life size, and shows Mr. Elder standing with his left hand resting upon a compound engine, an invention with which his name will ever be honourably associated. It was unveiled on the 28th July, 1888, by the Marquess of Lothian, K.T., Secretary for Scotland, and the cost was defrayed by public subscription. Since gifting the park, Mrs. Elder has added to her long list of benefactions the Elder Free Library and the Elder Cottage Hospital at Drumoyne, and, in recognition of her beneficence, the public have erected a statue of her in bronze in the park.

At Govan Cross there stands the monument of Sir William Pearce, Bart., M.P., and the Pearce Institute, which has been erected by Lady Pearce for the benefit of the inhabitants, irrespective of creed or politics.

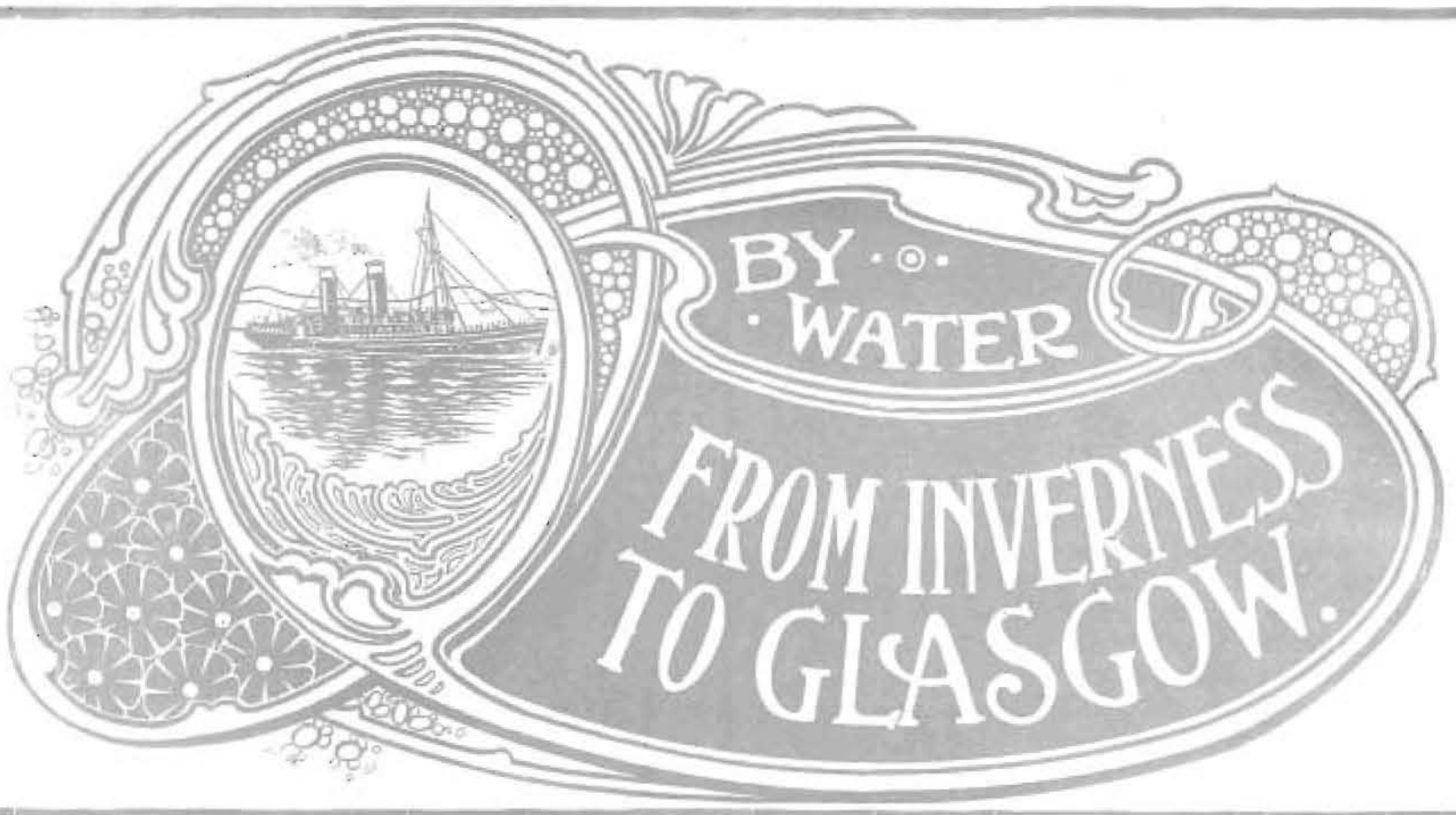
There are ten large Public Schools with swimming ponds and technical workshops attached, under the administration of the Govan Parish School Board. This Board controls a large area, as the Parish embraces the Govan, Partick, and Govanhill Districts.

The Town Council is presided over by Provost John Marr, J.P., of Dunjarg, and the management of the affairs of the burgh are in the hands of a body drawn from all classes, a considerable proportion being working men; and they unite as one under the burgh motto:—

"NIHIL SINE LABORE."

H. G. MACLAREN.

Photo. by the Photochrom Co., Ltd.
BALLANTRAE.
(Reached via G. & S.W.R.)



CRINAN CANAL. *Photo. by A. J. W.*

BANG! Rattle!! Bang!!! "Half past five, sir!"

"Hello! What! Great Jupiter, hotel on fire!" and I sat up strangely in bed and stared stupidly around me. Then, dimly, thoughts collected themselves.

"Steamer—Oban—7 o'clock."

"What's the idiot called me so early for; plenty of time yet." Slowly my head sinks back on the pillow and the elysian fields from which I was called so rudely are once more visited.

. . . . .

"Cab's waiting, sir."

This time there is no relapse; I promptly fly out of bed. Hurry, bustle, scurry; things are jammed anyhow into the portmanteau, which Boots valiantly struggles to close, a quick gallop in the cab to the vessel, a rush across the gangway, a tinkle tinkle of the engineer's bell, the paddles slowly revolve, and the *Gondolier* commences her journey down the Caledonian Canal.

"Just in time, by Jove!"

It was late in the autumn when I made the trip from Inverness to Glasgow by means of Mr. David MacBrayne's steamers, and I could not, therefore, have grumbled excessively if the weather had not been good. But I was especially favoured with a beautiful day for the first half of the journey—to Oban, and the weather on the second day might very well have been worse than it was. Some of the very best of Scotland's wonderful scenery is to be met with on this trip. The delights of basking peacefully in the warm sunshine, surrounded by an ever-changing panorama of lovely country, causes one to imagine that he is drifting through dreamland far away from this prosaic old world of ours. On board the steamer, cares and worries disappear like magic, one's whole soul is so wrapt in admiration that ordinary toils and troubles, which at one time seemed so large, shrink into comparative insignificance. It is impossible to describe the many beautiful places which the steamer passes, and I shall not attempt to do so. Occasionally she stops at some little wooden pier to leave enthusiastic sportsmen or pick up others who have been revelling among the salmon and trout of the streams and lochs, or the grouse and deer of the moors and passes. Brawny Highlandmen in their kilts—that prettiest of all national dresses—come on board and talk excitedly of the many struggles they have had with fish, the records of their shooting, and the hundred and one little incidents of their sporting efforts.

Photo. by A. J. W.
FLORA MACDONALD'S STATUE, INVERNESS.

The three lochs through which the steamer passes—Loch Ness, Loch Oich, and Loch Lochy—are beautifully wooded, and the many little islands, covered with larch and fir trees, make a pretty foreground for the mountains rising abruptly from the shores. A ruined castle is gradually seen as the steamer approaches, and is lost again in the distance as we steam on our way. Ah! there is Urquhart Castle, a hoary old ruin now, but found very inconvenient by Edward I. when he tried to subdue Scotland. There again is Invergarry Castle, so long the home of the M'Donells of Glengarry. Foyers, that at one time beautiful waterfall, is now *non est*. Its motive force has been claimed by an aluminium works.

At Fort Augustus, a favourite retreat for anglers, is a large Benedictine Monastery; and here a pleasant break in the

LAGGAN, CALEDONIAN CANAL. *Photo. by A. J. W.*

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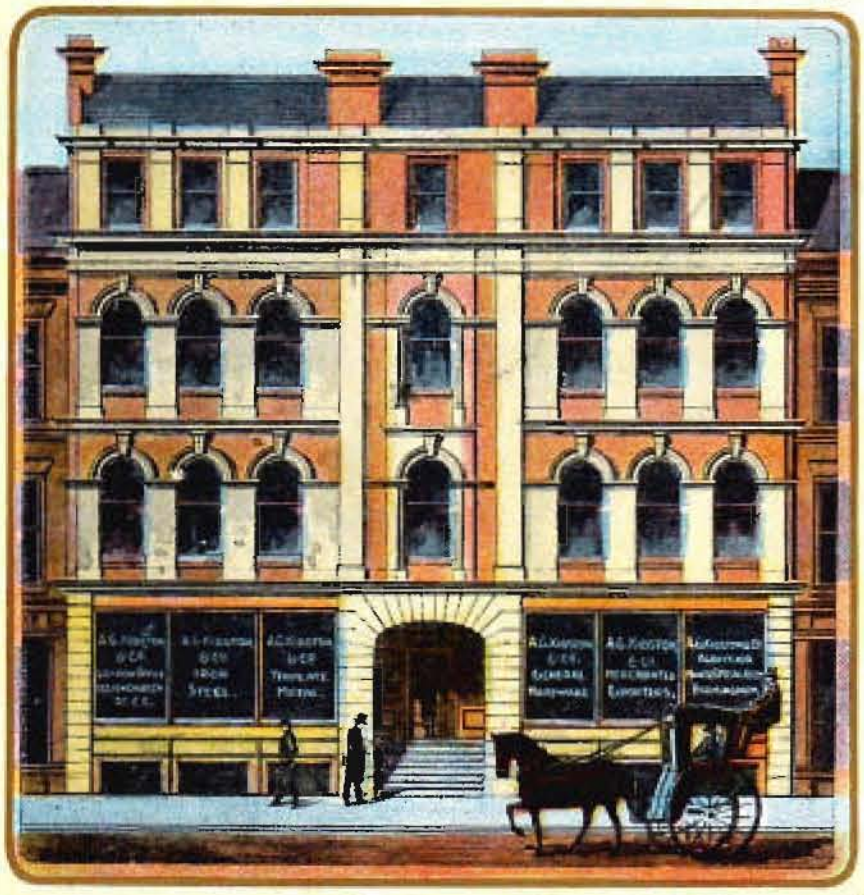

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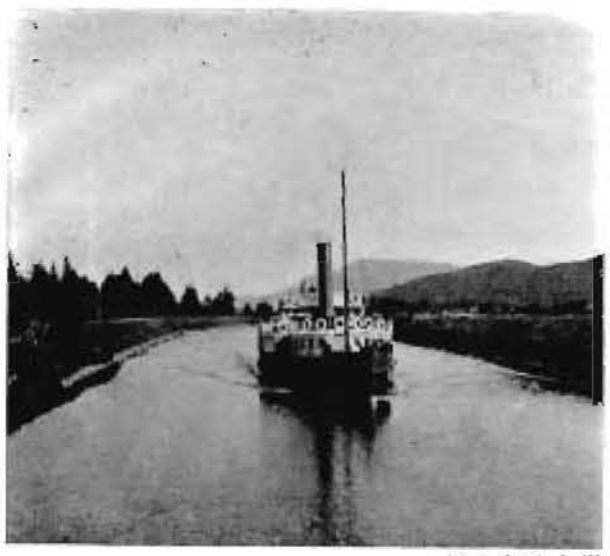


Photo. by A. J. W.

"GONDOLIER" ON THE CALEDONIAN CANAL.

journey occurs for those who wish. I did wish, and in consequence enjoyed a pleasant walk along the banks of the canal to Kyltra, where once more I joined the steamer. Banavie, nestling at the foot of Ben Nevis, the monarch of our British mountains, is the terminus of the Canal, and here we bid goodbye to the *Gondolier* and embark on a five-mile railway journey to Fort William, where the *Fusilier* awaits us for passage to Oban.

Unfortunately, at Fort William the sky clouded over, and night coming on apace prevented much of the charming scenery in salt Loch Linnhe from being appreciated. At Ballachulish, in Loch Leven, part of the home squadron of the British fleet lay at anchor—gigantic line-of-battle ships and smart cruisers, all painted that dull French grey, which may be useful as a means of invisibility, but is nevertheless remarkably ugly. The historic Pass of Glencoe, with its tragic memories, can be seen in the distance, and conjures up memories of the treacherous murder of the Macdonalds. Stalken Castle, Shuna Castle, Tireguar Castle, the old Dunstaffnage Castle, are passed in turn, and then the lights of Oban show up brightly on the opposite hills, and the first part of the journey is over.

Oban is a city of hotels—somebody told me there were forty-six in this place. A very pleasant house is the "Argyle Hotel," where I put up, for Oban is a great centre for many pleasant trips, and I seized the opportunity for making some of them.

It was the last day of the season when I set out from Oban, and a large number of people were taking advantage of this, their final opportunity of a sea voyage to Glasgow. The first part of the trip is to Crinan, and hither we were conveyed by the steamer *Chevalier*. Rain fell in torrents the whole of the way, but many of the interesting "sights" on the shores could be seen from the saloon windows. Dunothie Castle, the oldest and most picturesquely situated of the western Highland ruins, stands out clearly against the skyline. Some little distance further on is Gylea Castle, which tradition asserts was built by the Danes, and still further away, in fact just before Crinan is reached, is Craignish Castle, Colonel Gascoyne's seat. Disembarking at Crinan we find the little steamer *Linnet* waiting to carry us to Ardrishaig, the further terminus of the canal.

The course runs through pretty country, but the scenery is not nearly so beautiful as that of the Caledonian Canal; it is flatter, and the country is more civilized. It has not that wild out-of-the-world charm which is so attractive on the Caledonian. The weather at Crinan suddenly took a change for the better, and greeted us with bright warm sunshine. The many locks on the canal afford an excellent opportunity for a pleasant walk along the towing-path for those energetic enough to take advantage of it. At Ardrishaig the last stage of the journey is entered upon, and in the season one is carried straight through from here to Glasgow by either the *Columba*, Messrs. Macbrayne's largest and best vessel, or the *Iona*, which is also a well-appointed boat. It was the latter which was waiting to receive us. A great number of passengers came on board here, more at Tarbert, and a few more at Rothesay, so that the boat was very full. A motor-car was also run on board, and we had also two horses, several dogs, and some sheep—quite a menagerie!

The voyage, which takes several hours, is fraught with interest and attraction. The narrow Kyles of Bute, with their many beauties, are a sight long to be remembered. They were superbly pretty when I saw them, without sunlight and without clear reflection in the water, but with these adjuncts their grandeur must be increased tenfold. Shortly before Rothesay is reached, a curiously-wooded slope is to be noted, which it appears was laid out in this manner to represent the positions of the British and French forces at the Battle of Waterloo. Calling at Rothesay,

Photo. by A. J. W.

NEAR FORT AUGUSTUS, CALEDONIAN CANAL.

Innellan, Dunoon, and Gourock—all pretty places, eventually Greenock is reached. From here we were conveyed by train to Glasgow, for it was too dark, and consequently uninteresting, to sail up the Clyde. During the season the steamer goes right up to Glasgow, and the marvellous and unceasing shipbuilding yards can be seen all along the banks.

A glorious trip from Inverness to Glasgow by water is this for those who can spare the time. The hours never hang, there are so many beautiful places to see, so much that is fresh and interesting to call for praise and admiration.

A. J. W.

Photo. by A. J. W.

OBAN.

AYR.

THE very mention of Ayr suggests Robbie Burns; the very atmosphere of the town calls up visions of Scotland's national poet. The place abounds with his associations, for Scotchmen are ever proud of their heroes, whether of the sword or pen, and take all care that everything in connection with them shall as far as possible be handed down to posterity. But we are speaking of Ayr now and not of Burns, though to write of Ayr without mentioning Burns would be as absurd as to write of Egypt without a mention of the pyramids, or Thebes, or the Nile.

Ayr—or to call it by its correct name Newton-on-Ayr—is a place of great antiquity, and figures prominently in the early history of the country. It was the site of a Roman station, and judging from the many implements of war that have been found in the locality, appears to have been the scene of a serious conflict between the Romans and the Caledonians. William the Lion granted the Burgh Charter at the end of the 12th century, and built a castle at the mouth of the river Ayr. No traces of this old castle can, however, now be discovered. A Dominican Monastery, founded by his son, Alexander II., has also entirely disappeared, but it is supposed to have been situated where the Parish Church now stands. Several of the martyred Covenanters were buried in the Parish Churchyard, where also are the graves of the Rev. Drs. Dalrymple and M'Gill, who figure prominently in Burns's wonderful satire, "The Kirk's Alarm."

It was at Ayr that Sir William Wallace first openly organised resistance against the English forces, who then dominated Scotland. The scene of one of his exploits, "the Burning of the Barns of Ayr," can still be seen—or possibly we should say, is still pointed out, as also is the spot from which he viewed the conflagration. At the venerable Church of St. John, now in ruins, a meeting of Parliament was convened by Robert the Bruce in 1305, for the purpose of settling the succession to the throne. Years later Cromwell built a fort here and turned the old Church into an armoury, making a grant, however, to the burghers to enable them to erect a new Church.

The Auld Brig of Ayr, which will live in the verses of Burns long after it is a "shapeless cairn" is supposed to have been built about six hundred years ago, and is still in a good state of preservation. As everyone knows the prophesy made by the Auld Brig in the poem has been fulfilled. The new bridge had to be taken down and another erected in its place, which in its turn is showing signs of weakness.

The Town is finely situated, and the principal streets are wide and spacious. As a port it carries on a considerable trade. There is a large harbour from which an extensive shipping trade is carried on, and a fine pier for passenger traffic. An Esplanade runs along the shore to the south of the pier, with the sea on one side and the Low Green, a fine open public common on the other. Within a short distance of the Low Green is the race-course, and here the famous Ayr races are held every September.

Among the many imposing buildings, the new Town Hall is, perhaps, the most noticeable, being erected at a cost of some £10,000. The County Building in Wellington Square is a noble classic edifice, designed on the plan of the Temple of Isis at Rome. The new Theatre at Carrick Oval is a splendid building and finely equipped for dramatic productions. The Wallace Tower is a fine

Photo. by the Photochrom Co., Ltd.

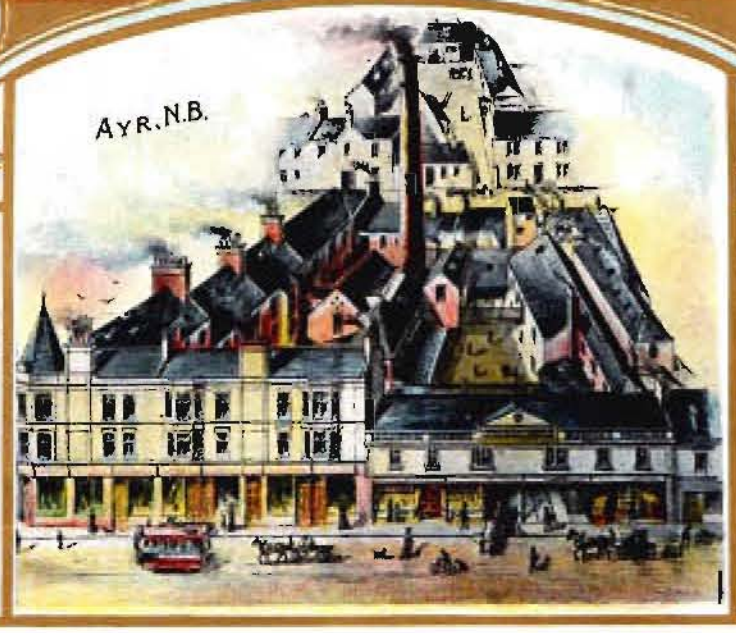
AILSA CRAIG.

(Reached viâ the G. & S. W. R. to Ayr.)

Photo. by the Photochrom Co., Ltd.

BURNS MAUSOLEUM, DUMFRIES.

(Reached via G. & S. W. R.)



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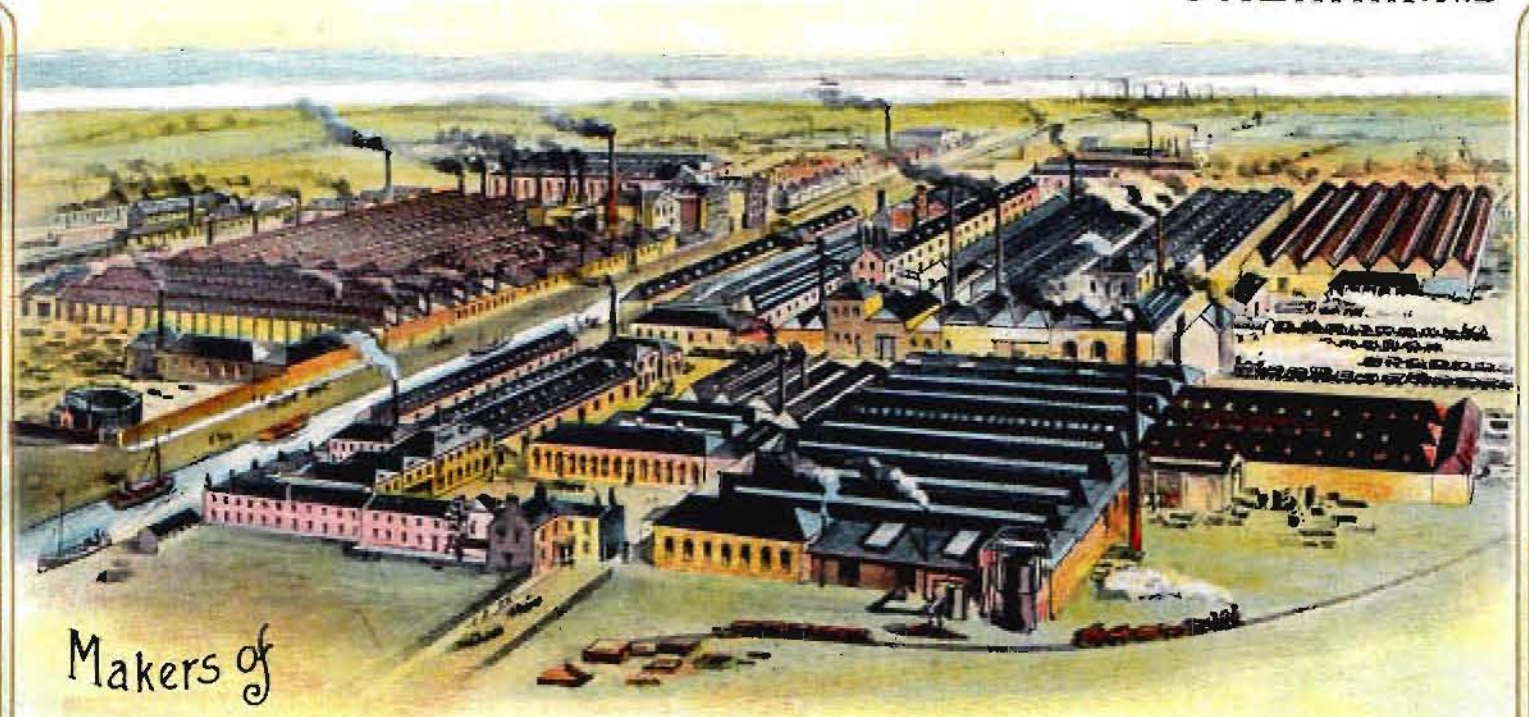

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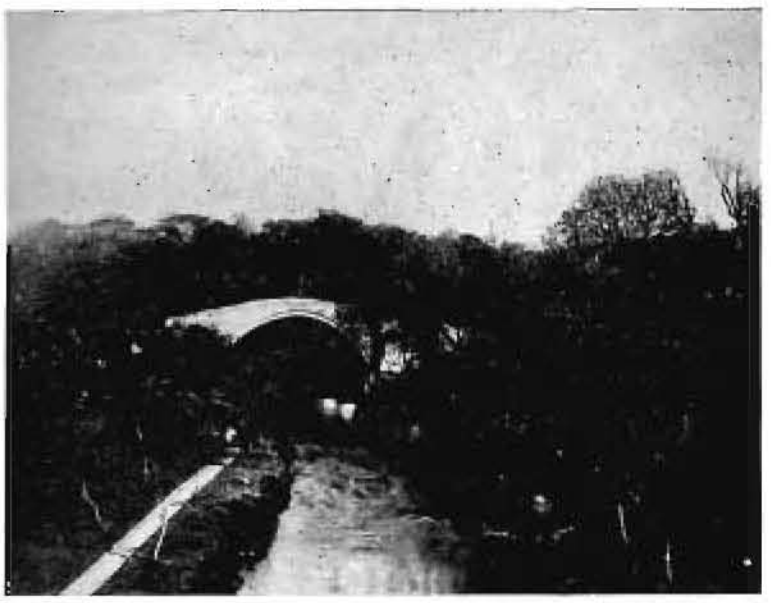

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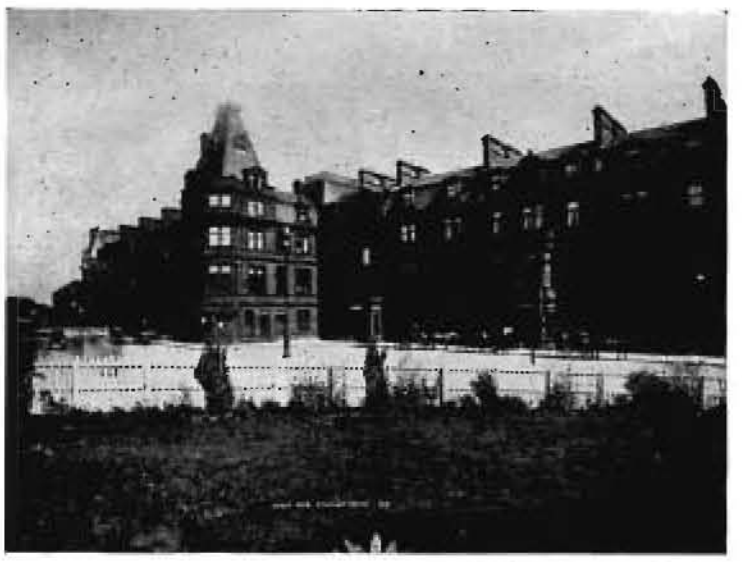
AULD BRIG O' DOON, AYR.
(Reached viâ G. & S. W. Railway.)



