the Brechin Heritage Trail



Brechin owes its origins to the mediaeval
1 Cathedral and the Celtic monastery which preceded it. The Cathedral, as the oldest and most inspiring building in the Burgh, makes a good starting place to the tour. The finest aspect of the Cathedral is the west front which is entirely mediaeval, with the exception of a modern aisle wall joining the 10th century Round Tower to the 13th century fabric. The Round Tower is one of only two surviving in Scotland, both of which are in Tayside, the other in Abernethy. They are of an Irish type of which remains of eighty exist in Ireland. This is one of the finest and most elaborate of the whole series which was almost certainly built with an accompanying detatched stone church by Irish masons. Both Ireland and Scotland were Gaelic speaking at that time, the late 10th century, when Kenneth II King of Scots, whose wife was a Princess of Leinster, endowed the monastic community with lands and had a Church and Tower built. Brechin was the mother church of the provinces of Angus and Mearns, a centre from which the Culdee monks went out to minister to the local communities. In the mid 12th century Anglo-Norman influences spread into Scotland and King David I tried to bring Scotland into line with continental ideas. Brechin was made the seat of a small diocesan bishopric and a new church or alterations in the Norman style was made to an existing church. It was not until from about 1225 that the Culdees and their Prior were replaced by a chapter of Canons and a small, though fitting Cathedral was built in the Gothic style. The building has been added to and subtracted from a few times, most recently in 1900-1901 when as far as possible it was restored to its late mediaeval proportions. A guide book is available from the Cathedral which is open in summer from about 9 a.m. to 6 p.m. and reduced hours in winter.

Walk west along Chanonry Wynd, the lane which runs through the area where the Cathedral Canons had their manses and gardens. The house at the corner of the
2 lane occupies the site of the College or Sang Schule' established in 1429 to train choristers for the Cathedral services. Local boys were also taught Latin and the building, or part of it, remained as the Burgh Grammar School till 1814. At the top of the lane a short detour to the left, down Castle Street, can be made where there are some fine little houses worthy of note. Further out are Brechin Castle gates and about 300 yards on is the old West Toll House at the fork of the road. Avoiding this detour, turn right at the top
3 of the lane noting the large square town house of the Laird of Carcary built in 1788. Its street front is built of polished stone and other walls are of rubble. It has a small gable supporting a chimney, a common feature on 18th century burgh houses, but in this case pierced by an oval window. The elaborate building at the road junction in the Tudor style, unusual
4 in Scotland, is the Mechanics Institute built in 1838 to re-house the Parish, Burgh and Grammar Schools, also to provide an Institute for the education of working men which gives it its name.

Walk up St. Mary Street and the steep St. Andrews Lane. Passing the Episcopal Church hall on the left you glimpse St. Andrews Episcopal Church as you turn right into Maisondieu Lane. The old High School, now Maisondieu Primary, is seen on the left and on the right an old United Presbyterian Church built in 1849. Further along on the left are the remains
5 of the chapel of Maison Dieu Hospital, an alms house established by Lord William de Brechin in 1267.

Turning right down Market Street and into the High Street you will find a circle of stones set with a small brass cross mark-
6 ing the site of the Mercat Cross demolished in 1767. To the right is the old
7 Town House built in 1789, replacing an earlier tolbooth with a similar arrangement of cells on the ground floor and council chamber above. It was superceded by new Municipal Buildings in Bank Street in 1894 and has been let for various uses since. On the first floor is a fine 'Serlio' or Italian window and the gable is topped by a wooden belfry but the cement rendering and the conversion of the ground floor into a shop detract from the original appearance. Across the street is
8 a unique series of six gabled merchants' houses of the early 18th century, a type once common in Scottish burghs. The merchants lived above the shops and had warehouses above and workshops at the rear.

There are some interesting neuks and closes between them. The whole of the upper part of the High Street and the south side of Church Street has seen only minor changes in the last 200 years and is the earliest part of the burgh to have been inhabited. Some of the buildings
9 here have had a face-lift. No. 40 High Street had the entire front re-built. Past it is a pend leading to the Bishops Close

10 where the Bishops Palace and yard stood on the north side of the close. The Palace was a simple two-storey building used as the manse until its demolition in 1850. On the left hand side of the pend is the remains of an earlier arched pend underneath a tower built by Bishop Crannach in the mid 15th century giving access to his residence. Beyond the pend on the right hand side of the High Street are some 18th century houses. One of these has crow stepped gables which indicate it may date from before 1700 and may be the
11 oldest standing secular building in Brechin. Coming to the railings and garden on the right, a striking view is to be had of the Cathedral. Proceeding
12 down the High Street the last building on the left with bold rusticated pilasters and classical pediment was built in the 1830's by James (Dandy) Greig, a linen merchant with grandoise notions in clothing and architecture but who was declared bankrupt before he ever lived in it. His idea was to live beside the crowded South Port area where many of the handloom weavers, with whom he dealt, lived. The building was known for a time as Dandy
13 Greig's House or Castle Folly.

Turn left up City Road and right along Damacre Road until you come to
14 St. Ninians Square. This is a pleasant corner which took on its present appearance in the closing years of last century. The Public Library at the north side, built from 1891 to 1893 forms the north side and is especially attractive viewed through the trees. It also houses a small museum. In 1894 the Square was lit by electricity, seats were placed in it and the granite fountain in memory of Fox Maule Ramsay was moved from its orig-
15 inal position in front of the Mechanics Institute. In 1896-97 the Caledonian



Railway built a new suite of booking offices etc. which faces the south-east corner of the Square. After a period of decay and vandalism, the whole station building has been leased by British Rail to the Brechin Railway Preservation Society who are repairing the buildings. The engine shed is open 2 p.m. to 5 p.m. each Saturday and Sunday. On the south side is
16 St. Ninian's Place built as a hotel but never used as such. It obscured some unsightly coal offices, yards and a slaughterhouse. At the south-west corner
17 on Southesk Street is Southesk Church built in 1897-98 as the Gardner Memorial Church. It is one of the most attractive of Brechin's 19th century churches, built of red Dumfries sandstone and incorporating a hall and meeting rooms. The remainder of the Square is completed by pleasant private houses. Southesk Street was opened up in the mid 1830's to by-pass the old town centre.



Walk down Southesk Street and stand at the junction with Union Street and look
18 across to Den Burn Works. This is Brechin's finest industrial building with a bold tower built in 1864, by D. & R. Duke, as a linen mill. Originally it had railings around the wall and two trees stood in the open yard. It ceased production in 1982.

Proceeding east and turning right down Witchden Road, the site of 17th century witch burning, on the left is Maison Dieu
19 Church built in 1892 as a U.P. Church, replacing the little church in Maisondieu Lane which give it its name. Turn left
20 along River Street. Most of this street was rebuilt in the late 1960's. The old buildings, dating mainly from about 1800 or earlier had become decrepit and suffered from occasional flooding due to a weir below the bridge, now demolished. Originally there were houses along the waterside. They were demolished and the present embankment and railings built in 1880-83.

At the far end of River Street is Brechin Bridge. The earliest mention of the bridge was in 1220. If none of the present structure is as old as that, it may certainly be mediaeval. It was described as a fine bridge of two arches in the 17th century. After a storm in 1694 it was still being repaired in 1707. In 1786, the north arch was completely rebuilt at a cost of £350 by Alex Steven who built the Bridge of Dun about four miles downstream in 1785.

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the City and Royal Burgh of Brechin



Brechin is a small burgh with origins going back 1,000 years. The burgh developed from the 12th century when the bishop was granted permission to hold a weekly market. The oldest area of urban settlement was around the market place, at the top of the High Street. Until the 1780s Brechin Bridge, three quarters of a mile away, was the only one over the South Esk and all traffic from the south crossed it and went up the steep High Street on its way to Aberdeen and the north. The older buildings, including most built before 1945, were constructed of the local sandstone quarried from areas to the south of the burgh. At best, it is a pale pinkish colour. On a wet day stained with rain it can be a drab grey-brown and is not always the hardest wearing stone for fine architectural detail. Apart from the Cathedral there are no individual buildings of great merit and no fine classical terraces but there are some interesting and quaint surviving groups of typical old Scottish burgh architecture of the 18th century, some of which deserve individual mention. There are also some fine vistas due to the steep brae on which the old town was built.

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The Schools + Schoolmasters of Banffshire
Wm Barclay

Details - education

extending over 20 years, many will recall to-day with gratitude, and who was in many ways a man of outstanding natural abilities. Mr Fraser, who died in August 1922, aged 67, began life as a pupil teacher at Inverurie. In 1876 he graduated in Arts at Aberdeen University, and was for a short time headmaster at Tomintoul. Soon he was appointed to the headmastership of Banchory-Ternan School, where for a number of years he had a highly successful career. In order to better equip his pupils Mr Fraser attended the Science and Art Department's classes in London for Botany, Physiology, &c., and as a result several of his young people obtained scholarships under the Science and Arts Department. Several also passed the Civil Service examinations, and one obtained the highest place in England, Scotland, and Ireland. For a period of over 21 years, Mr Fraser carried out with distinction the duties of headmaster of Linhead School, retiring to live in Stonehaven in 1916 amid the hearty good wishes of a host of friends. He was a gentleman of strong intelligence, of marked fluency in speech and writing, and a thorough master of English. He wrote on many subjects, and always with distinction of style and accuracy of knowledge. He was a capital musician, and among other things he had an intimate knowledge of bee culture.