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AYR STATION HOTEL, G. & S. W. R.

Gothic structure, situated in High Street, on the site of a former tower in which Sir William Wallace was probably at one time confined. A niche in the tower contains a statue of the Patriot—one that does not reflect a great amount of credit on the artistic taste of the sculptor. Close by the Wallace Tower is the Tam o' Shanter Inn, which the visitor is informed by an inscription is "the house in which Tam o' Shanter and the Sowtar held their meetings."

On a clear day the view from the Bay of Ayr is most magnificent. The majestic mountains of Arran rise up directly opposite. Isolated Ailsa Craig rises abruptly from the sea away to the west, and still further westwards, the mountains of the North of Ireland can often be discerned. Looking northwards the summit of Ben Lomond is to be seen, and behind the hills of Bute, the lofty mountains of the Argyleshire Highlands.

And now we drift once more into the original theme. For interesting as the Ayr district is, in other respects it will always be specially so from its intimate connection with the immortal Robbie Burns. Commentators have worn out every mead of praise that could be bestowed on the poet ploughman of Scotland. Pilgrims—we now (O degenerate age!) call them tourists—have for years past wandered to the "Auld Clay Biggin," in which he was born. No blasphemous person has yet sought to prove that Burns was but a pen-name for Pitt or Nelson. From what pinnacles the bard of Stratford may or may not be pulled down, Burns will remain Burns, and Ayr will remain the Mecca of his devotees for many centuries to come. We cannot write of Burns or his works, because that is not our subject, suffice it to say that ill-starr'd as he was, Robert Burns has "built himself a living monument, and kings for such a tomb might wish to die."

Burns' cottage, the Monument, Alloway Kirk, and the Auld Brig o' Doon are all about two miles southwards of the town of Ayr, the farm of Mount Oliphant being a little beyond. On the road will be passed many places mentioned in "Tam o' Shanter."

The cottage in which the poet was born has passed through many vicissitudes. It was for a long time desecrated by being occupied as a public-house; but a few years ago it was purchased by the trustees of the Burns Monument and is now kept in good order. The Burns Monument is a beautiful Grecian edifice situated on a slight eminence a few minutes' walk from the cottage, and commands a fine view. Among other interesting relics it contains the Bible presented by Burns to Highland Mary and Jean Armour's wedding ring.

Close at hand is "Alloway's auld haunted Kirk," memorable in connection with that remarkable poem, "Tam o' Shanter." The poet's father was buried here, and over the grave a tombstone was erected, which, however, was gradually chipped away by relic-hunters, and a new one was put up in its place.

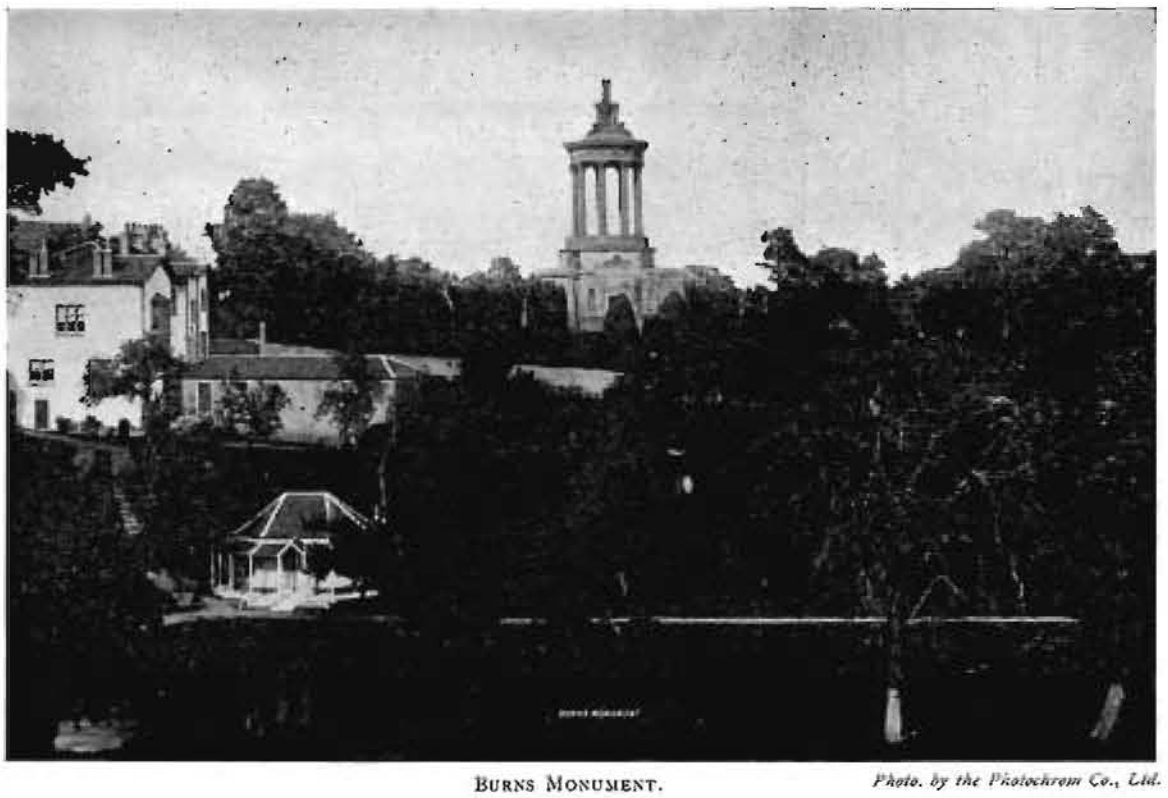
The Auld Brig o' Doon consists of a single arch beautifully curved. It is of very great antiquity, but its origin cannot be properly determined. This is also associated with "Tam o' Shanter."

Two miles from the cottage is the farm of Mount Oliphant, to which Burns's father moved in 1666. It is most charmingly situated, and commands a fine view of the "Land of Burns." Here the poet composed his first song, "My Handsome Nell," the heroine of which was his partner in the labours of the harvest field.

Many attractive coaching tours can be taken from Ayr. One goes wholly inland quite out of the busy, bustling world to the quiet village of Stuarton, where life pursues its humdrum course, pretty much as it did in most rural hamlets before railways were thought of.

But the poetry of Burns blossoms out everywhere at every nook and corner, and after a visit to this, his city, one eagerly reaches down his volumes from the shelf, and once more reads through with increased delight the marvellous works of a marvellous man.

A. J. W.



BURNS MONUMENT.
Ayr on the G. & S. W. R.

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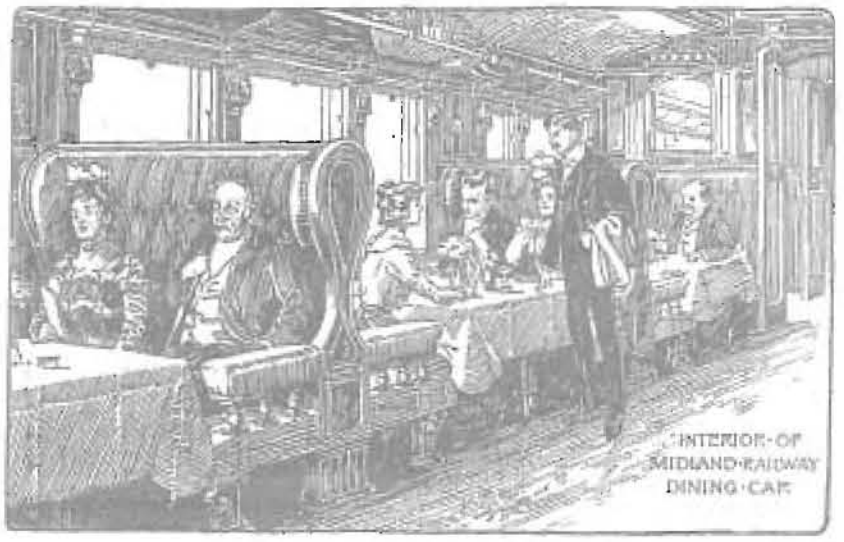


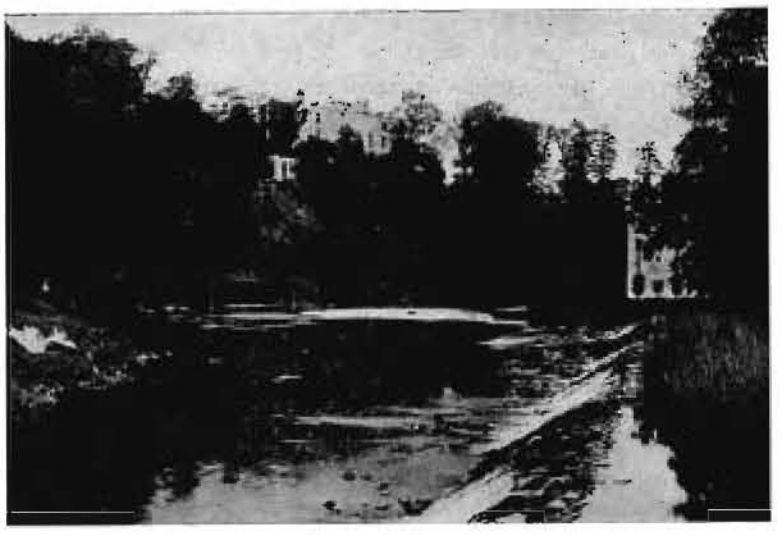
THE MOST INTERESTING ROUTE TO SCOTLAND

THE principal starting points of the Midland Scotch expres-es are London (St. Pancras) in the South, and Bristol (Temple Mead) in the West.

These trains serve directly, or by means of convenient connections, the principal towns in the Midland Counties and Yorkshire, and are joined at Hellifield or Carlisle by the Midland Lancashire expresses starting from Manchester (Victoria) and Liverpool (Exchange).

The attractions in the way of scenery, etc., which are afforded to the traveller to Scotland by the Midland route are continued after leaving the Northern junction of Hellifield as the line proceeds through North-West Yorkshire, Westmorland, and Cumberland, and joins the Glasgow and South-Western and North British Railways.

A short distance to the North of Hellifield the line branching to the left from Settle leads to Carnforth, Ingleton (famous for rock and river scenery), Morecambe, Furness Abbey, Barrow (for the Isle of Man and Belfast), and the English Lakes. Appleby, a few miles further north, is also a point of approach to the Lake District. Several small stations and villages are then passed, until, after traversing a reach of the lovely Valley of Eden, the city of Carlisle comes into sight. The district generally between Hellifield and Carlisle is one of mountain and moor—wild and uninhabited. There is no lack of breadth of view throughout the journey, and occasionally glimpses of the Yorkshire, Westmorland, and Cumberland hills may be caught. A tourist, writing to the *Leeds Mercury*, states:—"Travelling recently from Scotland by a Midland express, I was particularly struck with a feature unique,



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APPLEBY CASTLE.

I should think, in British topography. About five miles before reaching Dumfries we came in sight of one of the finest, though too little frequented, of the English Lake mountains, Blencathara (Saddleback). From this point until nearing Crosby Garrett, in Westmorland, on the Midland Line, a distance of seventy-five miles, Blencathara remained for the first half of the distance continuously in sight, and during the last half visible at frequent intervals."

The Midland Tourist to Scotland will find plenty of interest in the ancient border town to make it worth his while to break the journey for a short period. The two chief objects are, perhaps, the Old Castle, where some famous prisoners have spent many an unlucky hour, and the Cathedral of the Holy Trinity.

At Carlisle the tourist practically bids farewell to

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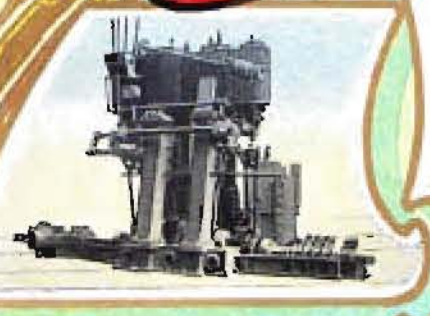
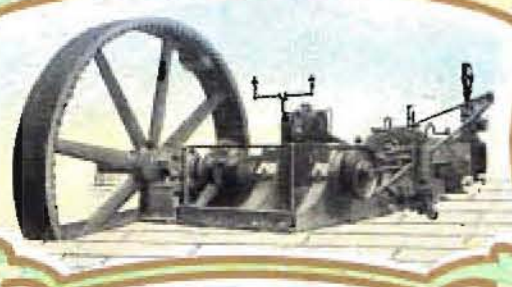






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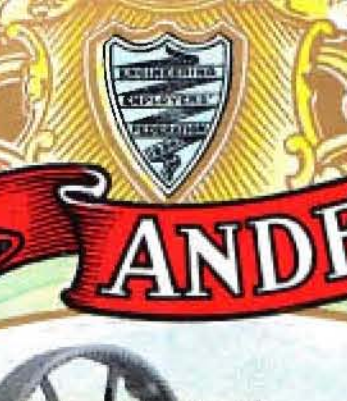

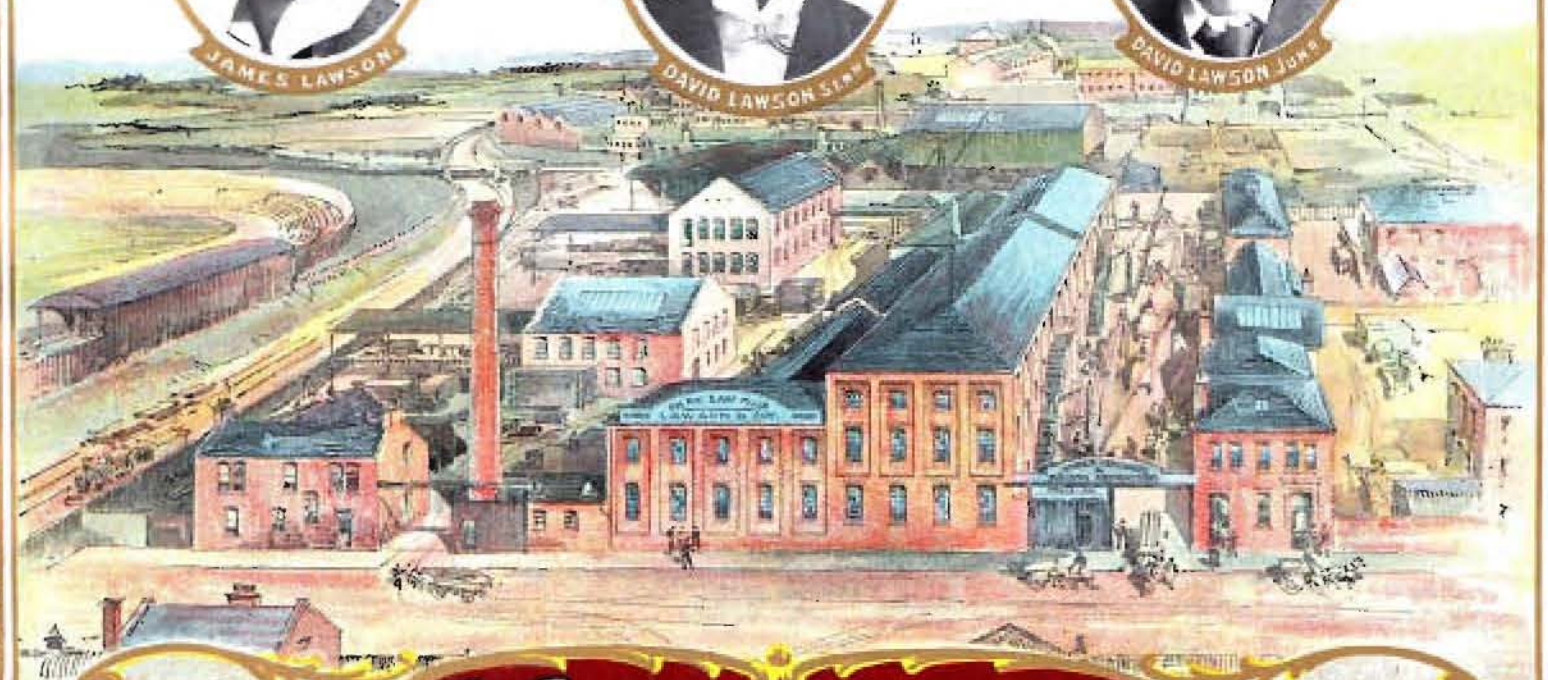

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English territory and associations, and turns his attention and thoughts towards the

> "Land of brown heath and shaggy wood;
> Land of the mountain and the flood"—

which at once suggests Robert Burns and Sir Walter Scott, whose names, indeed, we may almost say, are now "familiar in our mouths as household words." Edinburgh

Photo. by the Photochrom Co., Ltd.
FORTH BRIDGE.

and Glasgow being situate upon opposite parts of the coast, the Midland Company find it expedient to either divide their Scotch expresses at Carlisle or run separate trains throughout for the accommodation of the traffic. The destination of these on the one hand is Greenock and Glasgow, from whence the Clyde steamers sail to the Western Islands and Highlands; and on the other, Edinburgh, and thence to the North of Scotland, over the world-renowned Forth Bridge.

For properly "doing" the land of Burns and the country of Scott, no better means can be adopted than to join one of the Midland expresses which run from London, Bristol, Bradford, Leeds, Liverpool, Manchester, and numerous other centres. Ample facilities are afforded for breaking the journey at the various points of interest, and as there is so much to be seen, these privileges are found to be of immense convenience to tourists in the summer season. The line to Glasgow and Greenock intersects the counties of Dumfries and Ayrshire, thus passing within sight of many of the actual haunts of Burns, and the identical scenes from which he drew much of his inspiration. The Land of Burns may be said to begin at Dumfries, where many memorials of the poet are to be found, including the house in which he lived after leaving Ellisland in 1791, where he wrote "Auld Lang Syne"; as well as the one in which he died, and his mausoleum in the churchyard of St. Michael. Dumfries is important also as the junction for the Portpatrick and Wigtownshire Line, terminating at Stranraer. The line to Stranraer passes through much of the scenery described by Scott in the romance of "Guy Mannering." The district has also of late years come prominently before the public in the romances of Mr. S. R. Crockett whose "Stickit Minister," "The Raiders," "The Men of the Moss Hags," and other books will doubtless have the result of inducing many a tourist to visit the localities which he depicts in such a delightful manner.

From Dumfries to Glasgow the Midland trains, as stated, travel over the Glasgow & South Western system, passing within sight of many of the centres occupied with the memory of Burns. For a description of this route the reader is referred to pages 96 and 99.

Of almost equal interest is the route to Edinburgh and the North of Scotland through the Waverley district, rich in associations of Sir Walter Scott. The Abbeys of Melrose and Dryburgh, round which such a halo of romance has gathered since his time, lie adjacent to the route. Melrose station, being on the direct route to Edinburgh, forms a convenient place at which the journey may be broken for the Waverley district. It is not only handy for the Abbey, but, being situated midway between Dryburgh and Abbotsford, commends itself as a convenient headquarters for tourists. Dryburgh is an exceedingly fine and picturesque old ruin, visited year by year by devoted bands of pilgrims who come to pay honour to the dust of Sir Walter Scott. Abbotsford, where the declining years of his life were spent, is also a favourite resort for his admirers (and who would not willingly be numbered among them?), as it contains much to interest the visitor and bring him into closer communion with that great personality which animates the pages of the Waverley novels. Other places of note more or less associated with the "Wizard of the North" lie along the Waverley route, which is bounded in the North by the famous city of Edinburgh, the "Modern Athens." Of the attractions of Edinburgh little need be said here—its ancient castle, its magnificent monuments, notably the one to commemorate the authorship of the Waverley novels, the historic Cowgate and Canongate, the Palace of Holyrood and its legends of the hapless Queen Mary, the memories of Burns, Scott, John Knox, and other great personages, all tend to make it one of the most interesting cities of the world. The Midland route to the North of Scotland, after passing through this famous city, crosses the massive cantilever Bridge which spans the Firth of Forth on its way to Dundee, Aberdeen, Perth, Inverness, etc. The opening of the Forth Bridge, one of the most important events in engineering annals, has placed the Midland system in closer and more rapid communication with the important towns and holiday resorts north of Edinburgh, as well as enabling the Midland Company to place at the disposal of tourists an additional choice of routes to that interesting territory.

It only remains to be said that the Midland route

Photo. by the Photochrom Co., Ltd.
THE EDEN VALLEY, NEAR ARMATHWAITE.

embraces some of the most attractive portions of the United Kingdom in the way of scenery, etc., which, in a long journey, is a very important factor in relieving the monotony of confinement in a railway carriage. The Company has established a greatly improved service in point of quick transport with new Engines, comfortable travel by means of new Luncheon, Dining and Sleeping Cars, and through Carriages, and these, with the inimitable scenery along the line, contribute largely to justify the reputation enjoyed by the Company of possessing "THE MOST INTERESTING RAILWAY ROUTE BETWEEN ENGLAND AND SCOTLAND."

INVERNESS

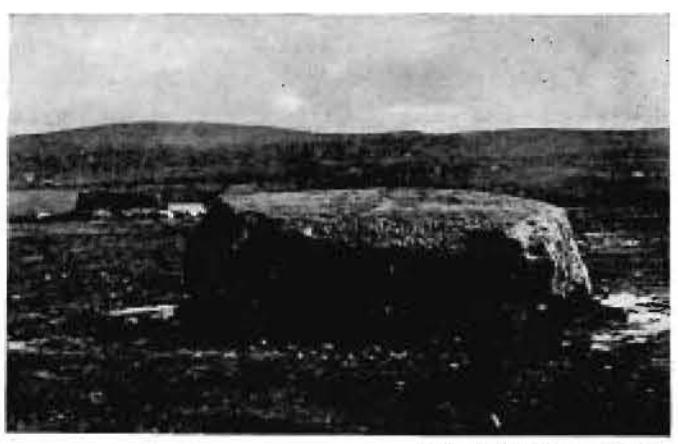

Photo. by D. Whyte, Inverness.

CUMBERLAND STONE, CULLODEN BATTLEFIELD, NEAR INVERNESS.
(Viâ the Highland Railway.)

INVERNESS, for a small town—it boasts only some 21,000 inhabitants—is a place of many attractions. It may perhaps cause disappointment to the visitor to find a place which plays so important a part in the history of Scotland so essentially modern in its appearance. There is indeed very little of antiquity in any of its buildings, but the old associations of Inverness make up in some little degree for the lack of substantial evidence of byegone happenings. The early annals are shrouded in deep impenetrable mists, and there are absolutely no authentic records of early existence. According to Hector Bœce it was founded by Ewen II., the fourteenth king of Scotland, who reigned in the first century B.C.! Adamnan tells us that Columba, the first Christian missionary to the Highlands, visited in 565 the Pictish King Brude, whose court was held near the river Ness, possibly on Tor Bhain. Inverness is popularly supposed to have been the scene of the murder of King Duncan by Macbeth; indeed, Shakespeare himself makes this the seat of the tragedy. Macbeth's Castle stood on the rising ground to the east of the town, a spot now known as "The Crown." It was a most suitable site at that time, as it commanded an extensive view of the Firth, and could mark the approach of the Northern Sea-rovers. Malcolm Ceanmore, in revenge of his father's murder, razed this castle, and built another on the spot now occupied by the present "Castle." Malcolm's Castle was in its turn blown up by the troops of Prince Charles Edward in 1746.

Erected into a royal burgh by David I., its charters date back to the time of William the Lion, and many old burgh records of these ancient days are even now extant. In the middle ages the town was frequently visited by Scottish monarchs. Donald II. came here in 1369 to punish the Lord of the Isles. In 1400 Donald of the Isles approached Inverness, and threatened to put it to flames unless it was at once ransomed by a large sum. The wily Provost pretended to agree to the terms, and sent, as part of the ransom, a large quantity of spirits, of which both the chieftain and his followers partook so liberally that they all became helplessly drunk. They were set upon by the citizens, who slaughtered unmercifully; Donald, however, managed to escape. Ten years later, on his way to Harlaw, he fully revenged himself by burning the town. In 1427 James I. made the castle his temporary

LOCH OICH, CALEDONIAN CANAL. *Photo. by D. Whyte, Inverness.*
(Approached viâ the Highland Railway.)

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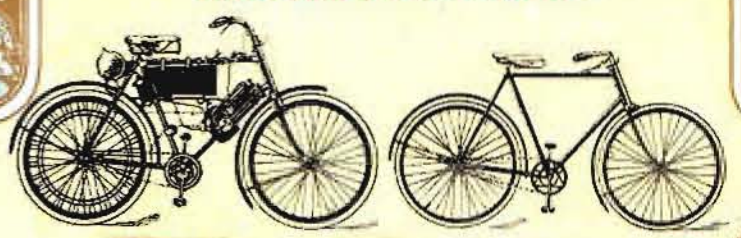

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FALLS OF FOYERS, LOCH NESS.
(Approached viâ the Highland Railway.)

residence, and amused himself by treacherously beheading a number of Highland chiefs. Passing through many vicissitudes during the intervening years, in 1562 the unfortunate Queen Mary came to Inverness, and remained several days, staying in a house in Bridge Street. Part of this house is still in existence. On her arrival she demanded the keys of the Castle, and on the Governor refusing, her troops laid siege to the Castle, and, gaining admission, she caused the Governor to be hanged. Oliver Cromwell left his mark here by a fort—the ruins are still to be seen—which he commenced to build near the mouth of the river.

The last and possibly one of the greatest historical events which took place in connection with Inverness was the Battle of Culloden, fought 16th April, 1746—the last battle fought on British soil. By it the ancient Stuart dynasty was brought to an end. The engagement lasted under an hour, the troops of Bonnie Prince Charlie being almost entirely annihilated. An exhibition of Highland and Jacobite relics was this year (1903) held in Inverness, in which many mementos of Prince Charlie and his brave followers were shown.

With regard to modern Inverness, the river is, of course, a central feature, but the streets and buildings of the town are remarkably clean, well built, and in many cases handsome. The whole presents a pleasing and attractive picture, added to by the panorama of distant hills which surround the town on almost every side. In High Street stands the Town House—the Municipal Buildings—containing a number of interesting pictures. In High Street also is a handsome Town Cross, and against it a fine ornamental fountain. The best thoroughfare of the town is undoubtedly Union Street, which is greatly admired for its regular and lofty buildings. On the Castle Hill stand the County Buildings or "Castle," in which the Sheriff presides almost daily. On the slope leading to the entrance is a magnificent statue of Flora Macdonald. She is represented "*Au faire*"—on the watch—for Prince Charlie is hiding in Kingsburgh House, and Flora has gone outside to scan the country for his pursuers. A handsome monument to the Camerons who fell at Tel-el-Kebir, in Egypt, has been erected in Station Square. It represents a Cameron Highlander in full marching costume.

Standing in Castle Wynd, nearly opposite the Town Hall, is a building containing the Free Library, Museum and School of Art. Handicapped till recently by a heavy debt, the institution was unable to make much headway, but some few years ago Mr. Andrew Carnegie, the well-known millionaire, cleared off the whole debt, and it is now in a secure position. The chief architectural ornament of Inverness is the episcopal Cathedral of S. Andrew, which stands on the west bank of the river. It has rather an air of incompleteness by the sudden termination of its towers, which, however, when funds permit, it is intended to crown with steeples. Inside is a remarkably beautiful font, over which broods a guardian angel, sculptured in white marble. In Church Street is the Old Jail Steeple, one of the best examples of a classic tower and spire in Scotland. In the old Greyfriars Churchyard are many interesting objects.

Photo. by D. Whyte, Inverness.

BEAUFORT CASTLE, BEAULY, THE SEAT OF LORD LOVAT.
(Viâ the Highland Railway.)

Photo. by D. Whyte, Inverness

SALMON LADDER, INVERMORISTON, LOCH NESS.
(Viâ the Highland Railway.)

Immediately on entering is to be seen the only remains of the old monastery which stood on this spot—a shaft of red granite column. The stones of the monastery seem to have been used by Cromwell in building his fort. There is also, in the yard, a figure in armour, whose head and arms have been broken off. It is supposed to be a portion of a monumental tomb erected in the sixteenth century, though it has been suggested that the effigy represented Alexander Stuart, Earl of Mar, who commanded the Lowland army at the Battle of Harlaw in 1411. A number of interesting personages have their last resting-places in this quaint little cemetery, including the Chiefs of Mackintosh down to 1606. One of the prettiest places round modern Inverness is the Tomnahurich Cemetery! This sounds satirical, but nevertheless it is the truth. The hill which forms the burial-ground is thickly wooded on its slopes, and resembles very much a ship turned upside down. The summit, however—this sounds more Irish than Scotch—is laid out in the form of a ship's *deck*. From the top here a most extensive and diversified view is obtained.

Inverness lies spread out like a map below, and beyond it is the Moray Firth with Chanoury Point and Fort George in the distance. Beyond these again rise up the Suters of Cromarty, and past them the Sutherland Hills. Just beneath glows the Ness—the limpid, clear Ness, in whose waters many fish disport themselves, offering their lives to the youthful sportsmen of the town, who eagerly angle for them with crude, home-made rods; or falling a prey to graceful sea-fowl, which intermittently fly in circles over the rippling river.

The course of the Ness from Loch Ness is only about six miles, and it maintains an equally broad and noble appearance throughout the entire length of its course. Its banks are fringed with rows of trees and many pretty seats and villas. Within a mile of the town are a series of delightful wooded islands, laid out with walks and linked together with bridges. With this exception they remain in their natural state, covered with shrubbery, dense foliage, and wild flowers, the whole forming one of the most charming of sylvan retreats. Four public bridges three of which are suspension bridges, span the river at Inverness, one of them a handsome new structure.

The railway to the north crosses the river by a substantial stone bridge of several wide arches, and immediately below this lies the harbour, where the greater part of the coal used in Inverness and the north is landed from steamers and large sailing ships.

There are many places of interest in the near neighbourhood, some interesting on account of their historical associations and romances, others for their exquisite beauty. The Battlefield of Culloden, which conjures up visions of brave men who died valiantly in an excess of heroism for the leader they loved, and where now lie their graves, is only some six miles distant. A mile further are the Stone Circles of Clava, celebrated among the antiquities of Scotland. There is the magnificent Cawdor Burn with Cawdor Castle, with its curious traditions and old history; Dalcross Castle, built in 1620 by Simon, eighth Lord Lovat; the magnificent Fall of Foyers, once the glory of that part of the country in which it is situated, but now bereft of its grandeur, through its waters being impounded by an Aluminium Company for electrical purposes; the Pass of Inverfarigaig; and, indeed, a host of other places.

Much could be written of Inverness; it is a town where scenery and characteristics appeal to all. It is not so large as to be ugly and ponderous; it is not so small as to be insignificant. It makes the most of its opportunities with regard to its situation, and displays itself in every way to its fullest advantage. The climate is healthy; Shakespeare even tells us so in his world-famed play, though it is doubtful if he ever paid the town a visit. Burt, however, in his "Letters from the Highlands," is more to be relied on, and he tells us that he has known the air to perform cures from all sorts of "distempers" which have only been next to miracles. Be that as it may, the atmosphere is indeed all that could be desired, and whether it performs miracles now-a-days or no, is not so much of importance as whether it prevents the "distempers" putting in an appearance at all, and in this endeavour, if one may judge from the health reports, it is remarkably successful.

. . . . . .

Here's all prosperity to you, Inverness!

A. J. W.

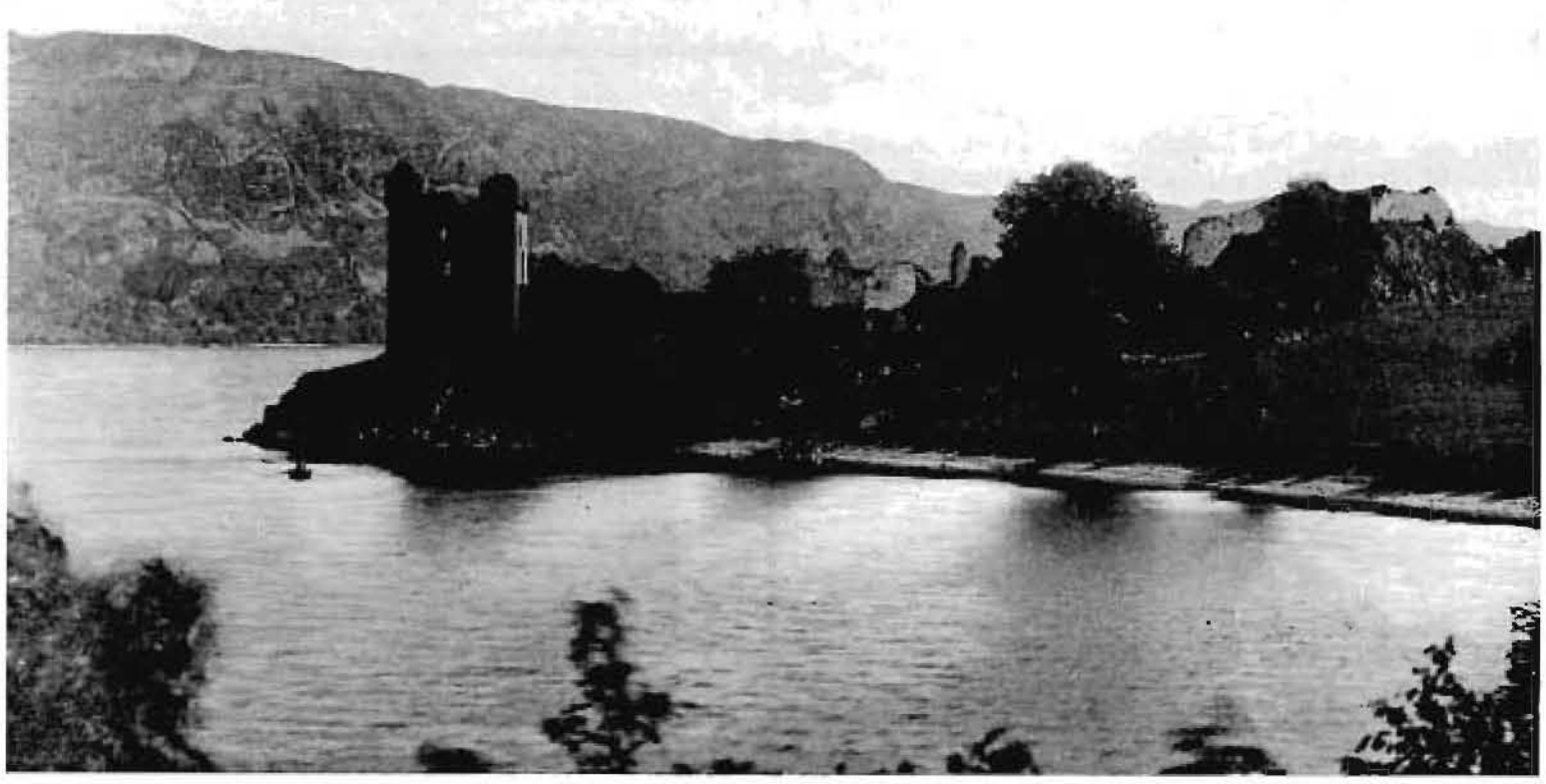

Photo. by D. Whyte, Inverness.

URQUHART CASTLE, LOCH NESS.
(Reached viâ the Highland Railway.)

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INVERNESS FROM RIVER SIDE.
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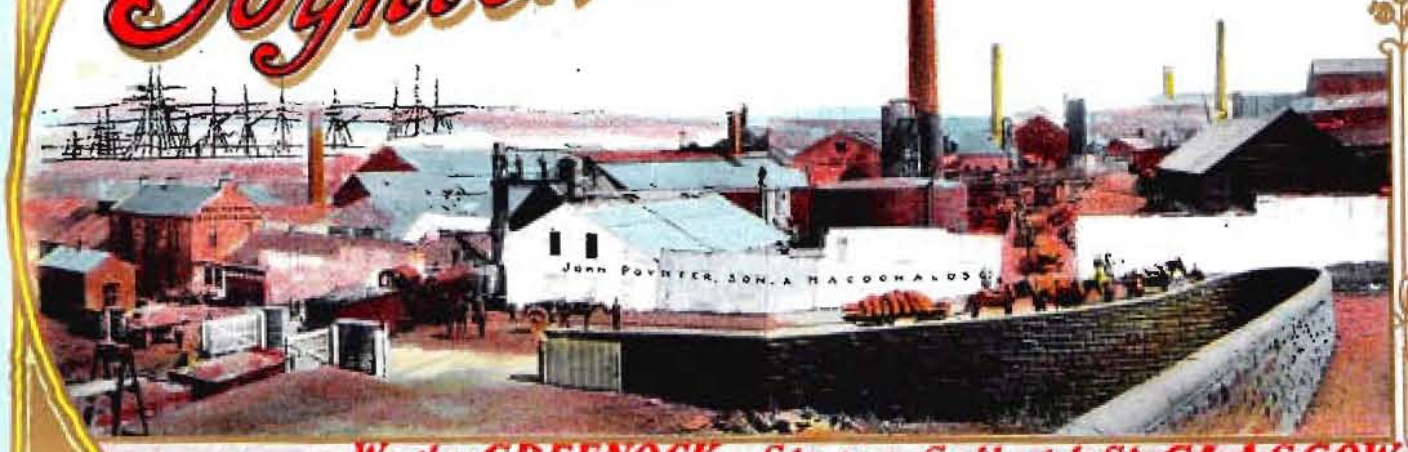

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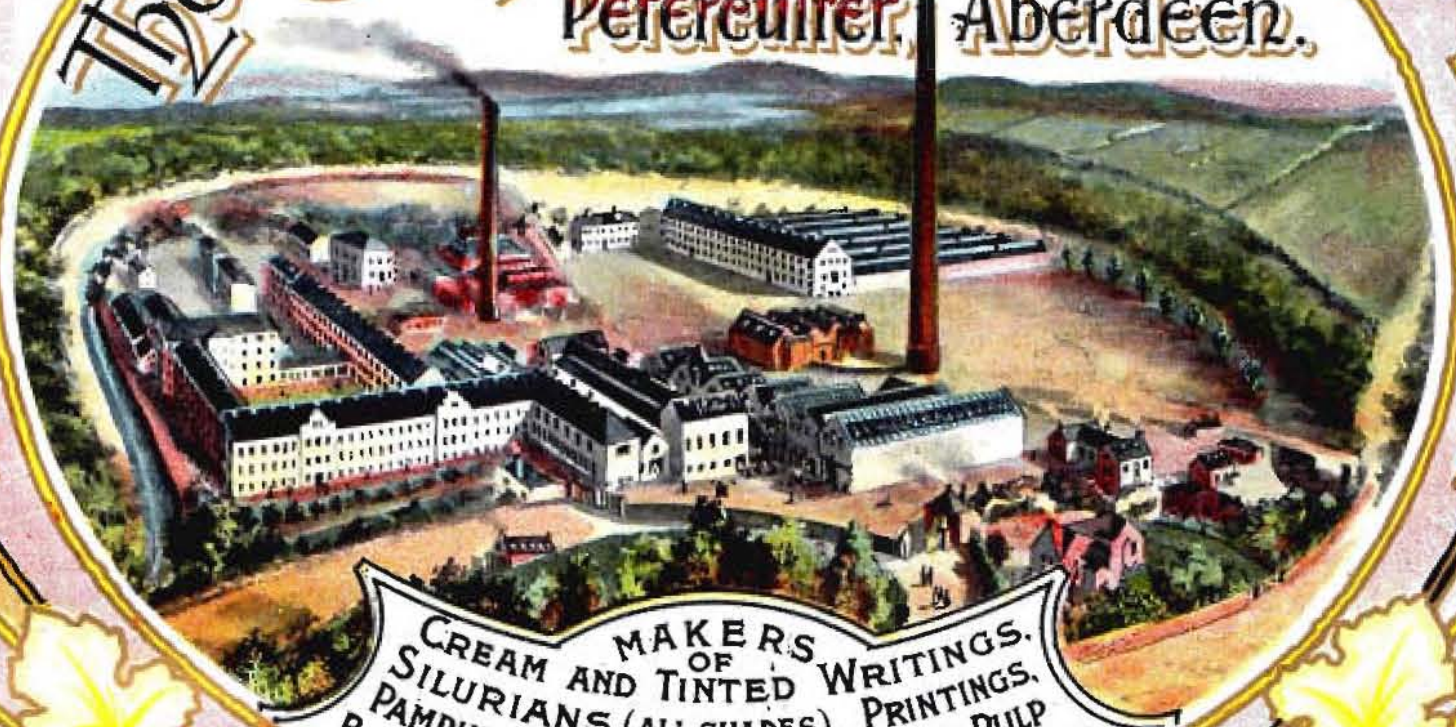

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RUTHERGLEN

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A. K. ROGERS, ESQ., J.P.,
Provost of Rutherglen.

Officially Contributed.

RUTHERGLEN, a royal and parliamentary burgh, is situated on the south of the River Clyde, and is about three miles S.E. from the city of Glasgow. It consists principally of one long and wide main street running east and west. From this thoroughfare run several smaller but picturesque streets. The houses are mostly built after the style of those in the city, being chiefly four storey tenements of a substantial description. At the south-east part of the burgh are the residential districts of Wardlawhill, Gallowflat and Farme, whilst on the south are Burnside, High Crosshill and the new suburb of Stonelaw. In these districts there are many fine villas, cottages and terraces. The population of the Parish of Rutherglen at the last census in 1901 was 21,011. The burghal population was 17,220.

The industries of the town comprise dyeing, rope and twine making, boat building, the manufacture of paper, chemicals and pottery, weaving, cabinet making, tube and steel works, and mining.

The principal building of note is the Town Hall, at the north side of the main street. It is a handsome structure of baronial style with large square tower, erected in 1861, at a cost of £7,000. It is valued now at something like £10,000.

In the centre of the Old Grave Yard, in the main street, stands the last remnant of the ancient Parish Church, in which it is stated a truce between England and Scotland was arranged in 1297. It was within the walls of this Church where Sir John Monteith engaged to betray Sir William Wallace. The old Lych Gate, forming the entrance into the Churchyard in Main Street, is one of the most ancient and graceful arches in the country.

Rising to the south of Rutherglen are the Cathkin range of hills, the summit of which is 500 feet above the sea level. On this range the late Mr. Dick, of Glasgow boot-making fame, formed a public park and bequeathed it to the city of Glasgow. From this park the view is very charming, embracing as it does lovely scenery, extending fifty miles in one direction and twenty to thirty miles in others. No fewer than sixteen counties may be taken in at a glance on a clear day. Below Cathkin, towards Langside, surrounded by beautiful trees, is Castlemilk House, where Queen Mary slept the night before the battle of Langside.

At the east of Rutherglen stands Farme Castle, a pretty castellated mansion house, for many generations the seat of the Faries of Farme, and at one time a residence of the royal line of Stuarts.

The Castle of Rutherglen, long since demolished, and not a vestige of which now remains, is said to have been built by King Reuther, by whom the name of Rutherglen was given. It occupied a site near the corner of King Street and Castle Street. It was strongly garrisoned and was besieged several times by Robert the Bruce. It was eventually taken by his brother in 1313.

Rutherglen is a place of great antiquity, and at an early period was a flourishing centre of trade. In olden times, trades of all kinds were controlled by Incorporations, which, however, are now extinct, with one exception, viz.:—The Incorporation of Tailors, whose charter dates as far back as 1657.

In 1126 David I. made the village a royal burgh. The oldest existing charter, granted by Robert the Bruce in 1324, quotes a confirming charter of William the Lion, dated 1189. For a long time Rutherglen continued to be the principal trading town in Lanarkshire, in the Lower

FARME CASTLE, RUTHERGLEN.

A Remnant of Rutherglen Fairs.

Ward of which it is situated. At one time it was famous for its horse and cattle markets, which up to a few years ago were held in the main street, the broad loanings of which were admirably suited for such a purpose. These loanings have now been restricted and vehicular traffic on them prohibited. Trees grow on part of them at the east end of the town, and the Fairs or Markets have entirely disappeared.

There are twelve Churches, consisting of three Established, four United Free, two Congregational and Evangelical Union, two Baptist, and one Roman Catholic. There is also an Evangelistic Institute, erected by Lord Overtoun and the Messrs. Rodger. This building consists of a suite of large halls, with minor ones for committee and other meetings. There are reading rooms, recreation rooms and public baths. Provost Rodger is one of the trustees, along with his brother, Mr. D. L. Rodger, who is the President. Both gentlemen have been actively engaged in philanthropic and religious work in the burgh for over a quarter of a century.

Rutherglen is provided with an ample electric tramway service to and from Glasgow, the journey occupying twenty minutes, the fare being 1½d. single journey. It stands on the Main Line of the Caledonian Railway Company, and the service of trains is considerable.

Robert Mackenzie.

Photo. by R. Markenzie.

A Bit of Stonelau Woods, Rutherglen.

Gray's Road, Rutherglen.

Photo. by Langfdr, Glasgow.

Jas. Kirkwood, Esq., J.P.
Ex-Provost of Rutherglen.

MAYBOLE

MAYBOLE is a quaint, old-fashioned town, and in former times, a place of considerable importance, having been the capital of the "Kingdom of Carrick." It contains, in Main Street and Kirk Wynd, a large number of antique turreted houses, formerly the town residences of the neighbouring gentry. Prominent among these old buildings is Maybole Castle, which in the olden days was the seat of the Cassilis family, the principal branch of the Kennedys. The Earls of Cassilis, the heads of the family, were known as the "Kings of Carrick," and their supremacy was unquestioned throughout a wide district.

Among other features of interest may be mentioned the old Town Hall, the Parish Church, which dates from the twelfth century, and the ruins of an old Collegiate Church, founded in 1441. The house that was formerly the Red Lion Inn is notable as having been the scene of a disputation—which was afterwards published—between John Knox, the Reformer, and the Abbot of Crossraguel. Handloom weaving was long the principal industry of Maybole, but now that this occupation has, through the progress of mechanical invention, fallen upon evil days, the inhabitants of "the capital of Carrick" have adapted themselves to the changing times; and boot and shoe making and the manufacturing of agricultural implements are the principal industries in the town.

There are many places of interest near Maybole. About two miles distant are the picturesque ruins of Crossraguel Abbey. Culzean Castle, the principal seat of the Marquis of Ailsa, is a most magnificent edifice, in castellated style, situated on a precipitous rock on the coast, to the west of the town. The ruins of Turnberry Castle must prove an irresistible attraction for all who appreciate the historic element in Scottish history. In this ancient fortress it is generally believed the patriot King, Robert Bruce, was born, and here what may be called the germ of the Scottish Parliament met to support his claim to the throne.

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GREENOCK

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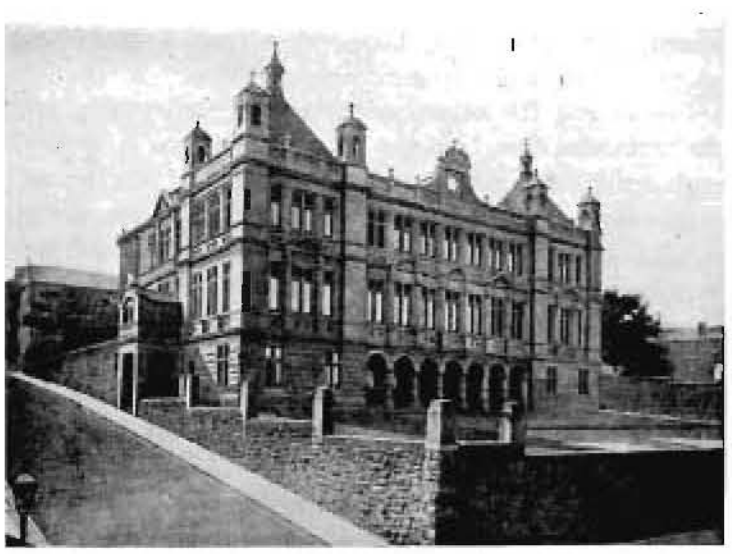
GREENOCK is one of the first seaports in Scotland, and is a handsome town, situated on the south bank of the River Clyde on a site unrivalled for grand and picturesque scenery. There are five harbours of the most commodious description fronting the river, and these are of sufficient depth to float vessels of the greatest tonnage. The Victoria Harbour is one of the finest tidal docks in the kingdom, with every appliance for the fitting out of steamers of the largest class. The Albert Harbour extends to eleven acres of water space. The Prince's Pier was erected at a cost of £70,000, and abutting on it is the Prince's Pier Station of the G. & S. W. Railway, which has direct communication with all parts of the kingdom. The James Watt Dock is upwards of 2,000 feet in length, and has accommodation for vessels water borne at all states of the tide. It has a total water space of about ninety acres.

The town possesses a splendid pile of municipal buildings, affording accommodation for municipal, police, harbour and School Board work, with commodious Town Hall, Burgh Courts, and other public offices. The Gas and Electricity Works are owned by the Corporation, and the Water Works, which are of great magnitude, not only provide a bountiful supply of wholesome water for the community, but furnish water power for many mills and manufactories situated on the slope of the hill to the south of the town. These mills include paper, spinning, sugar refining, distilling, canvas making, grain, and chemical industries, to which has lately been added the large aluminium works. The tramways are electrified and worked by the Greenock & Port Glasgow Tramways Co. These afford an excellent service from the east end of Port Glasgow to the west end of Gourock.

Photo. by Brown Greenock.

JOHN ANDERSON, ESQ., J.P.,
Provost of Greenock, 1902-3.



HIGHLANDERS' ACADEMY, GREENOCK.

As Greenock was the birthplace of the immortal James Watt, the improver and perfecter of the steam engine, it was appropriate that the town should possess some of the largest engineering establishments in the kingdom. One large company has great marine engineering works, from which have been turned out all classes of maritime engineering, forming the propelling power of every description of steam vessels, from the largest warships to the smallest pleasure yachts. The owners of this firm have no fewer than three extensive shipbuilding yards in town, employing 6,000 men, and at the time of writing they are building a large man-of-war of the cruiser class for the British Government, and several steamships of large tonnage for the China Steamship Co. A second eminent firm have also marine engine works and shipbuilding yards in Greenock, from which have been turned out a fleet of over fifty ocean liners for the P. & O. Company, in their service between this country, India, Egypt, Australia, and China.