On Mr Fraser's retirement the position of headmaster was taken by Mr James Ironside, born in Methlick, and a graduate of 1891. Before taking up service in Alvah, he had been headmaster of the schools of Arnage, Tongue, Gourdon, and Ardclach, and he had also served in the school of Fraserburgh, and when he left Linhead he went to Leslie, Insch. He was followed at Linhead by the present incumbent, Mr Francis W. Campbell, an Aberdeen graduate of 1921, whose studies had been interrupted by war service. He is a native of Pitlochry, and at Linhead he carries on the work on the high plane of ability and devotion that has been characteristic of the school for many a long year.

That the school of Linhead did a great deal of admirable work when it was under women as well as when it was under men is in Alvah recognised to the full. Already in this article some notable names of those who began their school career under their regime have been mentioned and others are given in the narrative that follows. There will be recalled, in addition to these, the name of Major David Simpson, M.A., M.B., C.M., I.M.S., youngest son of George Simpson, South Burreldales. He received his early education at Linhead then taught by a female teacher, and passed on to the parochial school of Alvah. He went to Milne's Institution, to be under the tuition of his relative, Mr Allan R. Andrew, and obtaining a good bursary at the competition, graduated in Arts at Aberdeen in 1880, and afterwards passed through Medicine. He went to London and while walking the hospitals there, it is remembered of him at the Children's Hospital, Great Ormond Street, of which he afterwards became an hon. physician, that he gave a bit of ribbon to a little girl patient to try and cheer her. With the ribbon the little sufferer beguiled the weary days contriving, making and unmaking make-believe dolls. At the last, when both knew the case was hopeless, she asked if the young doctor would put her favourite in her hand to go with her to the grave. A small incident, but it is related in a pleasant story in one of the school reading-books. Dr Simpson entered the Indian Medical Service in 1887, and saw active service in the Chin-Lushai Expedition. He became a leading medical authority in Madras, and was the author of a little book on the care of child-life in India, which was recognised as admirable in every way. Major Simpson, who had a most worthy career in his profession, died at Madras in March 1906, aged 46.

At this point we give place gladly to another writer.

Some Memories.

Mr John S. Rae very kindly furnishes us with pleasant and interesting memories of his schooldays, particularly those which he spent at Linhead. Mr Rae is able to recall a time when a dame's school was in flourishing existence near by to Burngrains where, under two maiden sisters, spinning, baking of oatcakes, cooking and lessons all went on simultaneously. He attended this seminary for a time, and got initiated there into the mysteries of the A B C and finally of the Shorter Catechism. The Bible was the text-book in the main, and he has still in memory how the village of Capernaum was described as *Capper Naum*, and how to get out "to flit the coo" was a mark of high approval of one's conduct and otherwise of one's progress in the lessons for the day. "I have still in mind," writes Mr Rae,

> the place of horror at the school, called the Bo Hole. This place of Stygian darkness, a sort of Black Hole of Calcutta, was a space between the wall and the end of a wooden bed, within whose cavern depths reposed at night the sister dames who kept the school. Katie and Bell Kirkton were their names. The Bo Hole, curtained off from the earth-floored schoolroom and living-room, received into its mysterious horror and gloom only the most wayward and erring of scholars, when all other forms of discipline had been tried in

vain. Personally, I never was sentenced to its grimy shadow, but I have interviewed delinquents when released from durance vile, and their weird stories of rats and beetles and mice, all of unearthly size, seemed to point to innumerable hordes such as Pharaoh's locusts, and being generally bare-foot in summer and autumn, those delinquents stood to lose odd toes among the hungry rodents if not careful to keep unceasingly pacing to and fro in the terrifying gloom. At any rate this was currently believed to be the case upon unimpeachable authority! When 'Bell began to bake a supply of oatcakes upon the homely girdle hung over the peat fire, the chances of earning the Bo Hole were instantly increased, for the prompting of keen appetite was then wont to tempt some luckless loon or quine to "brak' aff" a corner from some of the "corters" when set up to "fire" in a row round the ingle, within easy reach of the fingers of the urchins seated in a row just slightly back from the bread circle. No writing or figures were taught at this Kirkton Academy, "Maculloch" for English and the Bible Proverbs being the strong food set before us, after the "first beukie" and the A.B.C. had been duly digested. The Shorter Catechism and spelling were fine arts here, however, and stood me in good stead long after I had said Good-bye to such primitive scenes of learning. Rest the ashes of all such as Katie and Bell. They were a power in the land for good after their own lights, and Scotland owes much to such men and dames as are being depicted in these school articles.