Greenock possesses a large number of fine buildings, consisting of churches, schools, and notably the Custom House, erected on a fine situation at the river side. It also possesses a noble esplanade, extending a mile and a quarter along the river side, and a promenade known as the Lyle Road, which rises to a considerable altitude, from which

Photo. by Pratt & Co.
STATUE OF JAMES WATT, IN THE WATT MONUMENT.

can be obtained a grand panorama of the river and Firth of Clyde, and of scenery combining water, wood, and mountain. A Public Library has lately been established in the town, largely due to the liberality of Mr. Andrew Carnegie, of Skibo Castle, which was opened on 10th October, 1902. This well-known philanthropist has offered to the town a sum of £10,000 for a memorial to be raised to James Watt, and the form which the memorial will take is presently being considered by a Committee. There are other institutions in town, such as the Watt Institution, possessing a statue of the deceased engineer from the chisel of Chantrey; the Mechanics' Institute, with public baths; the Mariners' Asylum; the Greenock Hospital and Infirmary; the Eye Infirmary; Industrial School, &c.

Among the defences of the Clyde are the Battery known as Fort Matilda, which has lately been modernised and strongly garrisoned. It has submarine mines connected with batteries on the opposite shore, which completely guard the entrance to the river Clyde and the navigable channel to Glasgow.

MUNICIPAL BUILDINGS. GREENOCK TOWN HALL.

CYCLING IN SCOTLAND

Specially Contributed by the Victoria Cycle Co., Ltd.

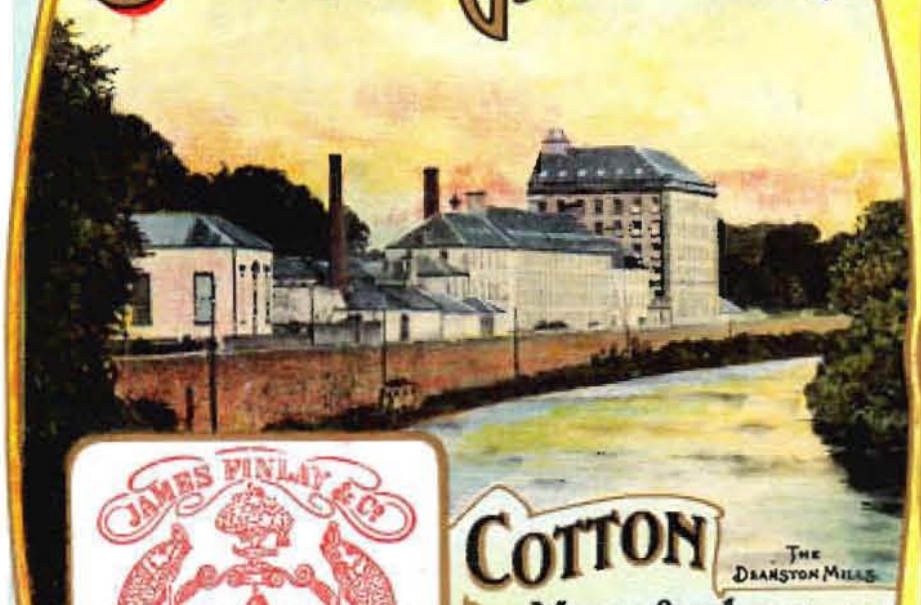
IT is, perhaps, not as well known as it should be that to a Scotchman we owe the invention of the bicycle. Yet such is the case, for it was a Dumfries-shire blacksmith, Kirkpatrick Macmillan by name, who first applied driving gear to the wheels of the dandy horse. This was in the year 1840, previous to which time the only means of propulsion was by running a few yards and then lifting the feet clear of the ground. The introduction of mechanical gearing, by means of cranks and rods, raised the dandy horse from the category of a toy into that of a practicable vehicle, and was indeed the beginning of a vast sequence of improvements which have culminated in that triumph of engineering skill, the modern bicycle.

It is a curious fact in the evolution of the bicycle that after the many changes it has undergone in the past sixty years it should, in its general outline, bear a striking resemblance to Macmillan's original "velocipede." That machine had wheels of equal, or nearly equal, dimensions. So soon as it became generally recognised as a practicable means of locomotion, inventors set to work to improve it, and in the fulness of time it must be admitted it was improved almost out of recognition. The front wheel was enlarged to double its original size, and the back wheel was radically diminished; wooden spokes gave way to steel, the cranks were transferred from the rear to the front wheel, and the steering was marvellously improved. To-day we retain the steel spokes, and pneumatic tyres have been added; but we have abandoned big driving wheels in favour of equal diameters, and we have reverted to rear driving. Refinements that were unknown in Macmillan's day have been added, but after all the resemblances between the bicycle of 1903 and the velocipede of 1840 are quite as remarkable as are the differences.

It was, of course, the return to equal sized wheels in conjunction with rear driving that made the bicycle really popular in Scotland as elsewhere, and the subsequent introduction of the pneumatic tyre completed the popularization, and brought it into universal favour as a means of rapid and convenient locomotion, as a new source of hitherto unattainable enjoyment, and as an important instrument of health. The rapidity of the accession to the number of cyclists that took place in Scotland in the years 1896-97 was largely stimulated by the almost uniform excellence of the roads throughout the country. Not only throughout the lowland districts, but in the Highlands as well, the roads are, generally speaking, excellent as to surface, while on all main roads the gradients are much less steep than might be expected from the contour of the country. Indeed, the planning and engineering of many Scottish roads give evidence of consummate skill, enterprise, and liberal expenditure, while their maintenance in most cases leaves little or no room for complaint. The consequence is that not only does the Scottish cyclist enjoy facilities for cycling that are equalled in few European countries, but the fine scenery and good roads bring riders from England and places abroad in yearly increasing numbers.

Considering the natural advantages of the country, and the eminence that Glasgow especially enjoys in general engineering, it is not surprising that Scotland has secured a prominent position in the cycle trade, and a favourable reputation for the quality of its productions. For many years supremacy was contested by the Victoria Company and the New Howe Company, but the latter firm have now closed their colossal factory in Bridgeton, and the output of Scottish made cycles has probably been somewhat reduced in consequence, although it may safely be assumed that a portion of their trade is being shared by the firms that remain. Retail trade, however, runs on big lines, and the pastime is probably more pursued in Scotland than in any other country labouring to an equal extent under climatic disadvantages.

JAMES FINLAY & Co, GLASGOW.



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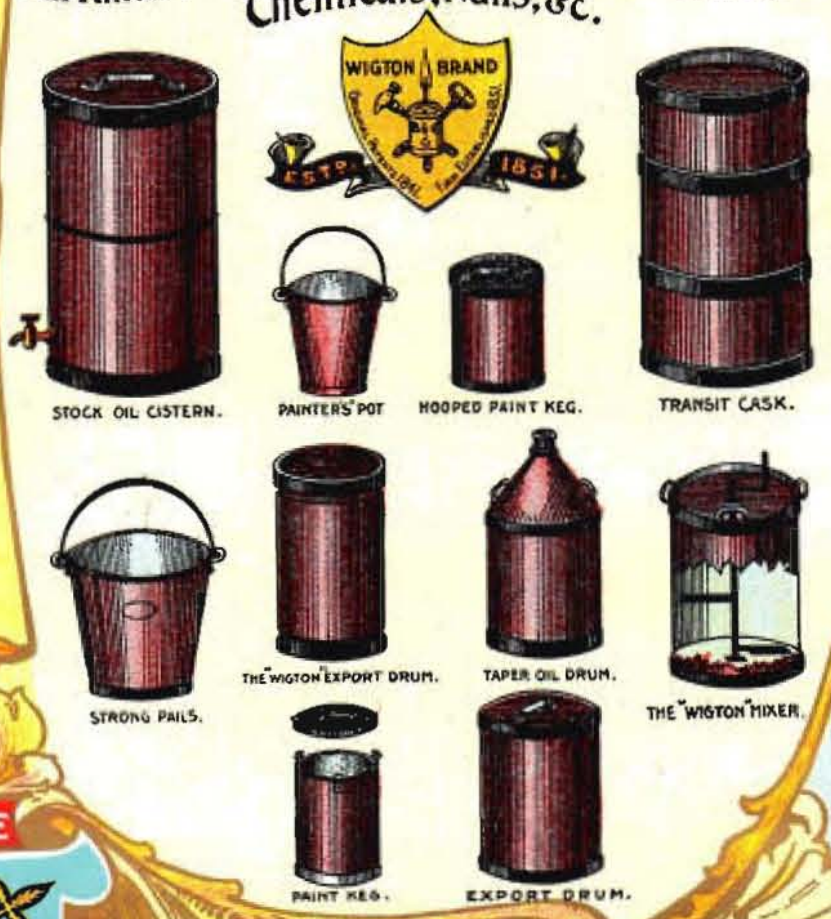

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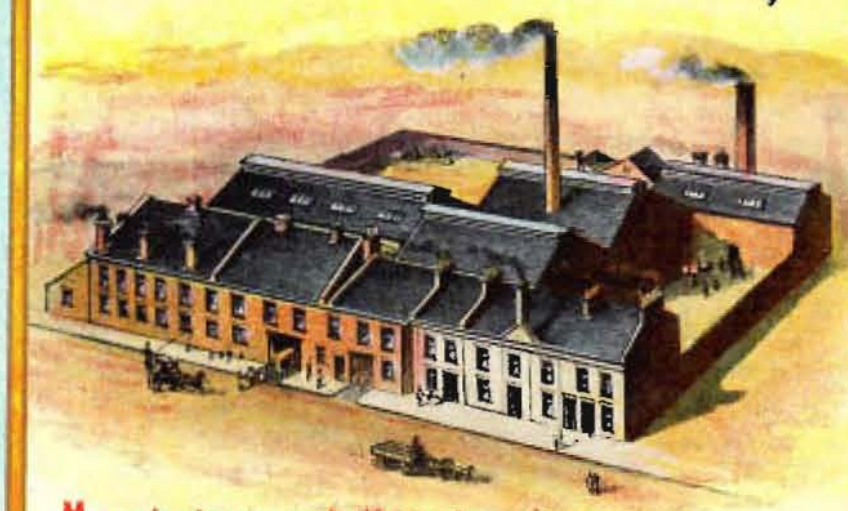

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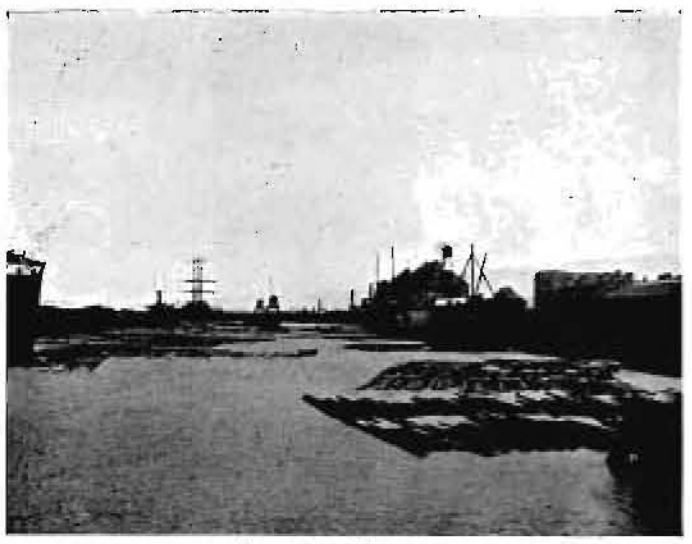
GREENOCK HARBOURS

Compiled from particulars supplied by

THOMAS WILSON, Esq.,
Secretary and General Manager to the Greenock Harbour Trust.

THE Harbours of Greenock may be classed as the Old Works in the centre and western part of the town, and the New Works in the eastern part of the town. The Old Works comprise the West Quay, West Harbour, East India Harbour, Steamboat Quay, Victoria Harbour, Albert Harbour, Princes Pier, No. 1 Graving Dock situated in the West Harbour, and No. 2 Graving Dock situated in the East India Harbour. Of these the West Harbour is the oldest existing harbour in the town. Prior to its construction a pier had been built about the year 1635, forming the first landing-place at Greenock. That pier was of drystone work—that is, masonry without mortar—and extended for a considerable distance out into the Bay. It was in use for a long time, but ultimately disappeared owing to harbour improvements. The East and West Quays have been widened and straightened, and a Dry or Graving Dock constructed in it.



GREENOCK HARBOURS.

Princes Pier, situated at the west end of the town, adjoins the Albert Harbour, and extends westward for a distance of about 1,200 feet along the navigable channel of the Clyde. It has a return end at its western extremity which forms a boat harbour; the total length of quay including this harbour, being about 2,000 feet.

The West Quay has been reconstructed, so as to give a depth alongside of 18 feet at low water, or 28 feet at high water. The quay, as reconstructed, having been carried out to a line parallel with, but 28 feet back from, the new line of channel-way, an increase of quayage has thereby been obtained, amounting to 1,420 square yards. The Steamboat Quay, situated in front of the Custom House between the entrances to the West Harbour and East India Harbour, has a frontage to the Clyde of 1,030 feet. It may be considered as a portion of the outer faces of the north quays of the East India and West Harbours, but it is well known as the Steamboat Quay.

The Harbours and Docks, Garvel Park, part of the New Works, which were opened for traffic in the beginning of August, 1886, are situated on the navigable channel of the Clyde, about one mile from the Tail-of-the-Bank or anchorage in the estuary or firth.

The Channel, from the estuary to the Docks, is of ample width and depth to enable the largest vessels to steam direct to the quays without the assistance of tugs. The entrance to the Harbours leads straight from the fairway of the Channel.

The works comprise two Tidal Harbours, one Wet Dock, and one Graving Dock, with extensive quayage area, and have been specially designed to accommodate the largest class of vessels, and to enable them to enter or leave the Harbours at any time of tide.

The James Watt Wet Dock is the only Wet Dock on the Clyde, and vessels of great tonnage can be constantly kept afloat. The importance of having large vessels always water-borne and thus free from the risks of being strained while lying aground is much appreciated by shipowners.

An extensive range of warehouses and sheds, capable of storing 20,000 tons of general merchandise, are in constant requisition, whilst lines of railway laid through the centres of the warehouses and sheds, and hydraulic cranes commanding the rails enable all goods to be loaded into or discharged from railway waggons under cover.

Special facilities are provided for the handling and storage of grain at the warehouses. The grain can be raised out of vessels, weighed, and distributed into any part of any floor of the warehouses by mechanical means in one continuous operation. From the warehouses it can be loaded in bulk direct into waggons on the rails inside the warehouses by shoots provided to all the floors, or filled into sacks and placed in the waggons by cranes.

GREENOCK HARBOURS.

On the Jetty in the Wet Dock two steam coaling cranes are provided, one of 25 tons and one of 20 tons, each crane being capable of loading about 150 tons of coal per hour. These cranes are arranged to travel along the Jetty so that coaling may be carried on at any point. They can also be used for masting purposes, as the sheave in the jib head is 83 feet above high water, and likewise for loading machinery or unloading iron ore.

Steam and hydraulic cranes are placed round the harbours capable of lifting from 2 to 100 tons.

A. J. W.

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THE Glasgow and South Western Railway is the principal channel by which what has been called the "Burns" country is reached.

Admirers of the great Scotch national Poet are to be found all over the universe, and most of them feel an unsatisfied longing in their lives until they have made a "pilgrimage to Mecca," which in their case is represented by the town of Ayr.

"Auld Ayr wham ne'er a toun surpasses,
For honest men an' bonnie lasses."

To do this the most expeditious, comfortable, and convenient way is to travel by the Glasgow and South-Western Railway.

Travellers from furth of Scotland join the Glasgow and South Western Railway at Carlisle, and journey from thence to Ayr viâ Dumfries, where the remains of the Poet lie buried, and Kilmarnock, where there is a fine monument erected to his memory containing many interesting relics of his life and work. The journey from Dumfries to Kilmarnock and thence to Ayr is right through the heart of the Burns country, and the whole district teems with historical associations of the poet. Scotch "pilgrims" and those from abroad whose sea voyage does not terminate until Scotland is reached are well provided for by a splendid service of fast trains at suitable hours from Glasgow to Ayr.

Photo. by the Photochrom Co., Ltd.

BURNS MONUMENT, KILMARNOCK.

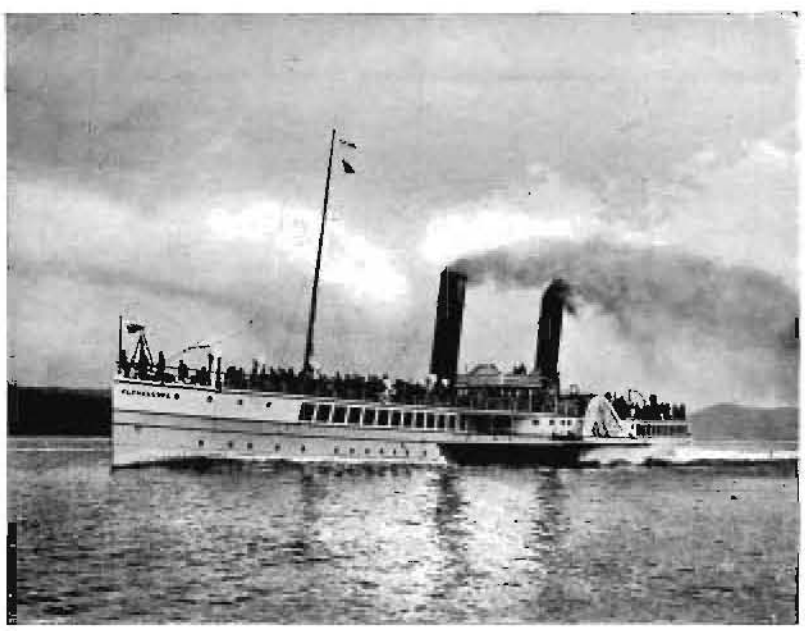

Photo. by Maclure, Macdonald & Co., Glasgow.

THE "GLEN SANNOX."

On arriving at Ayr, the traveller's first duty is to proceed to the Poet's birthplace, the world-famous Burns' Cottage, there to pay his devoirs before the bed on which the departed genius first breathed. The Cottage is a little, insignificant, one-storeyed house, roofed with thatch, which by itself would never be glanced at, but the immortal memory attached to it has caused it to be visited by millions of all sorts and conditions of men, of all nationalities, creeds, and rank.

On the same road, a little further on, is Alloway Kirk, through the window of which "Tam o' Shanter" witnessed the dance of witches; and just beyond that is the Monument and the Auld Brig o' Doon.

BURNS' COTTAGE, AYR.

ROTHESAY, FROM WEST.

Photos. by the Photochrom Co., Ltd.

From Ayr short excursions can be made to various places made famous by the Poet's writings. Less than an hour is needed for the journey to Mauchline, where can be seen the famous "Poosie Nancy's" Inn, the kitchen of which is practically unchanged since the days when in it

"The jolly beggars held their splore,"

and Ballochmyle, where the "bonnie lass" lived and flourished. Other points of like interest are within easy reach of Ayr.

Apart altogether from its "Burns" associations, nowhere in Scotland, it may be safely asserted, will the tourist find a more beautiful district in which to spend a holiday, the combination of coast and country which is there found making it a most delightful and desirable place for either a short or a long sojourn.

The Glasgow and South Western Railway offers very large inducements to its golfing patrons. There are altogether forty-six golf courses either touched at or reached by the Railway. Among the best known are Prestwick; Prestwick St. Nicholas; Troon; Gailes; Bogside (Irvine); Barassie; Ranfurly (Bridge of Weir); Turnberry (Girvan or Maybole); Ballantrae (coach from Girvan); and Machrihanish (steamer to Campbeltown).

The Company publish annually a Golfing Guide, which gives full particulars of all the golf courses on or near their system, their position and nature of ground, terms and conditions of membership, etc., etc. These Guides can be obtained free on application at any of the Company's Stations.

The West Coast of Scotland has long been famous for the beauty and salubrity of its Clyde watering places, and visitors will find no better way of getting to all or any of them than by patronising the Glasgow and South Western Railway and Steamers.

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The principal points reached by the Steamers are the Island of Arran, Dunoon, Rothesay and the Kyles of Bute, Millport, Kilcreggan, Kirn, Hunter's Quay, Sandbank, Kilmun, and Blairmore.

Photo. by the Photochrom Co., Ltd.

GREENOCK: PRINCE'S PIER.

DUMFRIES

DUMFRIES is the most important town in the South of Scotland. It possesses charms and attractions which few other towns can boast, and we were consequently surprised to hear, from lips that should have every reason to know, that its beauties and those of the surrounding country have been so little opened up for visitors. Dumfries and Burns are two names that will for ever be inseparably linked together, but apart from the interest which the memory of the great national poet of Scotland gives to the town, few people are aware of the great historical records which the town boasts, and of the large number of romantic castles and other places teeming with historical lore and old-time tradition that the country possesses on every hand. Many visitors to Scotland—"tourists" if you like, but it is a hateful word—come to the town and "do"—another horrid expression—the Burns memorials, leaving unseen and unnoticed many other interesting places, because, probably, their attention has not in the first place been sufficiently drawn towards them.

Burns and the associations connected with his name are, of course, Dumfries' primary attraction. The last eight years of the poet's life were spent either in the town itself or in the immediate neighbourhood, and in a little two-storeyed house near St. Michael's Church, in a street now called Burns Street, he peacefully breathed his last. During the period of his residence in the town many of his most famous songs were written—"Auld Lang Syne," "Duncan Gray," "Scots wha hae," etc. It was on a window of the Globe Tavern, in High Street, a favourite resort of Burns', that he wrote the well-known lines—

"Gin a body meet a body
Coming through the grain;
Gin a body kiss a body
The thing's a body's ain"—

and also the verse to "Lovely Polly Stewart." In the churchyard of St. Michael's Church is the Burns Mausoleum,* in the vault of which lie the last earthly remains of this world-famed genius. Its design is marked by noble simplicity, and is suggestive of a Grecian temple. Within is placed a statuary group of white marble, representing the muse of Poetry casting her mantle over Burns while at work with his plough. Occupying a prominent position in the centre of the town is a statue of "Robbie." It was unveiled in 1882 by the Earl of Rosebery, before assembled thousands from all parts of Scotland. In the Observatory at Maxwelltown, a suburb of Dumfries, are several Burns relics, including some valuable holograph manuscripts. Except for the many places frequented by the poet this catalogues the memorials of Burns which the town possesses.

* A Photograph of the Monument is given with the article on page 72.

Now for a brief space let us chronicle some of the early historical happenings which transpired here. Its first charter was granted by William the Lion, which in itself is sufficient evidence of the antiquity of the town. On the 10th of February, 1306, Bruce slew the treacherous Red Comyn in the old Church of the Grey Friars, from which event dated the long and bitter struggle waged by Bruce against the English, in which the latter were finally vanquished at Bannockburn, and Scotland once more became independent of English rule.

This monastery of Grey Friars above referred to, but of which no trace is now remaining, was founded in the thirteenth century by Lady Devorgilla, daughter of Alan, Constable of Scotland—one of the English barons who constrained King John to sign the Magna Charta. Devorgilla was a lady of great piety, and also, one must think, of considerable energy. In addition to the monastery she

Photo. by A. J. W.

DUMFRIES.

built a bridge across the Nith, which, excepting the remains of those erected by the Romans, is the oldest in Scotland, and in ancient days ranked next to London Bridge as the finest in Britain. There is also in the district another survival of the munificence of Lady Devorgilla—Sweetheart Abbey. Besides these the lady also founded an abbey at Wigtown, a convent at Dundee, and Baliol College, Oxford.

Mention of Devorgilla has rather carried us away from our subject—historical happenings in the town. On the Gallows Hill, known in consequence as Kirlsty's Mount, Edward I. put horribly to death Sir Christopher Seton, Bruce's brother-in-law. In the following wars the Castle —now gone the way of all things—and the town were

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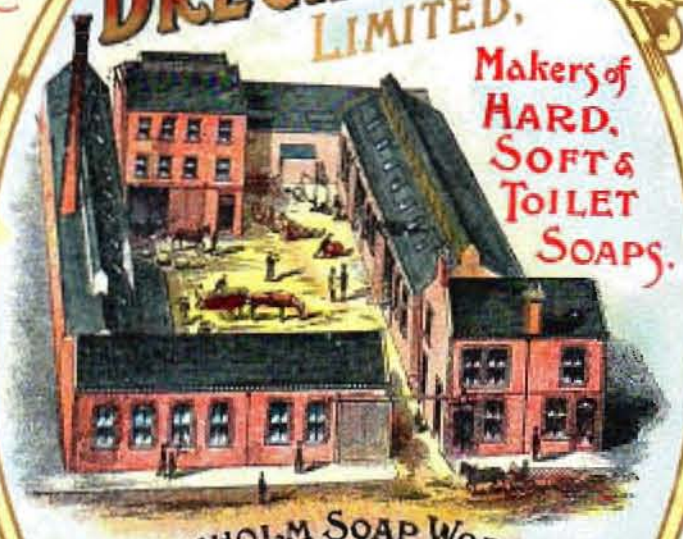

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captured and recaptured twelve or more times. In the days of the Covenanters, Dumfries had many relations with the persecuted sect. In 1715, when the "Old Pretender's" army was in the neighbourhood, the townsmen sallied forth and seized part of the baggage at Lockerbie. Retribution followed them thirty years later, for Bonnie Prince Charlie quartered his Highlanders in Dumfries, and mulcted the town of some £5,000.