At an interval of his attendance at Linhead before a suitable successor was found in a vacancy there, Mr Rae was sent to Blacklaw in order not to waste time away from school, then to Foggieloan as the attentions of a dominie were supposed to carry more virtue for his needs than those of a winsome female teacher! Mr Rae relates that

My earliest memories of Linhead School take me back to a period of nearly sixty years ago. When this school began to function as an educational seminary I am unable to say, but it covered the time of my father and my uncles so that it must have been in existence about a hundred years ago very evidently. The school was founded by the Lairds of Bognie and Mountblairy as a seminary for the education of the children of their tenants on the Mountblairy Estate and Hill o' Bog end of the parish generally. Old Bognie frequently visited the school in my time accompanied by his good lady, Mrs Morison—carriage and pair, coachman and footman complete. A pack of spotted spaniels generally outran the Bognie carriage on these expeditions, which were a source of much interest to the scholars. Hampers of fruit from Mountblairy House were sent to the school in autumn, and at the Christmas seasons—apples, home-grown from the Mountblairy gardens, and oranges at Christmas, all from Mrs Morison, the Lady of the Land, and esteemed accordingly.

The first teacher's name to come within the scope of oral tradition and, I think, very probably the very first teacher at Linhead, was a Miss Webster. The next on the list was a Miss Pitcaithley, rather an uncommon name in these parts and remembered accordingly. She was my first teacher, apart from the Dame's school which I attended previous to my Linhead curriculum. Miss Pitcaithley was a tall lady with reddish ringlets and a florid countenance. Nobody seemed to know where she came from. After her came a Miss Sutherland, a relative of the late Mr John E. Sutherland, M.P.; she came from the Portsoy district. A relative and housekeeper lady named Miss Elizabeth Oman came to Linhead along with Miss Sutherland, and ultimately married the late Mr Christie, Bagra, father of the present tenant of Bagra, Alvah; Miss Oman (Mrs Christie) died two years ago at the great age of 94. Miss Sutherland married a missionary and left. After her came a lady-like, red-haired young lady, Miss Cumming, whom I liked very well, and who I think returned the sentiment warmly for she devoted much special time to my advancement and encouraged me in poetical studies and literature generally. The next teacher after Miss Cumming—I had now left school—was Miss Crockett, I believe. Then came a Miss Merson, and after her Miss Thomson, now Mrs Williamson, Banff.

One of the most loveable of teachers at Linhead was Miss May Innes, daughter of the late Mr George Innes, millwright, Linhead Farm. She was a pupil teacher at Linhead, and latterly, for a short term, headmistress, when she left to become Mrs Allan, wife of the late Mr Alex. Allan, of the "Blairgowrie Advertiser." She died at Elgin only recently. She was a sister of the late Mrs Allan, Montbletton, as also of Mrs Duncan, Cowfords, Elgin. She was a kindly, loveable and helpful teacher, and contributed very materially to the prestige of Linhead as a useful and highly beneficial institution filling a large sphere in the general education of the parish of Alvah, which it continues to do to the present time.

As time went on the school passed under a new regime and headmasters became the tutors henceforth at Linhead. First Mr Annand, then Mr Fraser, after him Mr Ironside, and then Mr Campbell, the present incumbent, who is wisely filling up the measure of the school's traditional usefulness.

I well remember the late Rev. Hugh Fraser's early visits to Linhead when he first came to Alvah. He, along with Mrs Morison of Mountblairy, adjudicated the prizes yearly given to the deserving scholars by Mrs Morison's generosity, and I still can remember with a glow the surprise that overcame me when Mr Fraser called me out to receive the dux in English and composition, also the palm for writing! Mr Fraser's high words of praise for my "beautiful" caligraphy of those days has, I fear, been sadly falsified by my later years' penmanship.

"Well Done, Boy!"