With regard to the buildings of the present town, the inhabitants have a large number of which they have every right to be proud. The Academy, a handsome modern building, surmounted over its dome by a colossal figure of Learning; the ornate Royal Infirmary; the Observatory on Corbelly Hill; the Town Hall, containing some fine oil paintings; and the County Buildings, are all interesting, and by no means commonplace. There are also Greyfriars' Church, a florid Gothic building; St. Mary's Parish Church, occupying a site which was once the Tyburn of the town; the old Church of St. Michael; St. John's Church; and the curious Midsteeple. Built from funds procured in a highly peculiar and interesting manner, this latter object forms a very characteristic feature of Dumfries. It possesses a good peal of bells, which, in addition to other duties, voices the feeling of the town in times of jubilation or tribulation. In olden days were attached both a Town Hall and a prison, and

Photo. by A. J. W.

AT DUMFRIES.

from its upper turret malefactors suffered the last penalty of the law. While the building was in process of erection the Parliamentary Union of Scotland and England was carried through; not entirely with the approbation of the inhabitants of Dumfries. One of the last Acts of the Scottish Parliament was an "order for burning a scurrilous print," intituled, an account of the burning of the Articles of Union at Dumfries. In Queensbury Square stands a Doric pillar in memory of Charles, Duke of Queensbury, and near by is a handsome water fountain. The Theatre Royal has the distinction of being the oldest letters patent theatre in Scotland, having been built in 1790. It was much frequented by Burns, who wrote prologues for several of the

Photo. by Photochrom Co., Ltd.

STATION HOTEL, DUMFRIES.
(G. & S. W. R. Hotel.)

actors of his day. Three bridges span the river Nith—the old bridge built by Lady Devorgilla, which we have already mentioned; a fine new bridge re-constructed and enlarged by Miss M'Kie; and a suspension footbridge. At the confluence of the Nith and the Cluden, within easy walking distance from Dumfries, stand the picturesque ruins of Lincluden Abbey. In the wall at the north side of the chancel is the tomb of the Princess Margaret, daughter of King Robert III., who died at Theave Castle about the year 1440. It is a charming spot, and was also a haunt of Burns, who, while musing beside its ruined walls, composed several of his pieces.

He himself writes of it:—

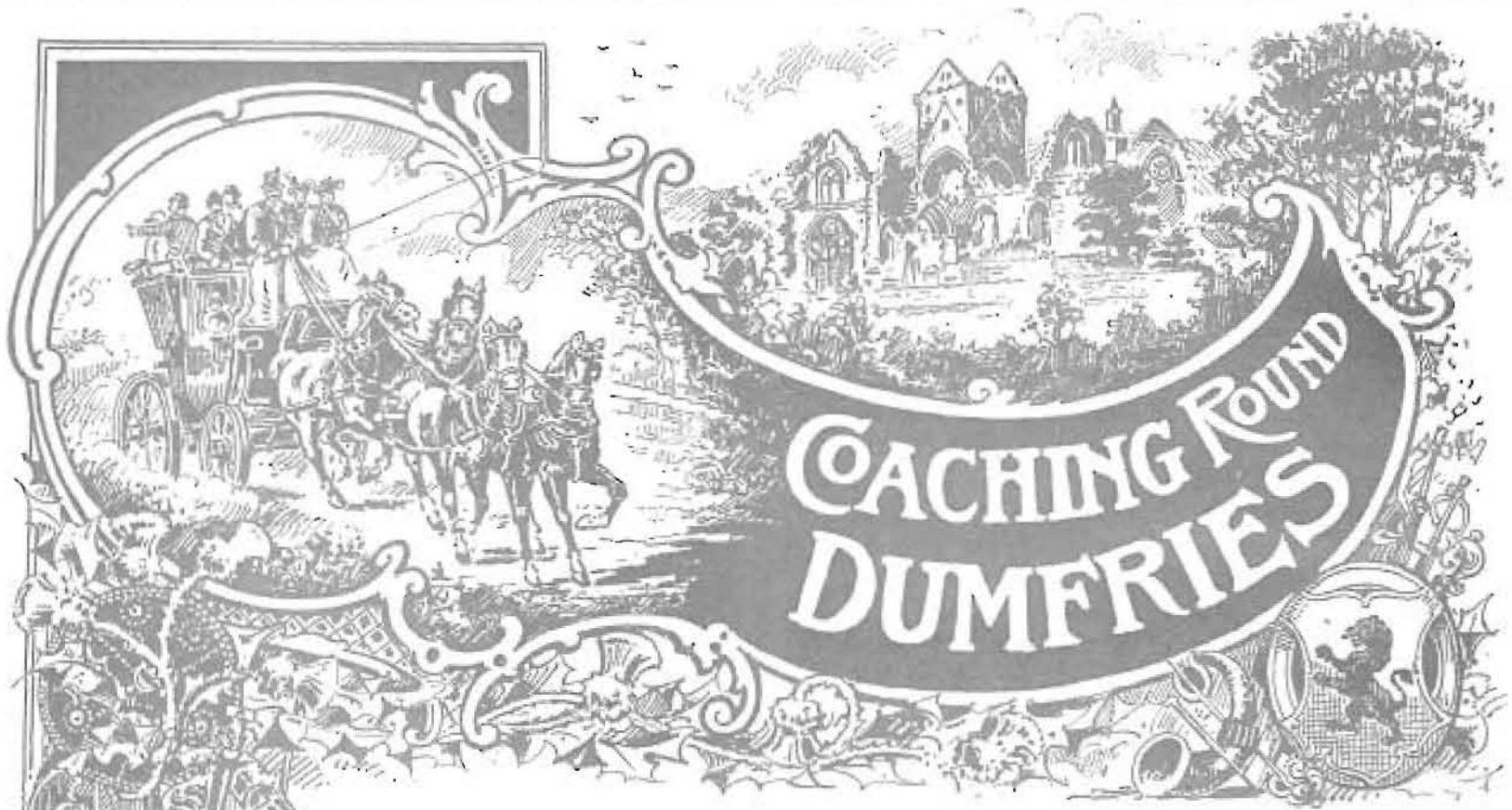
"Yonder Cluden's silent towers
Where, at moonshine midnight hours,
O'er the dewy bending flowers,
Fairies dance sae cheerie."

We have unfortunately been constrained to briefly write of Dumfries in a more or less orthodox guide-book fashion. In so doing we have perhaps created the idea that it is only like any other town, possessing all the essentials of modern respectability and being nothing out of the ordinary. But it *is* out of the ordinary—very much so. It is a pretty place, a charming place, a place with associations of Bruce, Burns, and Scott; a place of consummate interest and great attraction. It is the original home of the Scottish woollen trade, which still is the staple industry. It was near here—what fearsome denials do we receive from Glasgow—that the first steamboat was launched, on Dalswinton Lock. The fact that the boat was never used commercially has, we are told, caused the event to have been lost sight of. It is even said that Burns was a passenger on the first voyage. Be that as it may, it is an indisputable fact that the first bicycle was made in the locality by Kirkpatrick MacMillan. Encircling the town are abbeys and castles, picturesque and romantic, with a wild old-world charm that brings before the mind's eye visions of the warlike times they have beheld, and the brave men who have perished fighting within their crumbling walls. There is such an array of beautiful scenery around Dumfries that one is utterly at a loss to account for the amazing fact that it is—comparatively—so little visited.

A. J. W.

DUMFRIES.

Photo. by A. J. W.



THE days of our forebears, when the only means of travelling long distances — if you did not wish to walk, or ride on horseback — was by stage coach, the novelist has familiarised in our minds. If he has created an exaggerated impression of the wild glories of those century-old times, the fierce delight in the mad galloping of the horses over badly made roads, the risks to life and property at the hands of suave "gentlemen of the road," what matters it? At all events there is no one now living to say him nay. But coaching has long ago ceased to be a necessity. It is still, however, a very real pleasure. A more delightful country than that within a twenty-mile radius of Dumfries for the pursuance of this pleasure would be difficult to find. The roads are good, the scenery is beautiful, and there is a superabundance of old castles and abbeys, whose ruined, ivy-clad walls and old-time associations will ever make them objects of great and absorbing interest. Through the courtesy of Mr. W. Irving, coach proprietor, Dumfries, I was enabled to go many of the wonderful excursions which Dumfries affords.

Caerlaverock Castle, standing in isolated grandeur some eight miles from the town, is spoken of as the most handsome specimen of castellated architecture in Scotland. Destroyed by Oliver Cromwell, it still retains its architectural features, and has many historical records, which were

Photo. by A. J. W.
BURNS STATUE, DUMFRIES.

reeled off in my attentive ears by the quaint old lady who chaperoned me round the ruins. The drive both to the Castle and the return journey is through a glorious country; but all the drives are similar in this respect. The farm of Ellisland, which Burns occupied for over three years, is six miles from Dumfries, and near at hand is one of those remarkable Druidical Circles which are an everlasting puzzle to the antiquary.

Sweetheart Abbey, ruined but still majestic, is comparatively close to Dumfries. Here lies buried the pious Devorgilla, with the heart of her husband on her breast. Lincluden Abbey occupies a romantic situation at the confluence of the Nith and Cluden. To go further afield, however, there is pretty Lochmaben, the reputed birthplace of Robert Bruce; the village of Thornhill, boasting a monument to the memory of Joseph Thomson; Ecclefechan, the birth and burial place of that most marvellous writer, Carlyle; the Ruthwell Cross, a most interesting runic monument; Irongray Churchyard, where lies buried Helen Walker, the prototype of "Jeanie Deans." There is also Routin Bridge, Maxwelltown House, Terregles, the Waterloo Monument on Glen Hill, Cavens Castle, Preston Mill, Wreaths Castle, Dalbeattie, Towthorwald Castle, Dalswinton Loch, Friars' Carse, Auldgirth Bridge, and many, many other places. The country is on all sides reminiscent of Bruce, the patriot, and of Scotland's greatest literary geniuses—Scott, Burns, and Carlyle. As we have previously remarked, it is idealistic in every way for the pleasures of coaching.

A. J. W.

Photo. by the Photochrom Co., Ltd.
LINCLUDEN ABBEY, NEAR DUMFRIES.
(On the G. & S.W.R.)

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CAERLAVEROCK CASTLE, NEAR DUMFRIES.
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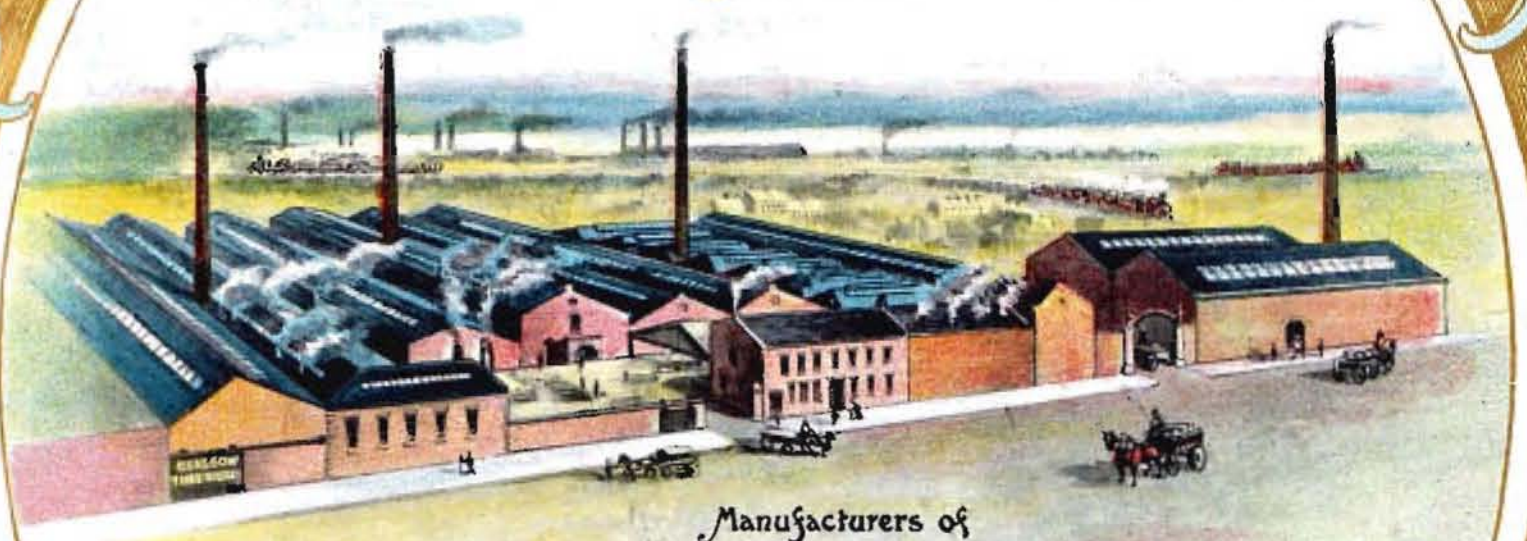

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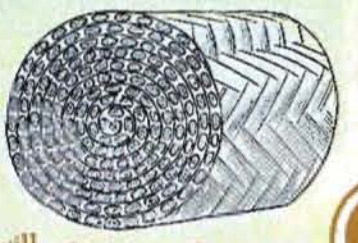

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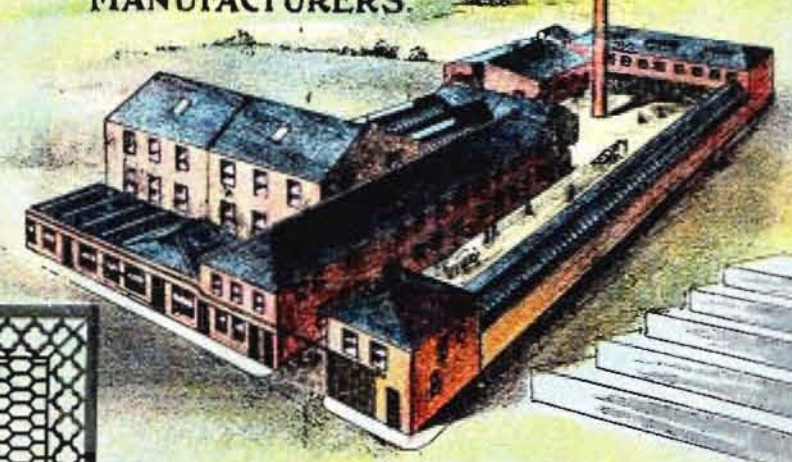

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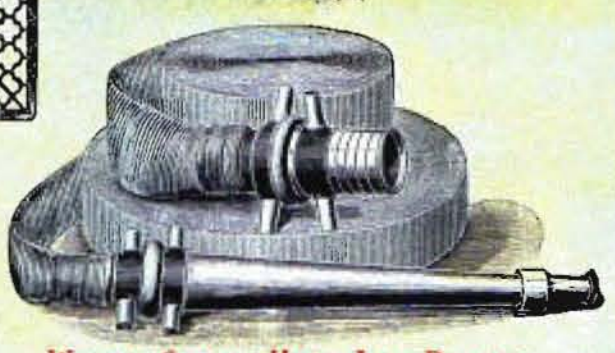

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KINNING PARK.

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KINNING PARK was created a Police Burgh in 1871, and is now under the "Town Council's Act" of 1900. Its formation into a Burgh was unsuccessfully opposed by the adjoining City of Glasgow, which has at various times been desirous of annexing its small but thriving neighbour. Kinning Park, however, has so far maintained its preference for autonomy; and, particularly of late years, has practised a vigorous progressive policy in the direction of social and sanitary improvements. Hitherto given over to utilitarianism pure and simple, and to a disregard of architectural or other adornment, with the exception indeed of the indispensable Council Chambers, which are tasteful in design, the heads of the municipality have within the past few years resolved to alter all this for the better. Accordingly the Burgh now boasts handsome new buildings, one of them the Town Hall, and another the Public Baths, while there is in course of erection a Free Library, to which Mr. Carnegie contributed £5,000.

The Burgh Coat of Arms, it may be mentioned for the benefit of those of our readers who are interested in heraldry, is a shield emblazoned with a hive and semee of bees volant, the shield being surmounted by a terrestrial globe, and the whole design bearing the motto "INDUSTRY." The antiquary will, we fear, search in vain to discover an ancient origin for this symbolism, which, so far as we can ascertain, is as modern as the Burgh itself, and assigned merely to represent its leading characteristic as an industrial district, and the extensive sphere with which its industries connect it.

The population of Kinning Park at the census of 1901 was 13,851, having more than doubled in the thirty years from its inception. The assessable rental, amounting to £63,193, has increased in proportion, and is large compared to the area. For this it is indebted chiefly to the preponderance of public works, the dwelling-houses and shops contributing a relatively small proportion.

The name "Kinning Park," with its suggestion of the ease and retirement of some lordly manor house and grounds, is strangely at variance with the ceaseless toil which is everywhere in evidence. No doubt "once upon a time" there were green fields where foundries and soap works now stand, and more than likely there was an estate bearing the then more appropriate name of "Kinning Park," but these are things of the more or less distant past. We are really concerned with the present, and the Kinning Park of to-day takes more credit for being the centre of an industrious, progressive and thriving community than from the natural beauties which its name would appear to suggest. The external aspect of the Burgh truly represents what it is, and what it claims to be—a veritable abode of industry. As a matter of fact, in proportion to its large and overshadowing neighbours, Glasgow and Govan, it is much more industrial than either. To the bird's-eye spectator it would present the appearance of a three-quarter-mile-square of brick and stone buildings, with scarcely an open space or break of any description. This densely built square is intersected by numerous short streets formed by double rows of works and factories, with tenements, chiefly of workmen's houses, scattered in between and round about.

The variety of trades carried on in the Burgh is great, and though the important industry of shipbuilding is impossible, owing to the Burgh not bordering on the Clyde, yet Kinning Park most certainly works hand in hand with it in many ways, the allied trades of iron-founding, engineering, boiler and rivet making bulking largest among the leading industries of the Burgh. There are also several important oil and colour works, and the biscuit and confectionery industries are represented by, amongst others, three of the largest and best known firms in the country.

Space will not permit of our entering into detail as to the secondary, but still important, industries carried on within this busy Burgh. But, with regard to the leading branches to which reference has been made, it may be mentioned that the principal manufacturers and producers not only do an extensive trade locally, but, in addition, ship consignments abroad to a very large extent.

Photo. by Reid, Wishaw, N.B.

THOMAS M'MILLAR,
Provost of Kinning Park.

Photo. by Pursey, Edinburgh.

BAILIE DREGHORN, KINNING PARK.

PERTH

Officially contributed.

PERTH is a city of great antiquity. Its site is believed to have been a station of the Roman army under Agricola during his invasion of Scotland, and although the evidence is not quite complete, there is scarcely room for doubt that since Agricola's time a town of some size has always occupied the site where the Fair City now stands. The city is situated near the southern boundary of a spacious plain, encircled on three sides by gently rising hills, beautifully wooded to their summits. Through the plain flows the lovely Tay, a river which has a large volume of water; and away to the north the view is only bounded by the Grampians, whose snow-covered peaks, glittering in the sunshine of a fine winter day, gives one the impression of Alpine scenery. Ancient, however, as the city is believed to be, it does not come into prominent notice until the tenth century; and curiously enough it is in connection with trade that the prominence occurs. Doubtless when the capital of the United Kingdom of the Scots and Picts was at Scone, Perth was the port at which the trade caused by the Court was conducted. In his *Britannia* Camden has preserved two lines of an ancient eulogy on Perth, one of which has been translated—

"Perth the whole kingdom with her wealth supplies";

and though it would be unsafe from these words to infer that Perth was then a great city, with wealthy merchants and richly-laden ships, still in the days of David I. (1124-1153) foreign ships brought dyed cloths and articles for domestic use to the burgh, and carried away wool and hides. Skilled workmen from Flanders and Germany settled in the burgh, and during the twelfth and thirteenth centuries it shared in the prosperity which then visited Scotland. The exclusive privilege of trade within the whole county of Perth seems to have been granted to the burgh by David I., while William the Lion conferred a charter for a Merchant Guild. This charter confirmed privileges formerly granted, and ordained that all goods brought to the town by foreign merchants be exposed to buyers there, and the whole produce for sale—of the fields, flocks, and herds of the county—were to be brought to Perth and openly sold, thus giving a monopoly to the resident burgesses. For eight months each year they had sole command of the markets, and then for four months (from ten days after Easter to the first of August) they were subject to the competition of foreign merchants. These brought clothing and other goods which they were allowed freely to cut and sell in the town, but not in the county; and in spring their vessels came to the little port with cargoes, and returned ere autumn laden with the produce of the county and the river.

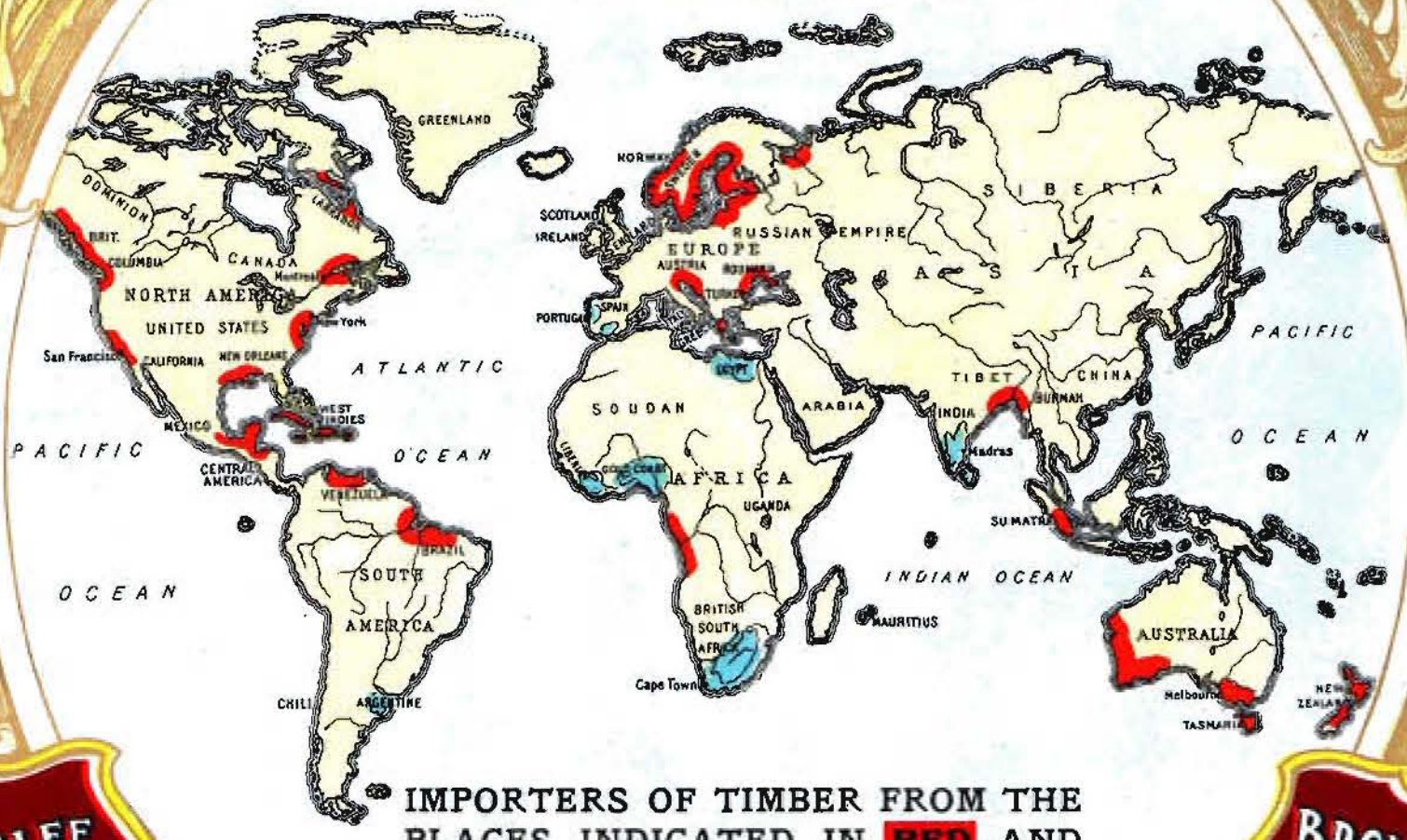
As Perth became the capital of the country at an early period, which position it continued to hold till after the murder of James I. in the Blackfriars Monastery, in 1423, it can be understood to have been a place of considerable trade. Its prosperity, however, received a rude shock along with that of the whole country, by the War of Independence, originated by Edward I. of England. As a walled town Perth stood several sieges, and from being a centre of traffic it became a military station to keep the country in subjection. For fifteen years it was held by the English, during which time it was unsuccessfully besieged by Robert Bruce. Another siege in 1313 was more successful, the English garrison being driven out, and the walls levelled with the ground. Twice again were the walls built, and twice demolished; and during three-quarters of a century, under four English Kings, the cruel strife went on. All this, of course, was unfavourable to trade, but at intervals the Scottish Kings did what they could to restore prosperity to the old burgh. Robert Bruce gave the burgesses complete control of the Tay from near Dundee. David II. re-confirmed the privileges conferred by William the Lion and Bruce. Robert II. made fresh gifts, as also did Robert III. Still the condition into which handicraft had fallen in the fourteenth century made it necessary to import articles that ought to have been produced within the burgh. But some considerable export trade must have been maintained, as merchants

Photo. by A. J. W.

PERTH FROM RAILWAY BRIDGE.

BROWNLEE & Co. LIMITED. CITY SAW MILLS, GLASGOW.

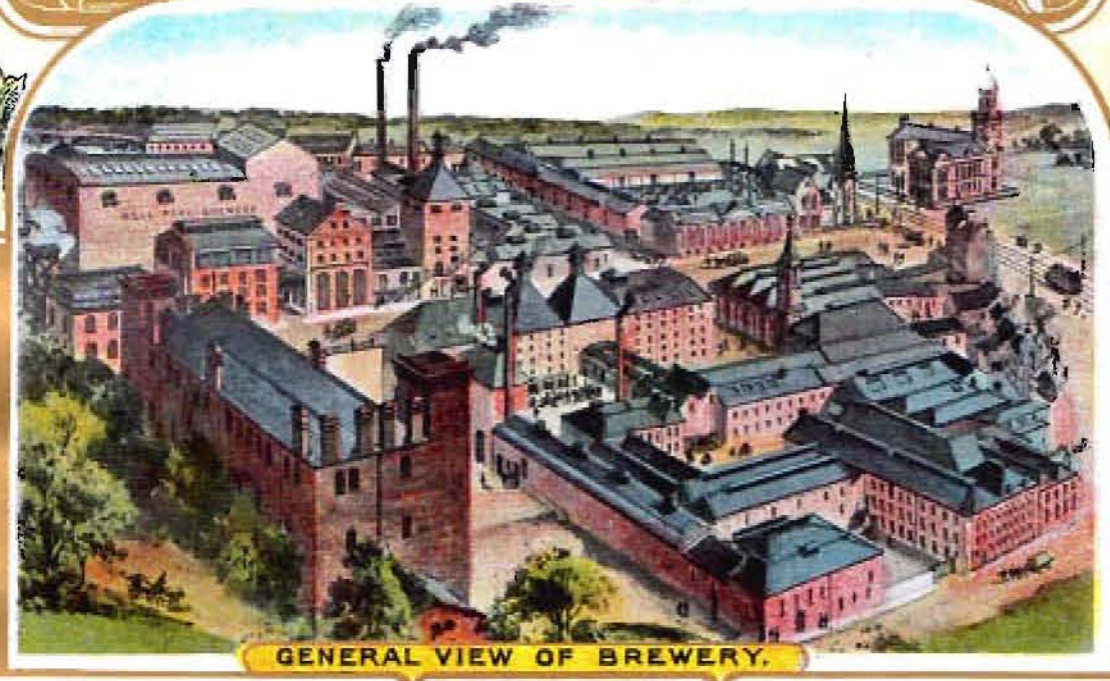
TIMBER MERCHANTS, SAW MILLERS. JOINERY MANUFACTURERS, TIMBER PRESERVING WORKS.



IMPORTERS OF TIMBER FROM THE PLACES INDICATED IN RED AND EXPORTERS OF ALL KINDS OF JOINERS' WORK TO THE COUNTRIES INDICATED IN BLUE.

BROWNLEE & Co., LIMITED. KILMARNOCK.

BROWNLEE & Co., LIMITED. GRANGEMOUTH.



GENERAL VIEW OF BREWERY.

PART OF PACKING HALL.

TRADE MARK.

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ONE OF OUR BOTTLING DEPARTMENTS.

J. & R. TENNENT, Limited.

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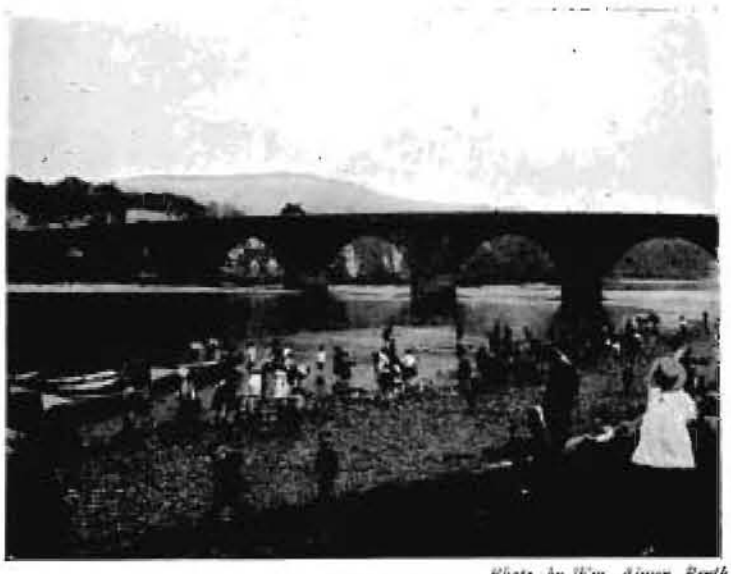

Photo. by Wm. Aimer, Perth.

PERTH BRIDGE.

from Perth were accustomed to visit Denmark, Holland, and France, carrying with them not only their own merchandise, but that of their neighbours to sell in these countries. These merchants, having sold their goods and made purchases for the home market, freighted foreign ships to carry their goods to Perth. The cargoes consisted of dyed cloths, lint, linen sheets, barrels of soap, tar, madder, Rhenish and other wines, the importation of the latter being of such importance that a committee of wine-tasters was annually elected. The exports consisted of wool, hides, todskins, skins of deer, otter and metrick, and barrels of salmon. Trade was keenly driven in these old days, for not only did merchants stand at their doors and ask passers by "what do you lack?" but would accost buyers engaged with their neighbours, and try to get them to come to their booths.

This is not a history of Perth, but a notice of its trade, and we therefore pass over any notice of the stirring times of the Reformation of religion which commenced at Perth with Knox's sermon in the parish church of St. John; the time of the Cromwellian occupation; the risings of 1715 and 1745; in all which Perth was a more or less prominent centre; and come to the trade of modern times. Sixty years ago the manufactures of Perth consisted principally of coloured cotton goods, of which umbrella cloth was the staple. A great quantity of handkerchiefs, checked and striped ginghams, imitation Indian shawls, scarfs, trimmings, etc., also were woven. The number of weavers employed was about 2,000, some of whom were employed by manufacturers in Glasgow and Paisley. The umbrella cloths were sent to London, Manchester, and other towns in England and Scotland, and the other goods were exported to North and South America, the East and West Indies, and many of the shawl pieces for the Turkey market. At this time also, a mill for the spinning of flax and tow gave employment to about 120 persons, whose working hours were sixty-nine per week—twelve in the first five days, and nine on Saturday. In the beginning of this century the manufacture of collars had been started, but it dwindled and died. For a long period Perth was famous in the glove trade, the produce of the Perth glovers having a preference throughout the kingdom. One tradesman had as many as seventeen employees, and the quantity yearly manufactured in the city for home consumption was between 2,000 and 3,000 pairs. About the year 1795 the number of sheep and lamb skins prepared and dressed for the glove trade was 30,000. All these trades have gone, as has likewise ship-building, which received its death-blow from the railways superseding coasting vessels, for the building of which Perth had no small reputation. It may be mentioned also that all through its history Perth has been a centre of the salmon fishing industry. The Tay is reckoned the chief salmon river in Scotland. Sixty years ago, as now, almost all the fish taken in the river above Newburgh were shipped from Perth by lighters for steam vessels in Dundee, which conveyed them to London. The number shipped in 1835 was about 25,000 salmon and 50,000 grilse, making about 250 tons of fish. At that time the number of men employed in the district was about 450.

Coming now to the industries as they exist at the present time, they may be noticed under the principal firms by which they are carried on. That which furnishes the largest amount of employment in Perth is the trade of dyeing, which is carried on in three establishments, the largest of which is the Pullars' Dyeworks. Founded more than seventy-five years ago, by John Pullar, who was Lord Provost of the City for two terms—from 1867 to 1873—it has developed from a work of small dimensions into the largest and most complete cleaning and dyeing works in the world. The first extension on a large scale took place in the early sixties, when a magnificent range of buildings was erected in Mill Street, and since then scarcely a year has passed that additional ground and property has not been acquired and covered with buildings four or five stories high, till the works now occupy a space in the centre of the city extending to many acres. Some idea of the extension and development may be formed from the circumstance that within the existing area have been absorbed a large linen factory—now used as the engineering shops—three churches, a gas works, besides a large amount of private property. Notwithstanding this enormous extension, in 1882 the ground available was found too small for the needs of all the departments, and a country estate of over one hundred acres, about two miles from Perth, was purchased, to which the departments of dry cleaning, dry dyeing, gloves and lace curtains have been removed. What most impressively strikes the visitor to Pullars', apart from the magnitude of the works, is the fresh, clean, bright, and wholesome manner under which the work is carried on. Everywhere the comfort of the thousands of workers is studied, and in the admirable order of all departments is written large the watchword "efficiency." It would be impossible to give any detailed narrative of the mechanical processes that are carried on; these are of a most complicated character. When one considers the immense varieties of women's goods—full of tucks, frills, ruches, and so forth—one wonders how some things can emerge from the dyeing process with anything left of their original shape. The process of dry cleaning was introduced into Pullars' from France in 1866. It has since been largely developed and applied to an innumerable variety of goods as the result of experiments and study in the works. In 1884 the process of dry dyeing, which previous to that time had been the subject of numerous experiments, was started on a practical scale, and applied to the dyeing of made-up garments. It has been greatly extended and perfected as the result of careful study. The water-supply used in all these processes is of a most suitable quality, being derived from the rivers Tay and Almond. Of course in works of such magnitude, and where there is so much machinery, there is engineering in all its branches. Electrical, mechanical, steam-raising, structural, ventilating, etc., is the special study of one of the partners, assisted by a skilled staff of upwards of a hundred men, including mechanics, joiners, plumbers, masons, slaters, electricians, coppersmiths, painters, daughtsmen, tinsmiths, all employed in the designing, construction, and maintenance of working appliances and buildings.

Photo. by Wm. Aimer, Perth.

ON THE TAY (Staveley).

"The Perth Dye Works," founded in 1814, are the parent of what has since become the leading industry of the city. Started in the centre of the town, they prospered from the start, and as property was costly to buy there, they had to be removed in 1870 to their present site, which was then in the suburbs, where again they have outgrown their boundaries, swallowing up adjoining works and spanning stream and roadways. They were founded by Peter Campbell, grandfather of the present proprietors, and developed by his son, who, before settling down in Perth worked in continental cities, where the trade was then in advance of Scotland. He was not slow to adopt their methods, and improved on them to such an extent as soon to outstrip them. Branches were opened, first in the other towns in Scotland, then England was invaded to such purpose that the firm now has Receiving Offices in all the principal towns, with a network of agencies in the suburbs of these and in every moderate sized village, where patterns may be seen, practical advice obtained, and through which goods may be expeditiously sent to the celebrated works at Perth, carriage free.

The development of the linen manufacture in Perth to its present extensive scale was due to the enterprise of the late Mr. John Shields, who came to Perth from Dunfermline in 1851, and commenced business in a factory in Foundry Lane and Kinnoull Street—still standing, but now absorbed into Pullars' Dyeworks. From thence the industry was removed to the present extensive buildings—the Wallace Works—which cover an area of over three acres. In all, between 900 and 1,000 persons find employment in the Wallace Works. As for the productions of the firm their fame has long been recognized in every quarter of the globe, especially in the American, home, and colonial trades, where exquisite design and durable quality of fabric is esteemed in connection with linen manufacture. In this connection it may be mentioned that on the occasion of the marriage of the Prince of Wales (then Duke of York), the city of Perth, as a wedding gift, presented the Duchess with a set of table-cloths, tray napkins, and table napkins, woven at the Wallace Works. Of this present the *Queen* newspaper remarked:—"Part of the wedding present offered by the city of Perth consisted of a set of table napery of an elaborate and beautiful design. In the centre appeared the joint arms of the bride and bridegroom, surmounted by borders of tracery and wild roses, their monograms being introduced at each end of the cloth. The outward or hanging border is composed of garlands of York roses gracefully arranged, within which the coats of arms of the city of Perth is placed. The yarns are of special superior quality, spun from the finest flax, and the double damask pure grass bleached. The set does great credit to the manufacturers, Messrs. John Shields & Co., and to their designer, Mr. W. B. Grandison." Mr. John Shields, the founder of the works, died in 1889. Few men more fully enjoyed the esteem and confidence of his fellow countrymen in general, and his fellow citizens in particular. He died full of years and full of honours, having served the public in the capacity of a Justice of the Peace for city and county, and as Chairman of Perth School Board. A

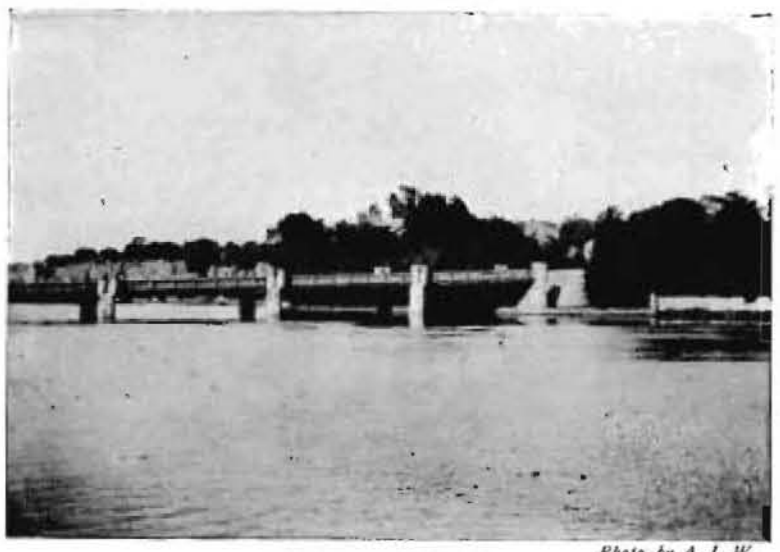

Photo. by A. J. W.

NEW BRIDGE, PERTH.

true friend to his workpeople, he set an example of kindly consideration for those who earn their bread "by the sweat of their brow," and ever sustained harmonious personal relations with those to whom he stood in the capacity of employer. As an honourable business man he figures in the history of commerce by his example of devotion to principle and mercantile probity. The trade of the firm, now John Shields & Company, Limited, is of cosmopolitan scope, and its relations with buyers in all parts of the world are of the most cordial and gratifying character.

Situated in the north-west quarter of the city are the Balhousie Works, adjoining the dyeworks of Messrs. P. and P. Campbell, and covering a considerable area of ground. Originally they were mainly devoted to the manufacture of winseys, and were carried on under the style of Pullar and Coates; but in 1874 they were converted into jute spinning and weaving. Four years later Mr. Lawrence Pullar retired, and with the assistance of his two sons, James and Henry, Mr. Andrew Coates continued the management till 1887, when he retired, and the name of the firm was changed to Coates Brothers & Co. During the active management of Mr. Andrew Coates, several changes were made. In 1878 the manufacture of twines was commenced, and in the following year carpet weaving was begun. In 1880 the manufacture of Hessians was discontinued. With the advent of the brothers James and Henry to the active management, large extensions of the carpet and twine departments were made, including an increase in the spinning department. For several years the making of jute carpets was carried on, but that has now been given up, and the whole of the looms are now employed making Worsted, Brussels and Wilton carpets. In 1896 the carpet department was amalgamated with Charles Smith & Co., Paisley, and the carpet business is now carried on under the name of Coates Brothers, Limited; but the spinning and twine departments are still carried on under the name of Coates Brothers & Co. From this brief account of extensions made by the enterprising conductors of the business, it will be understood that the works are in a flourishing condition, giving employment, as they do, to 360 workers.

JAMES BRIDGES.

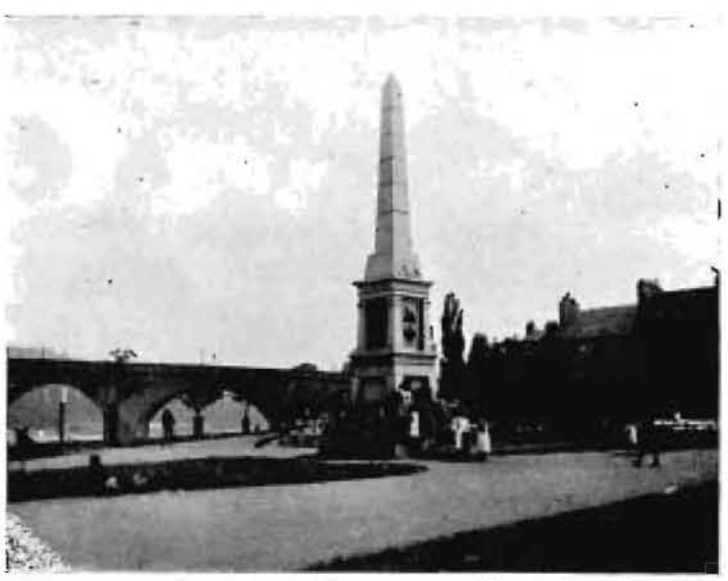

Photo. by Wm. Aimer, Perth.

MEMORIAL OF 90th (PERTHSHIRE) REGIMENT, PERTH.

Photo. by the Photochrom C

GIRVAN, ON THE G. & S. W. R.

PARTICK

Officially Contributed.

PARTICK, one of the most enterprising and up-to-date burghs in Scotland, is situated on the west bank of the classic Kelvin and on the north bank of the river Clyde. It has been closely associated with many of the great political and municipal movements in the life of Scotland. In the early years of the seventeenth century the Regent Moray gave permission to the Incorporation of Bakers to build a Wheat Mill in Partick as a reward for their spirited and well-timed assistance to him and his forces at the eventful and decisive battle of Langside. At a much earlier date we find Partick honourably mentioned, for on 7th July, 1136, David, King of Scotland, granted lands at Perdyec to the church of St. Kentigern, and early in the thirteenth century the bishops entered into possession of their palace.

In the year 1852 Partick was incorporated as a Police Burgh with all the rights and privileges. The population was then close upon 5,000, and with the fostering care of its representatives it has grown by leaps and bounds until this year it approaches 65,000, and is still increasing at a very rapid rate. The Linings granted by the Dean of Guild Court for new buildings amount to the very large figure of £709,608 for 1902-3. As a Municipal Institution the burgh is very well equipped, stimulated, no doubt, by proximity to the great city of Glasgow, which has the tendency by comparison of dwarfing its undertaking, but by no means sapping its spirit of independence. Longing eyes were cast on the rich rate-producing area, and soft words of wooing were whispered, and when they failed to accomplish the desired end, stronger measures were adopted, but all to no purpose. The representatives of Partick did not see that much was to be gained by annexation to the city, although they desired to co-operate with them in developing any scheme which might benefit them either jointly or severally, and on those lines the Western Sewage Scheme, which has for its object the purification of the river Clyde, is being carried out, and is expected to be completed next year, when all the sewage of the north and western portion of the city, along with that of Partick, will be intercepted and treated in filter beds at Dalmuir.

The peace of the lieges and protection of their property is safeguarded by a force of eighty well-drilled and powerful constables, whose height averages 6 ft. 0½ in. The men are encouraged to go in for physical training, and are provided with a well-equipped gymnasium. The Fire Brigade is housed at present in two stations, the principal station being in the centre of the burgh, the other at the west end. The Firemaster has under his control the most modern and effective appliances; and to this and the vigilance of the Brigade must be attributed the immunity from serious outbreaks of fire.

One of the largest enterprises of recent date is the establishing of a combined Electric Lighting and Destructor Installation, which has met with the hearty approval of all the ratepayers, and has been patronized in a very encouraging manner. In the original scheme it was only intended that the main thoroughfare (Dumbarton Road) should be lighted with 12½ ampere arc lamps, but the result has been so satisfactory that the Council applied for further borrowing powers, and have now committed themselves to a scheme whereby the old illuminant, gas, shall entirely disappear from the streets, and a complete system of street lighting by electricity adopted. Partick will thus have carried out what has never been attempted by any other public body in this country.

Although strongly utilitarian the Council does not forget its duties in the way of providing means of education and amusement for the people. Two large public halls are in full request, and the public parks are much frequented. The principal one is situated at the extreme west of the burgh, and was opened with great *eclat* in 1887, the Jubilee of Queen Victoria, and by Royal Assent was called the Victoria Park in memory of that eventful year. The features of the park are its artificial lake of four acres and its now renowned fossil grove, showing prehistoric trees in growing position, with their roots and stems in a perfect state of preservation.

Photo. by Monapenny, Glasgow.

ALEXANDER WOOD, ESQ., J.P.,
Provost of Partick, 1898-1902.

All the religious bodies are well represented.

The industrial life of the burgh is a very active one, and trades of all kinds are carried on, the leading one being ship-building. The first Provost of the burgh, David Tod, was a member of the old firm of Tod & Macgregor. There are five shipbuilding firms, from whose yards an immense tonnage is launched every year. The grain milling trade supplied a Provost in the person of John White, and to-day his son occupies the position of Bailie. Provost Kennedy, the present occupant of the civic chair, also follows the footsteps of his worthy father, a former Provost; and Provost Wood is the representative of the third generation of his family who have lived amid the bustle and development of the burgh. His term of office was crowned with the successful carrying out of many important schemes, such as the Electric Lighting Installation, New Council Chambers, New Police Office, and his last year was memorable as the Jubilee year of the burgh and the Coronation of King Edward.

AJAX.

Officially Contributed.

THE town of Falkirk is an ancient one, and of great historical interest. The Romans had an important settlement there; it was there that Sir William Wallace, the Scottish Patriot, suffered defeat in 1298 from Edward I. of England; and it was there that Prince Charles Stuart, in his attempt to upset the Hanoverian dynasty, gained a brilliant victory over General Hawley and the royal army in 1746, before the Prince and his Highlander supporters were finally vanquished at Culloden.

NEW MARKET STREET, FALKIRK.

Photo. by J. C. Brown, Falkirk.

J. WEIR, ESQ., *Provost of Falkirk*, 1895-1904.

Falkirk is a Parliamentary burgh, the capital of the eastern district of Stirlingshire, and a place of considerable industrial importance. Though not to be compared with Stirling, the county town, as a residential place, Falkirk is now the largest and most populous burgh in the county. There are very few Scottish towns of its size which have, within the last ten or twelve years, developed so largely, and few of them have such a promising future. Falkirk is the centre of the Scottish light castings industry, a branch of trade which seems to be very prosperous in the town, judging from the many new ironfoundries which have been recently built, and others which were in course of erection at the time of writing. The ironfounding industry of the district originated with the founding of Carron Iron Works in the year 1760. Fullerton, writing in 1843, says that "Carron is celebrated as the most extensive iron-foundry in Europe." Although it cannot be claimed for it that it is so to-day, the foundry is, including the branch works on the Falkirk side of the river Carron, of very considerable proportions. At the time of the French Revolution and the Crimean War it was famed for the cannon and the shot and shell which it manufactured, and while the recent war in South Africa was at its height the Carron Company provided the British Government with a species of shell for use in that country. In their day, Carron Ironworks were visited by many of the leading crowned heads of Europe, and our present King has been conducted through them when he, as Prince of Wales, visited the Earl of Dunmore at Dunmore Park. Czar

Photo. by Mault & Fox, London.

T. W. ALSOP, ESQ.

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Photo. by Brown, Falkirk.
J. Craig Allan, Esq.

Nicholas of Russia visited the works in 1821, and his predecessor, Czarina Catherine, requisitioned the manager of the works and a large number of Carron foundry workers to settle in Russia and inaugurate ironfounding there on the Scottish system.

There are many other old and prosperous firms whose names are well known throughout the world. These include the old Falkirk Foundry (the Falkirk Iron) Works, the Camelon Iron Co., Gowanbank Iron Co., Grahamston Iron Co., Bumbank Foundry Co., Abbots Iron Co., Etna Foundry Co., Forth and Clyde and Sunnyside Iron Co., Walker, Hunter & Co. (Port Downie Iron Works), Parkhouse Iron Co., Laurieston Iron Co., Carmuirs Iron Co., Grangemouth Iron Co., R. & A. Main (Gothic Iron Foundry) Dorrator Iron Co., Scottish Central Iron Co. Summerford Iron Co., and a few others.

Falkirk has been for long famed for its cattle trysts. There are a number of chemical works and several saw mills in the town. The municipal affairs of the burgh are capably managed by a Town Council of fifteen members, the head of the Municipality being Provost Weir, a local merchant, who for many years past, first as Councillor, then as Bailie, and now as Provost, rendered valuable service to the community. Mr. Weir is well and honourably known amongst the Scottish Provosts, and at the meetings of the Convention of Royal and Parliamentary Burghs he has long been a prominent figure. The burgh, which has a population of about 30,000, has two public parks, municipal gas and electric light works, a good water and drainage system, and a public library, while a tramway scheme is being promoted. It is well provided with railway facilities, and has three railway stations. The Forth and Clyde and the Union, or Edinburgh and Glasgow, Canals pass through the town, the former is still largely used for trade purposes.

The leading newspaper in the town is the "Falkirk Herald," one of the best known and most influential, provincial newspapers in Scotland; founded in 1845.

John Roe.

High Street, Falkirk (Looking East).

IRONFOUNDING AT FALKIRK

FALKIRK is the centre of the ironfounding (light castings) trade of the United Kingdom. The progress of this trade in the town and district within recent years has been phenomenal. Twenty-five years ago the ironfounding works of the district numbered some six or seven. In the present year there are no less than thirty firms in the neighbourhood all engaged in this industry.