As has been said, the visits of "Bognie" and his lady to Linhead School were red-letter days in our calendar of school-life. The lady teacher, holding her tenure of office by the mere thread of patronage, combined with a greater or less status of efficiency certificates, approved of by the minister and the Mountblairy family, was on such occasions in a hot fever of excitement, which communicated itself to the scholars in more or less marked degree. Any failure on the part of a class or scholar to give a creditable "show" when called upon for a presumably extempore exhibition was a shocking experience. The boy or girl who ex-

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celled in any particular branch of learning was inevitably called upon for an exhibition of his or her lore and talent, impromptu. On one such occasion the junior English class was summoned to the floor and began to wrestle with the chapter of "The Coming of the Romans," and the grim Battle of Mons Graupius, where the old clans gathered to fight for their caves, their homes and freedom, under Galgacus, "who must have had in him some of the stuff of which heroes are made," says the text. But unfortunately the class on this occasion was called upon to read in turn, sentence by sentence. One boy, now a decent and plodding farmer in Alvah, electrified the class, teacher, minister, and the Bognie listeners all in a heap, by reading in a high-pitched, stentorian voice, "This man must have had in him some of the stuff of which *horses* are made!" Roars of laughter greeted this awful rendering, but poor Miss Teacher's face was one scarlet flame—ears, neck, hair and all! A broad, unconscious grin suffused the face of the horny-handed reader of the sentence. Even at that moment of early age the budding sense of chivalry within me made me wish sincerely to take that girl teacher into my arms and comfort her. The sense of general confusion was awful over all the school, for we felt that our own prestige and that of the teacher had received a shattering blow! Bognie's hearty roar of "Well done, boy!" put everything right again within a few seconds.

Sergt. Joe Baxter.

An outstanding escapader of those school days was Joe Baxter, the future Sergeant Baxter of the Black Watch, who had even then in him all the vim and dare-devil traits for which, and by which, his military and civil career was so distinguished. The cane was in constant employment by the teacher in her endeavours to mould the character of this gallant and redoubtable son of Alvah and the Empire. A broad, sweet, seraphic sort of grin, as if he were enjoying some rare treat was all the facial expression ever evoked upon the dial of Baxter when under the cane or the tag! Day after day found small boys locked into office-house or coal cellar, or hoisted upon the school roof and left there marooned with no hope of rescue. Another occasion saw the noble Sergeant-in-embryo engaged in stripping the slates from the roof of the school, one broiling hot day, in order, he said, to create a draught of air to fan the hot heads and fevered brows of the fainting pupils below!

One sultry afternoon when time hung heavy on our hands and the hours seemed endless, Baxter felt miserably "fed up" no doubt, and with the usual seraphic smile of yearning simplicity and goodness playing upon his dial, he approached the teacher and boldly announced that he was wanted home an hour earlier than usual that night. "Certainly, Joseph, you may go" beamed the teacher, and Joe vamoosed into the outer air drawing the school door very gently after him. The click of the key turning softly in the lock was a suspicious sort of action but no one jumped to the true cause until an hour later. On the school being dismissed it was found that the school door was locked from the outside, and teacher, scholars, and all within doomed to an interminable incarceration! Half a league away Baxter stationed on the roof of the carpenter's workshop was watching the outcome of his subtle hoax. The situation was solved by Geordie Currie volunteering to hold up Jamie Dick to enable that adventurous son of Mr Dick, Itlaw, to climb out at the window and unlock the door. This feat was finally and successfully accomplished, the aforesaid James Dick wriggling himself out head first from one of the school windows. Joe Baxter's countenance next morning was one of full orbed complacency as he toed the line for his discipline, the broad full-moon effect of his cherubic smile overflowing all his features with a more than wonted ecstasy.

On yet another occasion was heard the teacher's cry of "where is Joseph Baxter?" Joe was missing from his seat and had only a minute previously asked out to get a drink of water at Morrison's spoutie, a little way below the school. "Where is Joseph Baxter?" again wailed the teacher. "Please ma'm, he's doon on the road haudin' a stallion till a man gaung up to Northies." A larger boy ventured to reiterate with "He's ootside haudin' a staig!" "A staig! Oh! horror!" wailed the teacher, "he will be killed and we can't get him away from that dreadful horse for probably an hour!" After the safe delivery of the staig to his legitimate caretaker, Baxter entered the school radiant and buoyant as a cherub and, with an air of easy delight, extended his paw for a round of the cane or tag, whichever Miss Cumming might choose! And so he went on through life. He stood in the broken square at Tamai in the Sudan and helped to stem the Arab rush and to keep the Empire's name and fame on many a gory field!

On Tel-el-Kebir's fateful day
Egyptian hordes soon quit the fray,
When they beheld, at break of day,
The "Forty-Twa" and Baxter!

So sang his poet friend and old school-fellow of these early halcyon days of school life at Linhead. Sergeant Baxter, though retired on pension and living in Australia, rallied, despite the fact that he was over age, to the Empire's call during the Great War. He gallantly fell at his post, and now

He sleeps
In Flanders fields
Where poppies grow.