The situation of the town has greatly contributed to this increase. The proximity of large coal fields has no doubt had its effect. Lying half way between the two large cities of Edinburgh and Glasgow, close to the seaport town of Grangemouth, with the Forth and Clyde Canal running past their doors, and the service of two railway companies equally available, the ironfounders of Falkirk have had special facilities for the receipt of the raw material and the output of the manufactured article. They have not been slow to take advantage of this state of matters. The goods manufactured are of various classes, and comprise all rain water goods, railings, ranges of all kinds, register grates and mantel tile registers, stoves, baths, etc. These goods find their way to all parts of the world, and a large export trade is done with Australia and South Africa.

The masters in 1880 formed an Association for their protection in labour disputes, and also for the regulation of selling prices, and it says much for the neighbourly feeling of the members that, despite the keenest competition this Association has been maintained with uninterrupted success.

We give portraits of Mr. Alsop (of the Falkirk Iron Co.), the President, a photograph of whose works is shewn on page 116, and Mr. J. Craig Allan, Solicitor, Falkirk, the Secretary of the Falkirk District Ironfounders' Association.

RENFREW

RENFREW is notable from its connection with the ancient Stuart line. In 1157 Malcolm IV. conferred the lands of Renfrew upon Walter Fitzallan, who was also appointed to the office of King's High Steward, which remained hereditary in the family who now assumed the name of Stewart. A subsequent Walter married Marjory, the daughter of King Robert Bruce, and she was, while hunting, thrown from her horse and killed at Knock Hill near Renfrew in 1316. The spot where this happened is still pointed out, and it was till near the close of the eighteenth century marked by an octagonal pillar known as "Queen Blearie's Cross." It is impossible to ascertain how the name arose, but it is apparently connected in some way with Marjory's son, who subsequently became king as Robert II., and who was known as "King Blearie," owing to a defect in his eyesight. From the beginning of the fifteenth century Renfrew gave the title of Baron to the Heir-Apparent to the Scottish Throne, and this title is still retained by the Prince of Wales. Renfrew was a burgh of barony under the Stewarts, and in 1396 Robert III. raised it to the rank of a Royal Burgh. It was at one time ranked as the principal port on the Clyde, but its comparative position has not been maintained. Its principal industries at the present time are ship-building and engineering.

DENNY

Officially contributed.

DENNY and Dunipace, although belonging to different parishes, each with its own parochial, educational and religious interests, are at the same time so allied in industrial and commercial pursuits, that the history of the one cannot be accurately recorded apart from the other. What follows, therefore, is an epitome of the industries of the two places.

What strikes one when entering on a topic of this kind are the changes through which the trade of this district has passed during the last sixty years. About the middle of last century the staple trade was calico printing, carried on to a very large extent in two large works. These came suddenly to an end about 1860 by the transition of this trade to the large centres of Glasgow and Manchester. The collapse was sudden, and the wonder is that the place did not fall into ruin and decay. At this juncture, one of the smaller industries of the district, viz., paper making, began to manifest a rapid growth. At the same time mining began to develop, and these two industries soon took the place of the calico printing, so that to-day mining and paper-making are the chief industries. Alongside of these ironfounding and brickmaking have developed, and form important factors in the commercial and industrial prosperity of the district.

PAPER MAKING.—This trade fifty years ago was carried on in one mill, the annual manufacture not exceeding 800 tons. To-day there are six large mills fully equipped, carried on with great energy, manufacturing an aggregate annual quantity of 12,000 tons, the value of which must be over £300,000.

COAL MINING.—Iron and coal have been wrought in this district for over a century, but it is within the last fifty years that the greatest development has been manifested. The ironstone mining is almost completed, and the only traces of that industry are the large mounds, nearly eighty feet high, of fire clay and blae roof taken out to get at the ironstone, and left on the surface. The mining of ironstone was succeeded by the mining of coal, and the present output is nearly 500,000 tons, at which over 1,200 men are employed.

Photo. by T. & R. Annan, Glasgow.

WILLIAM W. HUNTER, J.P.,
Provost 1902-3-4.

BRICKMAKING.—As already stated, these are being made out of the mounds which the iron mining left behind. Two large works erected at their base, with all the modern appliances for brickmaking, are fast demolishing the mounds by manufacturing out of them upwards of 20,000,000 bricks per annum.

IRONFOUNDING.—Six large foundries, manufacturing many tons of heavy castings every day, are sending their goods all over the world.

GENERAL.—The educational, parochial, and municipal affairs of the district are in the hands of School Boards, Town Council, and other administrative bodies, and their work is manifested in the splendid schools, water works, gas works, and drainage works, all of which keep pace with the industrial and commercial progress of Denny and Dunipace.

THOMAS SHANKS, ESQ., J.P.,
Beechfield, Denny.

Photo. by A. J. W.

AT DUNIPACE.

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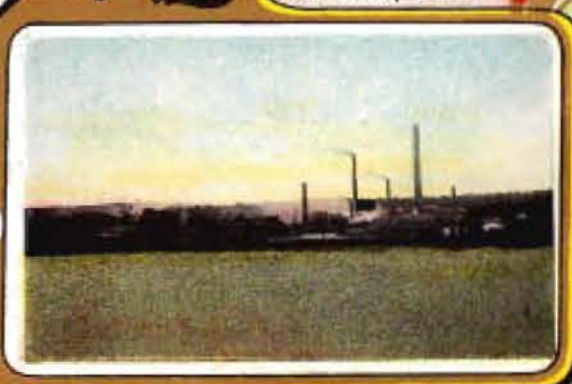

LARBERT

Officially Contributed.

WHILE Larbert parish has many interesting historical associations, its name and fame have been made chiefly, not by the facile pen of the writer, nor the keen sword of the soldier, but by its enterprise and skill in the production of iron goods, which have practically "put a girdle round the earth." The parish takes a pre-eminent place in the history of the industrial world. Therein are situated the famous Carron Iron Works, the old and respected parent of Britain's iron industry. With the exception, perhaps, of Coalbrookdale, in Shropshire, the Carron Works are the oldest in the British Isles. Dr. Roebuck and his partners, William Cadell (of Cockenzie), John Cadell, Samuel Garbett (of Birmingham), and Roebuck's brothers, Ebenezer, Thomas and Benjamin, joined forces, and with the modest capital of £12,000 started Carron Iron Works in 1760. This was practically the introduction of the iron industry into Scotland. Dr. Roebuck, the son of a Sheffield manufacturer, born in 1718, was trained under Dr. Doddridge at Northampton, and afterwards attended Edinburgh University. It is believed that his acquaintance with Hume and Robertson and other friends helped to decide him to settle in Scotland. A flourishing manufacturing chemist, inventor of the modern process of making sulphuric acid in leaden vessels in large quantities instead of in glass vessels as formerly, he inaugurated at Carron the use of "green" or ordinary pit-coal instead of charcoal for smelting the iron. The choice of situation was also his, as well as the enthusiasm, skill, and energy with which the undertaking was carried through. Skilled workmen were brought from England to Carron, and in the first year the produce of iron was 1,500 tons, then practically the whole output of Scotland. Everything was new—the furnaces, machinery, materials, and workmen. Yet success was assured; the capital was increased to £150,000 by 1771, and two years later it received its Royal charter. Carron became famous for castings, and gave its name to carronades, none of which were made after 1852. Here was also made the Duke of Wellington's battering train. In 1875 the works were re-modelled and re-constructed in order to cope with the development of the business, and but a few years ago a new foundry, and also an extensive engineering department, were added to the gigantic works. An unlimited command of mineral resources together with the readiest channels of export have proved highly advantageous to the great enterprise. The company own a large fleet of steamers, an extensive farm, and prolific mines of coal, iron, and lime, all in the vicinity of the works. In the iron works alone are employed about 3,000 "hands."

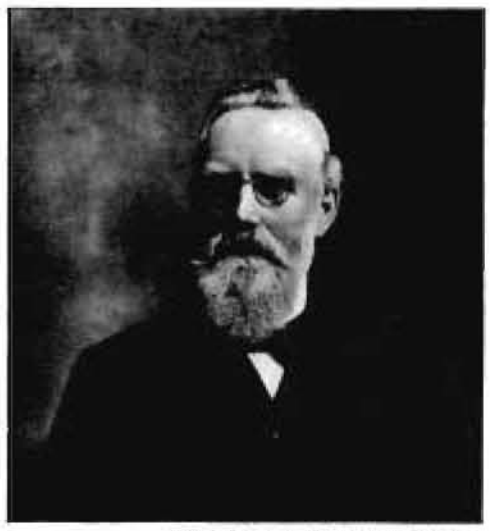

Photo. by Crewe & Rodgers, Stirling.
MAJOR DOBBIE, D.L., LARBERT.

But Carron is not the only seat of manufacture in the parish. In Larbert itself, on a large feu in the vicinity of the railway station, there stands the Larbert Foundry (Dobbie, Forbes & Co.), with which the name of Major Dobbie, of Beechmount, will be for ever indissolubly associated. This foundry was begun in the year 1872, and under the skilful management of Major Dobbie and his partners it has proved a most successful undertaking. The principal output of this firm are kitchen ranges, and the "Larbert" range, in particular, has earned a world-wide name for compactness and utility. In passing, we might observe that the Major is a living monument of what one may achieve by self-application, thrift, and industry. He has risen from the moulding shop; he has passed through the various stages of the curriculum of the iron industry; he has, as it were, graduated from the school to the university, and long ago has earned the highest honours and degrees in his profession. Having experienced life in the foundry, he enters fully into sympathy with the men and their work, and has contributed in divers ways to their welfare. Not only among his workmen is he held in the highest esteem, but throughout the entire parish. The Dobbie Hall, which he generously gifted to the parish, and which was opened in the year 1901, is a magnificent building, erected at a cost of no less than £10,000. While this beautiful building will remain a substantial testimony to

PERMONT CAMPBELL, ESQ.

JAMES JONES, ESQ, J.P.

the beneficence of the Major, it needs not stone and lime and architectural beauty to remind the parish of his interest in the welfare of its inhabitants. His sympathetic life among the people has endeared him to them, and his many unostentatious acts of goodness and kindness are enshrined within their hearts. The genial Major, who in his thirty years' experience has seen no fewer than six general managers of Carron Iron Works, is yet a tall, erect gentleman in the prime of life. He takes a deep interest in all that pertains to the welfare of the people, and among the many public positions he occupies are Chairman of the Eastern District Committee of the Stirlingshire County Council, and Chairman of the Larbert Parish School Board.

There is another foundry in Larbert, namely, Torwood Foundry, belonging to Messrs. Jones & Campbell, a firm which has been established for about eighteen years.

The growth and development of the iron industry has added greatly to the population and wealth of the parish. In thirty years the population has increased from 5,000 to nearly 10,000, and the indications are that the district will continue to prosper.

Over a hundred years ago huge cattle fairs were instituted at Larbert. In the year 1785 the first "tryst" was held on the capacious common at Stenhousemuir, seventy-five acres in extent, and this place came to be known as the Tryst Ground. Hundreds of thousands of head of cattle and sheep were here sold, but since the introduction of railways and the creation of cattle markets very little business is transacted in these days. The trysts are yet held annually, but they are little better than fairs, where the Cheap Jack and the merry-go-round are almost more conspicuous than cattle dealers.

About a mile to the east of the tryst ground is Kinnaird House, where James Bruce, the Abyssinian traveller (the discoverer of the source of the Blue Nile), was born in 1730.

The spiritual and educational needs of the community are well supplied in six churches and four schools.

Photo. by A. J. W.

LARBERT CHURCH.

STAFFA AND IONA

MR. DAVID MACBRAYNE'S steamer sails from Oban round the Island of Mull on Mondays, Wednesdays, and Fridays, visiting these two interesting islands, and returning same day. Staffa means "the isle of columns." The objects of interest that immediately challenge attention and excite wonder are the Clamshell Cave, the *Buchaille* or Herdsman, the Causeway, the Great Face or Colonnade, Fingal's or the Great Cave, the Boat Cave, and the Cormorants' or MacKinnon's Cave. These curious columnar caves vary from eighteen to fifty feet in height, and the depth of the dark, awesome water within them from 36 to 54 feet. The Great Cave is named from Ossian's *King of Selma*. The outline of the entrance, perpendicular at the side and terminating in a contracted arch, is pleasing and elegant. "This stupendous basaltic grotto in the lonely Isle of Staffa remained, singularly enough, unknown to the outer world until visited by Sir Joseph Banks in 1772. As the visitor's boat glides under its vast portal, the mighty octagonal columns of lava which form the sides of the cavern; the depth and strength of the tide which rolls its deep and heavy swell into the extremity of the vault, unseen amid its vague uncertainty; the variety of tints formed by the white, crimson and yellow stalactites which occupy the base of the broken pillars that form the root, and intersect them with a rich and variegated chasing; the corresponding variety of tint below water, where the ocean rolls over a dark red or violet coloured rock, from which the basaltic columns rise; the tremendous noise of the swelling tide mingling with the deep-toned echoes of the vault that stretches far into the bowels of the isle; form a combination of effects without a parallel in the world."

A sail of about thirty-five minutes takes us from Staffa to Iona. Walking along what is called the Street of the Dead, "Maclean's Cross" is passed. This cross, supposed to be the oldest in Scotland, is one of 360 said to have been standing on the island. Of these only two remain—this one and "St. Martin's," which stands in the grounds of the Cathedral. In the cemetery, called after St. Odhrain, probably because he was the first interred there, are groups of ancient tombstones, most of them carved in relief, which are of great historical and antiquarian interest. There are said to be buried on the island forty-eight Scottish kings (including King Coil of Ayrshire), four Irish kings, eight Norwegian princes, and three royal infants, many Lords of the Isles, bishops, abbots, and priors, the McLeod of McLeod, also chiefs of the MacKinnons, Macleans, Macquarries, and other clans. St. Columba and his servant Diarmid are also popularly supposed to be buried on the island, though Ireland claims that the bones of St. Columba were exhumed and re-buried in County Down. Iona Cathedral, dedicated to St. Mary, and once the Cathedral of the Diocese of the Isles, was built in the early part of the thirteenth century. The carving upon the columns and tombs is sharp, well defined, and of curious purport, and the capitals exhibit bas-reliefs similar to many found in Ireland.

The Monastery lay behind the Cathedral, and north of the Monastery are the remains of the Bishop's House. When St. Columba landed from his coracle upon the silver strand on Pentecost Eve, A.D. 563, little could he guess how his prophecy would be fulfilled. "This place, small and mean as it appears, shall be honoured not only by the Kings of the Scots and their people, but by rulers of strange nations and those subject to them. By the holy men also of other churches shall it be held in reverence."

The cruise is interesting and delightful from start to finish, and one feels very thankful to Mr. David MacBrayne for the admirable organization which enables so many wonderful sights to be seen in so short a time.

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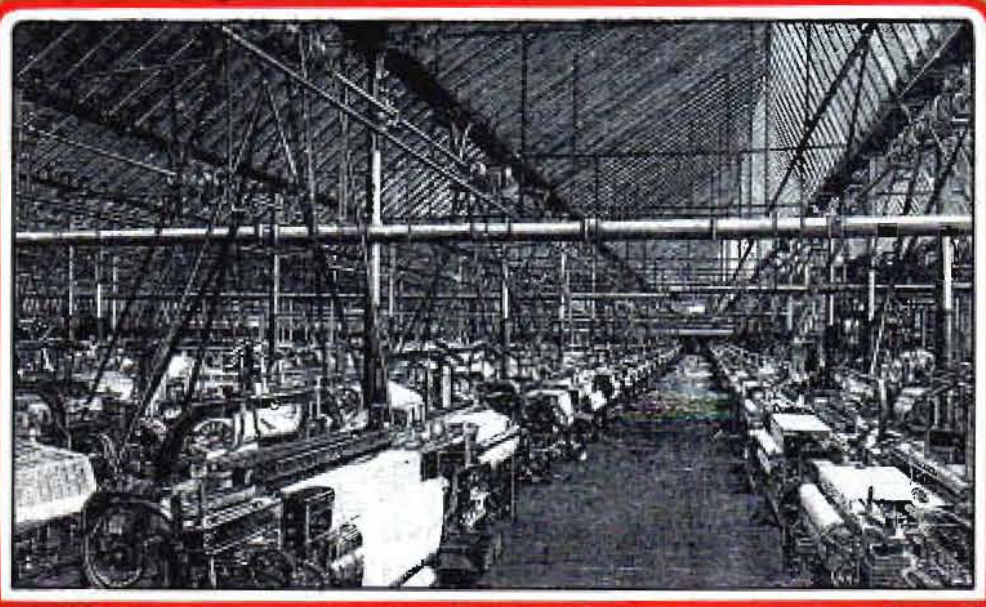

VIEW IN INTERIOR OF LOOM SHED.
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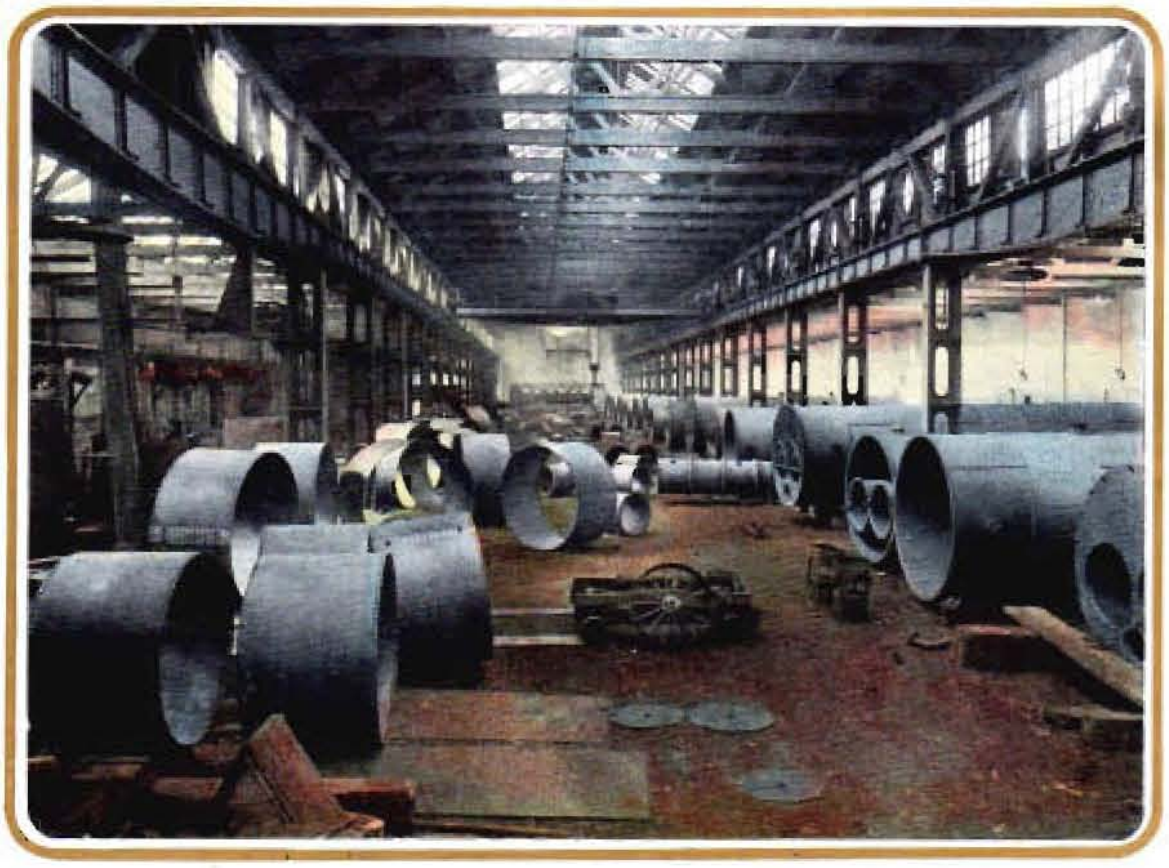

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PORT GLASGOW

(Officially contributed.)

THE Parliamentary Burgh of Port-Glasgow, in the county of Renfrew, is situate on the southern bank of the estuary of the river Clyde, twenty miles W.N.W. from Glasgow and about two and a half miles further up than Greenock. It is a seaport town and one of the busy shipbuilding communities of the Clyde. The site is a bit of flat alluvial ground about twenty feet above the sea-level, and as the ground to the south rises by two stretches of hill for five hundred feet, the appearance from the river is picturesque.

The town of Port-Glasgow had its origin in the middle of the seventeenth century. The early seaports connected with the trade of the city of Glasgow were situate on the Ayrshire coast, and as the commerce of that city had so much increased about that time, these distant ports were found to be expensive and inconvenient, and as a result the Magistrates and Council of Glasgow made efforts to acquire ground to form a port for themselves. In the year 1668 a contract was entered into with the Lairds of Newark, whereby they feued thirteen acres of land to the said Council, and on part of this land piers and docks were erected and the place created as a port for Glasgow. A town soon began to grow around the harbours, and it took the name of Port-Glasgow.

In 1774 a contract was entered into between the Magistrates and Council of Glasgow and the feuars of Port-Glasgow and the adjoining town of Newark, whereby the City of Glasgow, to enable these feuars to keep the harbours in repair and to manage the towns of Port-Glasgow and Newark for the benefit of the inhabitants thereof, assigned and conveyed to the said feuars "The duty of two pennies Scots upon every pint of ale or beer either brewed or in brought or vended, tapped or sold within the said town of Port-Glasgow." The revenue from this source having been found insufficient for maintaining the Government of the two towns, an Act of Parliament was obtained in 1775 giving power to impose a tax on the inhabitants not exceeding 6d. per £ of rental. Under this Act thirteen of the feuars were to be elected as Trustees for managing the affairs of the towns and collecting the duties, and two of these Trustees were to be elected Bailies. These Bailies and Trustees continued to manage the towns until the year 1833, when the Parliamentary Burgh of Port-Glasgow was created, which embraced the two towns. A Town Council was appointed consisting of the Provost, two Bailies, and six Councillors. By the Port-Glasgow Police Act of 1865 the present constitution of the Council was fixed, which consists of a Provost, three Bailies, and five Councillors.

Copyright Photograph by Elliott and Fry, London.
HUGH M'MASTER, ESQ.,
Provost of Port-Glasgow, 1898-1904.

TOWN BUILDINGS, PORT-GLASGOW.

The burgh extends to 473 acres, and contains about 5½ miles of streets. The principal streets follow the line of the river and run parallel thereto, and the main road from Glasgow along the edge of the river traverses the burgh. The centre of the town, which lies round the harbours, is taken up with the older buildings, while the higher land in the west and south is occupied by villas. There are 3,440 dwelling-houses, occupied by a population which was estimated in 1902 at 17,200. The population in the year 1831 was 5,192, while at the last census (1901) it was 16,817. The rental of the burgh has increased from £24,443 in 1865 to £68,228 in 1903. The Corporation Revenue in 1833 was £1,889, and in 1903 it was £22,420. The present total indebtedness of the burgh amounts to £76,875, while the assets are valued at £127,214. The burgh rates in 1903 amount to 3s. 2d. per £, and the Poor and School Board Rates are 2s. 11½d. per £. The Parish Council consists of fifteen members, and the School Board of nine members. The burgh is divided into three wards for municipal purposes, and it forms part of the Kilmarnock district of burghs in sending a Member to Parliament. The present Member is Colonel J. M. Denny, of Dumbarton. The Parliamentary Constituency in 1903 was 1,879, and the Municipal Constituency 1,947. The policing of the burgh is done by the County Council of Renfrew, who have stationed in the town an inspector, two sergeants, and ten police constables. The town has its own water supply, which is conveyed from two reservoirs situate in the parish of Kilmalcolm, a distance of about three miles away. The average daily consumption of

water, including the supply to manufactories, is nearly one million gallons. Gas is supplied from works owned by the Town Council. The Glasgow and Greenock branches of the Glasgow & South Western Railway pass through Port-Glasgow, where they have a station for goods. The Electric Tramway System, belonging to the Greenock and Port-Glasgow Tramways Company, runs through the burgh to the adjoining burghs of Greenock and Gourock; the electricity for the whole system being supplied by the Town Council of Greenock.

Among the principal buildings there are the Town Buildings, which were erected in 1815, and contain the Council Chamber, Public Offices, Court House, and Police Station. The Buildings have a clock spire 150 feet high. The Town Hall, which is a separate building, was erected in 1873, and contains a grand organ, the recent gift of Dr. Andrew Carnegie. The burgh has been very fortunate in the large number of Public Institutions gifted by townsmen for the benefit and use of the inhabitants. The Moffat Library was erected in 1887 from a bequest by the late James Moffat, one of Port-Glasgow's merchants. It is a handsome building adjoining the Town Hall, and contains a fairly-stocked library, a reading room, recreation room with two billiard tables, and a smoking room. From a bequest by the same gentleman the Carnegie Orphan Homes were erected in the east end of the town at a cost of about £12,000. These Homes contain accommodation for fifty boys and girls. The Public Baths and Washhouses are the gift of Mr. Joseph Russell, Shipbuilder. They cost about £6,000, and were opened in 1894. In addition to the usual arrangements, a swimming pond has been provided, into which sea-water is led. The Birkmyre Public Park was the gift of the late William Birkmyre, formerly M.P. for the Ayr Burghs. In this Park two Bowling Greens are provided for the use of the working men. There are three Public Schools in the burgh managed by the School Board, and also a Roman Catholic School. The town has a Post Office with Money Order and Telegraph Departments, and there are branch offices of the Royal, Bank of Scotland, Clydesdale, Union and Greenock Provident Banks. The local newspapers are the *Greenock Telegraph*, published daily, and the *Port-Glasgow Express*, published every Friday. The staple industries are shipbuilding, marine engineering, and the manufacture of sailcloth and ropes. There are eight shipbuilding yards, which, along with the harbours, take up the whole river frontage. Four of these yards are on an extensive scale. In one of them there is employed something like 2,500 workers, and this particular yard has attained first place in Great Britain for the tonnage built in one year. It may be here mentioned that it was in one of the shipbuilding yards in Port-Glasgow that the famous *Comet*, the pioneer steamship of the world, was built in 1812. Engineering work is also carried on in two of the yards. The sailcloth and rope manufactories give employment to a large number of females, not only in Port-Glasgow but from the adjoining burgh of Greenock. There are also iron and brass foundries and bolt and rivet works in the burgh.