His brother, the late Provost Baxter, Oldmeldrum, and Mr Alex. Shand, late draper, Turriff, occupied the same desk with myself at Linhead, and the Sergeant, "the stoutest man in the 42nd Regiment," was a pupil there at the same time.

A Planter in Hawaii.

Another worthy was Geordie Gill, a bad scholar, but a grand loon, and a fearless in any adventure. Geordie's escapades are far too many to chronicle here. One may suffice as an illustration of the boy and of the man. Geordie had no dread of water, and on his way home from school he preferred coolly to walk right through the burn at any convenient point for himself. "A ledderin' at hame" had been, for his subaqueous condition—a' dreepin' weet—a nightly experience for some time back. The writer possessed a fine barrel-shaped or fluted ink bottle. Now Geordie was a connoisseur in ink bottles, old knives, magnets, and all the rare nic-nacks of schoolboy barter and commerce. So to possess that ink bottle became with Geordie a mania. I would neither

trock nor sell for any consideration. What was to be done? A roaring spate had transformed the Glen Burn into a perfect river in miniature. Geordie saw and seized his opportunity. "Look here!" he bawled when we reached the burn that night, "I'll jump the burn if ye'll gie me that ink bottle." Geordie was perfectly aware, as were the rest of us, of the absolute impossibility of this feat, but I could not resist Geordie's anxiety for the bottle longer, so I agreed. Geordie took a running flying leap and landed just in the middle of the stream! Waist-deep he waded out. We asked him next day what was said or done about it at home. "Oh," said Geordie, "they jist leuch heartily at my condition." Geordie was incorrigible as regarded water. He is now a sugar planter at Hawaii. Embowered amid these purple tropic seas his mind frequently reverts to Home and Auld Lang Syne, and the episode of the ink bottle and the spate-swollen Burn of Rosieburn.

O, happy days of youthful joys
How fast awa' ye glide;
We're wearin' auld wha ance were boys
On bonnie Deveronside.

Meeting an old Alvah friend of very long-standing, I asked him whether he had attended Linhead school in his youth, as I was interested in the early history of this school meantime. My friend told me he remembered when Linhead school consisted of a tiled-roofed building, school and teacher's dwelling-house attached together, with only one living room for the teacher and his sister-housekeeper. No doubt this room had been sub-divided in some way or another. The teacher was evidently a man of some eccentricity of character. He ultimately gave up teaching and became a hermit, said my informant. This recluse was followed by a teacher of the name of Philip, who ultimately became a minister of the Gospel, so that as already said, the foundation of Linhead school dates clearly back for one hundred years from the present date. The school from its original foundation until the present time has been very specially a Mountblairy and Bognie family institution, as even one hundred years ago the Morisons feasted its scholars on strawberries and cream from Mountblairy House annually. One old Bognie Laird is known to have asked his gardener with some anxiety whether a pint of strawberries would be sufficient for each scholar! So the old Lairds were not all bad!

The school has filled a large and useful place in the educational affairs of Alvah and has sent forth from its precincts men and women who have achieved no mean place in the ranks and callings of their contemporaries. Probably the most eminent scholar who ever attended it was the late honoured and respected Mr Allan Andrew, H.M. Inspector of Schools. Mr Andrew was a son of the late Mr John Andrew, carpenter, Bridgend, Linhead, and held a deservedly high and honoured place in the sphere of educational effort in Scotland.

Other Schools.

There were some other schools in the parish, in addition to those of Alvah, Linhead and Dunlugas. There was one of considerable local fame at Hill of Ryland. "There was a dominie's school at Hill of Ryland," writes Mr John S. Rae, "away back in nearly pre-historic times. My father attended it for a time, I believe. It had sod walls, turf and straw roof, earth floor, &c. Bearded men went on occasion to it for a winter raith at arithmetic. One of the sights was Lord Kintore and his hounds fox-hunting in full cry past the turf-roofed school and all the pupils old and young out to see the fun as Lordy in a scarlet hunting-coat swept past with his retinue and on to Craignetherty, where Reynard was usually run to earth or killed after his long flight from the hills of Alvah."

Mr Wm. Robertson, Highfield, Banff, one of Alvah's most loyal and successful sons, was one of the last remaining pupils of this ancient seminary at the Hill of Ryland. The teacher in his day was Bell Sharp, and before she took up the reins of office they were held by a male teacher, Slessor by name, whose family were later at Alvah school. The school was carried on in a small thatched building, in one end of which was an open fireplace with the hearth level with the floor, and the usual crook above the fire, and on the top was a wooden chimney. The school was in one end, and Bell lived herself in the other. She was then well over in years and had lost an eye, and it is recalled that in a pair of silver spectacles with which some good soul had presented her no glass was provided for the vacant eye, so that in this case at least no needless expenditure was incurred. So far as printed means of learning were concerned, these were found in a spelling-book and in the Old and New Testaments; there was a desk for writing, but at this date writing was not one of the accomplishments that were professed to be taught, nor did arithmetic put Bell's brain to any bewilderment. All the same the pupils, mostly from five to seven or eight years of age, were taught to read fluently, and of portions of the Scriptures their knowledge tended to become intimate. The open rafters over the school were used as a perching place for Bell's hens. There was one respectable but ancient fowl that was unable to reach its roost and one of the events of the children's day was to see Bell transfer her hen to and from the rafters as it perched on a hoe-handle—every evening the hen was hoisted to its night abode and every morning it reached the floor by the same happy device of the ingenious Bell. The teacher had a physical terror of thunder. It was the voice of the Almighty speaking in anger, and she imbued her young charges with something of the same feeling; every clear and shining object had to be hid out of sight—even an errant pin might attract the lightning. When Bell gave up teaching her

to bits that had brought the well-deserved punishment upon me.

So much for the winter of 1851-52. The next winter I went home to grandfather at Shielburn to be both schoolboy and cow bailie. Grandfather sent me back to Scobbach, as it was not so far away as the Shiel or Loch Kirk School, and that winter several sailor lads came to Captain Cumming to learn navigation. One day of blin' drift grandfather said I should not go as I micht be smore't, but off I went, spangin' the two miles up to the knees among drifts of virgin snow. Arrived at school, no one was there but one sailor lad and myself, and the Captain kept a good fire in the grate and allowed his two pupils to sit at it the whole day. About mid-afternoon he put on a kettle, saying, "Noo lads, ye winna hinner me tae mak a drappie tay tae mysel, an' as ye've behave't gey weel, I'se gie ye baith a moo-fu'." That was the happiest day I ever spent in Scobbach School, and as I got home without being "smore't," I set grandfather a-laughing by telling him all about it.

A Musical Dominie.

In the end of April I said "Ta, ta" to Scobbach, and went to be cow herdie at Drachlaw. Next winter, 1853-54, I was sent back to the Shiel School to a new teacher, Mr Wm. Duncan, a middle-sized, genial-looking, married man, very fond of music. A great favourite with him in the mornings was, "Hark the bonnie Christ Church Bells, One, two, three, four, five, six; They troll so sweet and so complete, And they chime so merrily, merrily." "Hark the first and second bells, That ev'ry day at four and ten Cries, Come, Come, Come to Prayers, And the verger trips before the Dean. Tinkle, Tinkle, Tinkle! cried a small bell at nine, To call the bearer Home; But ne'er a man does leave his stand, Till he hears the mighty Tom." If I have made any mistake in the words perhaps some old school-fellow with a better memory will kindly correct me. I could give every note of the music from memory, but very few, except some of the bigger boys, could reach the low A chimed forth by "The mighty Tom" at the close. That winter I was a Fifth M'Culloch boy, and began to fall in love with the sweet poetess, Mrs Hemans. But I was very stiff at arithmetic, and all the help I got from musical Mr Duncan was, "Get the rules, get the rules." Not understanding the rules well, I made little progress in fractions or the rule of three, but fell more in love with geography, and often at intervals, when all other boys were at their outdoor games, I would be gazing on the map of the world, comparing the continents and oceans, rivers and mountain ranges.

Mr Duncan for some reason soon left, and we had some three or four teachers that winter, none of whom stayed long. This was not favourable for progress in learning, as no sooner were we initiated in the ways of one teacher when another came with different methods. So when April came with green fields I was heart glad to get back to my beloved Drachlaw to be herdie a second summer. Next two winters I was not a schoolboy but a cattleman and turnip-puller, first at Fortrie then at Drachlaw. Then in the winter of 1856-57 when I had grown to be a halflin, I went back to the Shiel School to be taught by a Mr Cameron, the best teacher I ever had, especially in regard to arithmetic. Knowing I was fond of reading and geography, but backward at arithmetic, he came and sat down beside me, and instead of exclaiming "Get the rules," he said, "Now are there words in the rules you do not understand?" I replied, "Yes sir, that's just where I am at a loss, and no teacher ever explained said rules to me." "Well," said good Mr Cameron, "that's just what every teacher should do," and beginning at reduction he kindly explained in a patient and homely way all the words that had baffled me. If my teacher had done that when I began arithmetic what a difference it would have made to my progress! Mr Cameron was very good-tempered, hardly ever used either cane or tards, saying punishment tended to brutalise high-spirited boys and create bad feeling between teacher and pupils. He was a firm believer in plain Scotch fare, and speaking of the "Cottar's Saturday Night," he eulogised that line, "The halesome parridge, chief o' Scotia's food," saying, "Remember this, all of you, there is, in well cooked oatmeal and milk all the nourishment the human system requires, and that in the right proportion, for bones, muscles, sinews, and brains." Many a good lesson did we get from our good all-round teacher, Mr Cameron. (Strange to say, I have forgot his Christian name, but I can never forget his practical Christian principles, nor the look of good common sense on his kindly Scotch features.) He was the last and best of my Shiel school teachers, whose memory I will revere while life lasts. He stayed longer at the Shiel than most teachers, his mother keeping house for him, but at length he left, and I lost sight of him. If he is alive he must be almost a centenarian. So that finishes meantime my reminiscences of my schools and schoolmasters.