Photo. by N. Hunter, Port-Glasgow.

PORT-GLASGOW, FROM BOUVERIE.

PORT-GLASGOW GRAVING DOCK.
The first in Scotland.

While Port-Glasgow was the seaport of Glasgow a large trade was done at the harbours. Sugar and tobacco were largely imported, and several sugar houses were worked. In 1710 Port-Glasgow was constituted the principal Custom-house Port of the Clyde, and it prospered steadily. However, when the Clyde was deepened so as to enable large vessels to sail up to Glasgow, trade at the harbours received a severe check, and it rapidly diminished. In recent years an effort was made to revive the trade, and extensive improvements were made in the way of erecting new wharves, deepening and widening the harbours. During the past twenty years something like £25,000 were spent in this way. The harbours have an area of about sixteen acres. The total length of quayage and wharfage is about 5,000 feet, and the depth of the water at berths averages 8 feet at low water. At the entrances the depth at high water of ordinary tides is about 22 feet. All the basins are well sheltered, and lie in convenient positions with regard to the fairway of the Clyde. It has direct communication with nearly the whole of Scotland by a branch line of rails, and especially the great coalfields and extensive ironworks of Renfrewshire, Lanarkshire, and Ayrshire. There is also a Graving Dock, which was originally built in 1762 from the plans of the eminent engineer James Watt, who was a native of the adjoining burgh of Greenock. This dock was the first Graving Dock in Scotland. It was ultimately re-constructed at a cost of about £30,000. The Harbour affairs are managed by a body of Trustees, comprising the Lord Provost and Senior Bailie of Glasgow, the Provost and four members of the Town Council of Port-Glasgow, four members elected by shipowners and ratepayers, and four members elected by stockholders. After the completion of the various improvements, trade at the harbours revived for a short time, but as a result of the keen competition with the Clyde Trust, who manage the Glasgow harbours, the trade has again fallen off. The principal traffic now done is the importation of iron-ore, pig-iron, limestone and gum-wood.

The principal object of interest in the burgh is Newark Castle, which stands near the shore at the east end of the town. This ancient baronial residence forms a prominent feature in the landscape. Over the main door the monogram of Patrick Maxwell is inscribed, with this inscription beneath:—"The Blissingis of God be heirin. Anno 1597." The Barony of Newark had passed into the family of the Maxwells in 1402. The Castle ceased to be occupied by its owners at the beginning of the eighteenth century, but it still is maintained in weather-tight condition by its present owner, Sir Hugh Shaw Stewart, Bart., of Greenock and Blackhall, who is the principal landowner in the district.

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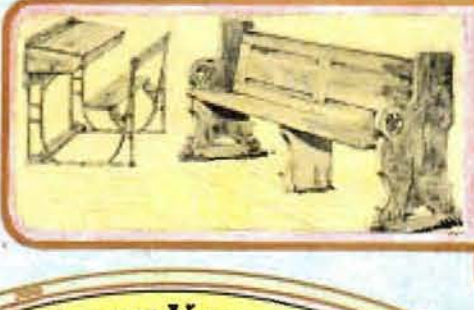

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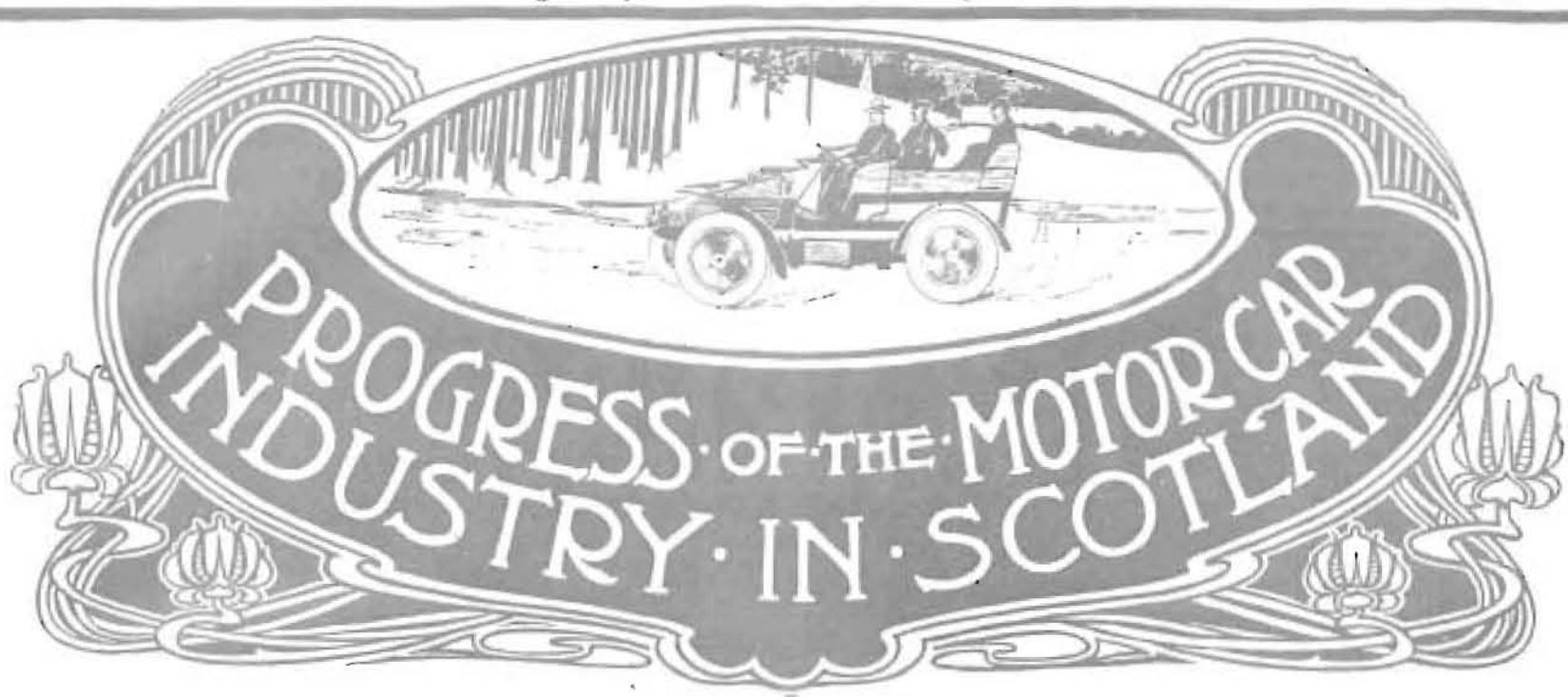


Contributed by Hozier Engineering Co., Ltd., Glasgow.

AFTER the introduction of the locomotive by Stevenson, many attempts were made by engineers to overcome the difficulties of road locomotion, and there can be no doubt that success would have attended their efforts but for the inherent conservatism of the British people and the prejudice which is always exhibited towards the pioneer. Strenuous opposition was shown when railways were introduced, and reasons which were given against their introduction are now amusing reading. It was said that the air would be poisoned by the smoke and fumes from the engine, and that birds crossing the line soon after the passing of a train would drop down dead; that the breeding of horses would become extinct; and that the proposed speed of twelve miles per hour was dangerous. Similar absurd arguments are being used against the motor car to-day, which can only be accounted for by ignorance of the car, and the ease in which it can be managed, even by people with no mechanical training.

About the year 1868 the late Mr. Randolph, head of the world-renowned shipbuilding firm now known as the Fairfield Shipbuilding Co., constructed a steam carriage which he privately used with considerable success. The first public attempt in Scotland seems to have been made about the year 1870, when Nairn constructed a carriage which ran for some months between Edinburgh and Portobello. Many early attempts were made by other inventors, but all further efforts were paralyzed by the introduction of what is now known as the "Red Flag Act." This Act made it illegal to run a locomotive on the highway at a greater rate than four miles per hour, and it was necessary to have a man walking in front of the carriage with a red flag. Our continental neighbours gradually commenced to see the possibilities of the road carriage, but they appear to have waited until after the introduction of the gas engine. In the year 1885, Bena, of Mannhein, Germany, constructed his first road carriage driven by a gas engine, the gas being made from a light spirit now known as "petrol." This was quickly followed by Daimler, who sold his patents to the firm of Panhard and Levassor, Paris, who have worked them ever since. Rapid progress was made in motor car construction in Paris, and a great many makers sprang up, so much so that an agitation arose in this country to have the "Red Flag Act" repealed, and on the 14th November, 1895, a new Act was passed allowing motor cars to run on the road at fourteen miles per hour; but this was reduced by the Board of Trade to twelve miles per hour in England and ten miles per hour in Scotland. This was followed by great activity amongst those who had been watching the growth of the industry in Paris, and within a very short time factories were built and cars produced in this country. The French people, however, had had a very considerable start, and a large number of cars were purchased, and still continue to be purchased, in France, which means a loss of upwards of one million sterling per annum to this country. There can be no doubt that our Legislators are directly to blame for this.

Shortly after the repeal of the "Red Flag Act" an Automobile Club was formed in London. For the guidance of the members wishing to purchase cars, reliability trials have been organised by them, and the first reliability trial which had each car under observation was held at the Glasgow Exhibition in 1901. The trial continued for five days, and the total distance covered was 535 miles. Each car carried an official observer, whose duty it was to take note of all stoppages and the cause of same. It is a curious fact that the only car, whether of British or of foreign manufacture, which had not a single stoppage of any kind, and which carried its full complement of passengers up every hill on all the routes, including Whistlefield, was a car built in Glasgow, viz., the "Argyll." Since then the industry in Scotland has made gigantic strides.

The motor daily makes converts. Nothing could be more exhilarating than a run on a well-designed car. The springs are long and easy, and when the wheels are fitted with pneumatic tyres the poetry of motion is perfected. Some, indeed, have said that it is a near approach to flying. His Majesty King Edward VII. has all along taken a great interest in the development of the road carriage, and about three years ago he ordered a "Daimler" car. His Majesty, as well as H.R.H. the Prince of Wales, has bought several other cars of various descriptions and makes. Members of the aristocracy have rapidly become owners of motor cars, and many have paid upwards of £3,000 to obtain immediate delivery of high-powered and speedy cars. A large demand has sprung up for a car of moderate speed and power, and this demand is being met by several firms. Naturally, the majority of the works have been put down in or near Glasgow, which has been so long celebrated for engineering.

Men in all walks of life are taking a large interest in the progress of this new means of transit. Views have been expresed by politicians that it will go a long way toward the solution of the Housing Problem by providing a cheap and handy means of getting into the country.

ALEC GOVAN.

KILMARNOCK

KILMARNOCK is one of a number of places which the immortal Robbie Burns has raised to popular favour. It is by no means an unattractive town in itself, but to the stranger within its gates its one great charm is its associations with the national poet of Scotland. Here were published the first volume of his poems, and here is now erected a very fine monument to his undying memory.

The town ranks among the large towns of the country, and is, in fact, the most populous in Ayrshire. It possesses several fine buildings. The Corn Exchange, whose nicely-proportioned campanile attracts much attention, is one of the most imposing. There is also a well-built Courthouse. Of others worthy of mention there are the Art Galleries, Museum, Academy, and Hospital. Seven streets branch off from the Cross, where stands a large marble statue of Sir James Shaw, Bart. He was a native of a neighbouring parish, and from very humble origin rose to being Lord Mayor of London and a Member of Parliament, and was a munificent donor to all public institutions. The Laigh Churchyard contains the graves of several Covenanters, and also of Samson, hero of Burns' amusing poem, "Tam Samson's Elegy." The epitaph contained in the poem has been inscribed on the tombstone :—

"Tam Samson's weel-worn clay lies here,
Ye canting zealots spare him ;
If honest worth in Heaven arise,
Ye'll mend or ye win near him."

The Rev. James M'Kinlay, D.D., so mercilessly satirized in the "Ordination," also sleeps his last long sleep in this churchyard. The old church has been pulled down to make room for the present larger building. The steeple, however, a massive square-shaped structure bearing the date 1410, has been left standing. Another edifice worthy of note is Kilmarnock House, situated in S. Marnock Street. It was at one time the residence of the Kilmarnock family, and after undergoing many vicissitudes, is now used as an Industrial School. Not very far away is part of an old avenue known as the "Lady's Walk," which is said to have been a favourite resort of Lady Kilmarnock after her husband's execution. He was beheaded on Tower Hill for his espousal of the Pretender's cause in Prince Charlie's unfortunate rebellion of 1745.

The industries of Kilmarnock are varied. It has long been celebrated for Scotch bonnets, and indeed the trade is still carried on, but the sale is not so large as it was in the olden days. The chief industry now is engineering, the Glasgow and South Western Railway Company having a large establishment for making and repairing locomotives, carriages and wagons ; Messrs. Glenfield & Kennedy also employ 1,500 hands. There are also several large factories for the making of tweeds, carpets, etc.

But, as has already been said, it is its connection with Burns that forms the principal attraction of the town. The memorable—and now almost priceless—first edition was published in 1786 by John Wilson, printer and stationer, whose shop is situated in the south corner of the Cross. In Kay Park—presented to the town by Mr. Alexander Kay, a native of Kilmarnock, who made a large fortune in Glasgow—stands the monument to the great national poet. The design is Gothic, and the building consists of two stories and a tower, the entire height being seventy-five feet. The architect was Mr. R. S. Ingram, of Kilmarnock. In an alcove in front of the monument, is a Sicilian marble statue of the poet, sculptured by Mr. W. G. Stevenson, of Edinburgh. Standing eight feet high, it represents Burns in the act of composing, and is universally acknowledged to be the best realisation of the poet that has been attempted. Arrayed in the tight-fitting coat and knee breeches of the period, it presents a pose at once dignified and graceful. Adding to the attraction of the monument is a collection of Burns relics, which are to be seen within. It also contains the M'Kie-Burns Library, a very complete collection, including a copy of almost every known edition of the poet's works as well as numerous valuable manuscripts and other interesting memorials.

Kilmarnock's associations with Burns, or perhaps we should say Burns' associations with Kilmarnock, will always make it a place of interest, and we will, therefore, in most of the remaining space at our disposal, make a few notes of what those associations were. Mr. D. M'Naught, contributing to the *Burns Chronicle* in 1892, wrote a very capable article on the subject, and we are largely borrowing our information from this source. In Burns' time, he tells us, the Cross was not the spacious thoroughfare it is

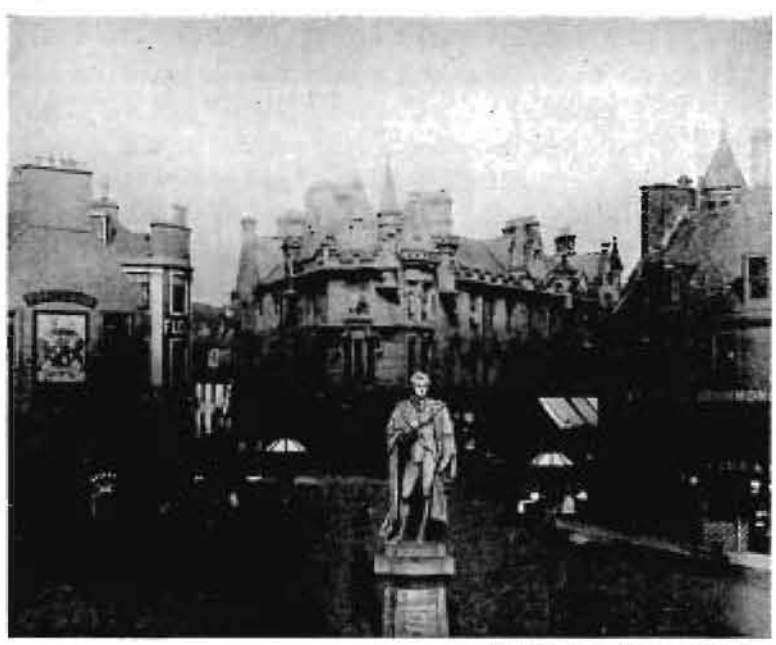


Photo. by Annan & Sons, Glasgow.

MARKET PLACE, KILMARNOCK.
(On the G. & S.W.R.)

Photo. by Annan & Sons, Glasgow.

BURNS MONUMENT, KILMARNOCK.
(On the G. & S.W.R.)

at present. It was then the converging point of the many narrow streets, and, in fact, the whole town was totally dissimilar to what it is at present. For instance the Mauchline Road, often traversed by Burns during the Lochlea and Mossgiel period, has now given place to the London Road. The site of the ironmongery warehouse of Messrs. Stewart includes within its bounds the site of the house and shop of John Goldie, one of Burns' most intimate Kilmarnock friends, where, so tradition tells us, he corrected the proofs of the first edition. Bailie Gregory, another of his friends, resided next door. At Tam Samson's house, preserved almost intact by his descendants, is the usual kitchen and spence of the period, low-roofed and small, while above is a chamber used in Tam's day as an office. Here, doubtless, on many occasions, Burns met many congenial spirits, including Robert Muir, whom Burns consulted about his first edition, and who generously supported him by ordering seventy copies. Another meeting-place of the poet and his friends was "Sandy Patrick's Tavern," long ago demolished. Still another house in which Burns often partook of the hospitality of its owner is situate in Grange Street, and still forms part of the Kilmarnock Brewery buildings. During the time that the first edition was passing through the press, Burns was in hiding in "Old Rome Forest," in consequence of his rupture with Jean Armour and the threatening attitude her relatives assumed towards him. There are many other places, both in Kilmarnock and its vicinity, associated with the bard's memory, but it is impossible here to mention them all.

A word in conclusion of the picturesque places in the neighbourhood. On the outskirts of Kilmarnock, about a mile in a north-easterly direction, stand the ruins of Dean Castle, which are of undoubted antiquity. Pont, the topographer, visited the place in 1608, and writes of it as "the chief dwelling almost for 300 years of ye Lords Boyd." The ruins consist of two towers of unequal height, and taller according to some authorities, belonging to the end of the fourteenth century. The castle was eventually destroyed by a fire, nearly 200 years ago, and was not afterwards rebuilt, partly on account of the expense, but chiefly through the unsettled state of the times.

At the village of Riccarton is an old churchyard, containing many ancient tombstones, some bearing quaint and interesting inscriptions. Close to Riccarton are the gardens of Bellfield, the house, grounds, and gardens being open to the public during the greater part of every day, the whole forming Kilmarnock's most appreciated place of public resort.

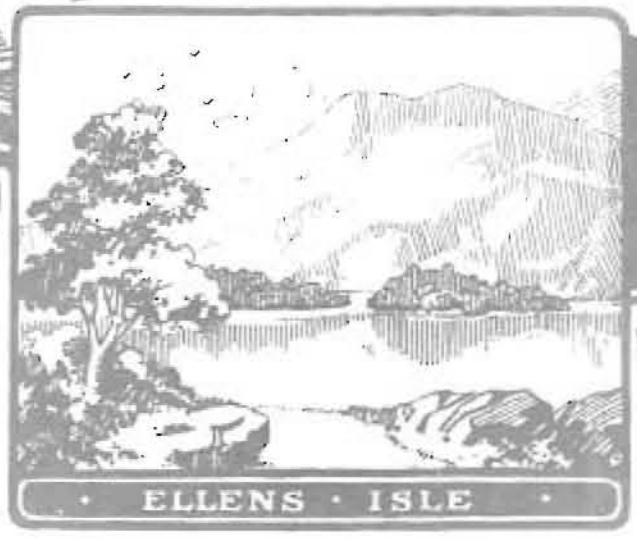
A. J. W.

·CRINAN·CANAL·

THE Crinan Canal, nine miles in length, connects Loch Fyne with Loch Crinan, and was constructed to enable vessels trading between the Clyde and the West Highlands to avoid the circuitous passage round the Mull of Kintyre. Sir John Rennie, the great civil engineer, surveyed the district and estimated the cost, and a company, with the Duke of Argyll as president, undertook its construction in the year 1793. Numerous unforeseen obstacles led to delay and financial embarrassment, preventing the full execution of the works. It was, however, opened in an incomplete state in July, 1801. In 1805 and 1811 accidents occurred to the embankments and reservoirs, and grants of money were made by the Government to cover expenses. These were finally expended in 1817 under the direction of Telford, and shortly afterwards the management of the canal was taken over by the Caledonian Canal Commissioners, with whom it still remains. There are fifteen locks, and the summit level is supplied with water from eight lochs at an altitude of some eight hundred feet. For a great many years the passenger traffic was successfully conducted by means of a track-boat drawn by horses, with postillions in scarlet. In *Leaves from the Journal of our Life in the Highlands*, our late sovereign describes the incident of her voyage down the Canal, which was conducted in the manner named. To meet the requirements of an ever-increasing traffic, Mr. David MacBrayne's elegant saloon steamer *Linnet* was built.

Leaving Ardrishaig by the *Linnet* at one o'clock, on the opposite shore of Loch Gilp, Kilmory Castle may be seen. Shortly afterwards the town of Lochgilphead comes into view. The next point of interest is Cairnbaan (white cairn), so called from a cairn that once stood there, in which was discovered a cist or stone coffin. In this neighbourhood are several "menhirs" or standing stones, and groups of "petroglyplis" or cup and circle sculptures, of great interest to the antiquary. At this part of the Canal there is a series of locks (nine within a mile), and as the steamer takes about three quarters of an hour to go through them passengers generally prefer to walk the distance. At lock No. 8—the last of the ascending series—traces of the devastation caused by the accident of 1859 are still plainly visible. On February 2nd, 1859, the embankments gave way of several of the locks among the Knapdale Hills, from which the canal is supplied with water. The repairing of the damage cost about £16,000, and the canal was not re-opened until May in the succeeding year. On emerging from the valley and descending to the lower level on the west side, the canal skirts the base of the Knapdale Hills, and to the right is the large plain called Crinan Moss, about five thousand acres in extent. In the distance can be seen the ruins of Carnassarie Castle. About fifteen minutes after leaving the lower lock the steamer reaches Bellanoch Bay with the pretty village of Bellanoch on its shore. The right bank of the canal is from this point onwards bounded by the river Add and the waters of Inner Loch Crinan. In a few minutes Kilmahumaig is passed, where previous to the sixteenth century stood a fine chapel. The burying-ground is still in use, and a little way to the left of it there is a green mound crowned with a stone seat, from which, in olden days, the Lords of the Isles dispensed justice. A remarkable rock known as the "Lion of Crinan," so named from its striking resemblance to a lion *couchant*, may be observed on the right, while further off, situated on a bold promontory, is Duntroon Castle, a comparatively modern building erected upon the ruins of the ancient stronghold. Crinan, the western terminus of the canal, is reached shortly afterwards.

PERTHSHIRE



SIR WALTER SCOTT in the "The Fair Maid of Perth" says of the county: "Amid all the provinces of Scotland, the county of Perth is the most varied and most beautiful, and forms the fairest portion of the northern kingdom." Its scenery includes some of the loveliest, as well as some of the most romantic and grand scenes in Scotland, and all kinds of landscapes are represented within its borders. Its mountains, lochs, and rivers, its wild moors and fertile plains, its passes and glens, have always been the subject of praise.

This county is more residential and agricultural in its character than industrial, and the town and shire take a second place from a commercial and industrial standpoint. The manufactures of this district were, at an early period, extensive, and although they have undergone many fluctuations there are still a number of good-going industrial concerns in Perth, Stanley, Dunblane, Huntingtower, and Deanston. There are four dye works at Perth alone, the largest of which was erected mainly in 1865, and is the largest establishment of the kind in Scotland. A fact which may prove curious to many is that the works are all located on the banks of a river, for they were built prior to the days of steam, gas and electricity, and had to avail themselves of water power; and at no place is this so fully realized as when looking at the huge water wheels at the Deanston Mills. There is a sameness about each centre of industry, and to describe one is to give an idea of all. We take as example the model manufacturing village of Deanston, situated on the right bank of the swift flowing Teith near Doune. It presents an appearance greatly superior to most seats of manufacture, consisting chiefly of extensive cotton mills—founded in 1785—and of dwelling houses for the workpeople, with a post office under Doune, a public school, a circulating library, and a savings bank. These mills were managed from 1807 to 1850 by James Smith, the great engineer, who made great displays of genius, and stands on the roll of fame with Watt, Arkwright, Young, and Sinclair; and although James Smith's name may be forgotten in our current literature, it is one of the characteristics of Scotch villagers never to let the name of their great men die out.

Perthshire is well represented in Glasgow by the Perthshire Society, and in the Capital of the Empire by the London Perthshire Society, among whose members are patriotic Scotsmen of all degrees of rank and station.

HUBERT G. MCLAREN.

Photo. by Wm. Aimer, Perth.

ON THE TAY, STANLEY.

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DUNKELD.
Via the Highland Railway.

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