A Dame School.

Mr Christie, whose narrative of experiences of the Shiel school we are sure readers have enjoyed, is closely connected also with a rather famous dame school that was carried on at Shielburn. It was begun about 80 years ago by his mother in a little thatched house, a but and a ben, which both as school and building has been for long out of existence, and we are favoured with a little account of it from his fertile and obliging pen. It contains family as well as school history of a highly interesting character, and will be read, we are sure, with an interest and sympathy begot of the gallant effort of Mr Christie's widowed mother in making her honourable way through the world with a family that has since then made a deep and beneficial impress on all the public life of Turriff and district—

Our father, William Christie, who was a dyer, or "dyster," as it was pronounced eighty years ago, near Lumsden village, in Auchindoir, in the 'thirties and 'forties of last century, passed away after a painful attack of influenza in the winter of 1847-48, his age only 52. Our widowed mother, whose age was 35, removed at Whitsunday 1848, with her three children, Peter, John and Maggie, to the small hillside farm of Shielburn, Inverkeithnie, tenanted by her father, Peter Tocher, a native of Auchterless. A wee cottage was there built, close to the heather, for "Meggie Tocher, the widow," and her three hopefuls. At that time

I was only a few months over seven years of age, but well do I remember seeing Johnnie Cormack, the master mason, and the "muckle, grim, snuffy carle" with whom I helped to make clay four years after at Drachlaw. They generally wrought alongside of each other, and took their "pinch" thegither. When the clay-built walls were finished, Uncle Andrew, brother of our mother, did the "vricht wark," and Uncle Willie laid rough stone flags in the "but-end." The kitchen floor was a damp clay, not very comfortable for the feet of her wee scholars in winter.

The wee schoolie was thatched with broom grown on the hill nearby, and very soon it was known that Meggie Tocher was to open a school for children, teach them reading and writing, and the girls sewing, knitting and crocheting. The scholars got play one Monday each fortnight, as that was "washing day." Meggie Tocher was thus very busy, for she also engaged in harvesting for farmers near by, and strove hard to bring up her three children decently, uprightly and honestly. When I was herdie to grandfather in the summers of 1849 and '50, I saw the wee fite-heidit scholars coming along dyke sides from the Howe o' Tollo, and others from the Pitglassie or Cliftbog districts, tripping through a long stretch of heather. Some passed and re-passed me daily when herding, and a funny little incident happened one day over a certain lesson in the Third M'Culloch, written by one named Todd. The last sentence of said lesson read thus—"I see, I see, I see," said the little man; "I see—Todd." Of course the Shielburn scholars thought "The mannie had seen the tod"—the fox! and there was great merriment over it.

The Shielburn schoolie was carried on for about a dozen years, till we Christies removed to Turriff at Martinmas 1861. Our dear industrious mother, the teacher, was a victim to chronic bronchitis, perhaps brought on by the damp floor of her cottage schoolie and her heavy fortnightly washings. She died in Turriff in the summer of 1870, at the age of 57, and was interred in the churchyard of Auchterless, where her father and mother and generations of Tochers lie. Most of her Shielburn pupils, I believe, have also passed away, but I know two or three in Turriff who over 70 years ago attended "Maggie Tocher's schoolie," and who have very kindly recollections of their teacher. One who like myself was a cow herdie tells me he "lang, lang wore sarks o' Meggie Tocher's makkin." Not a stick or stone of that wee cottage remains now. I am told the stones are all built into a dyke alongside a new roadway. But that wee clay biggin' is photographed on the brains and hearts of the three Christies reared by a gracious, loving, widowed mother there, in early life, and now all far over the allotted span, but with vivid recollections of the thirteen and a half years when we called that Shielburn Cottage our "Home, sweet home." We boys were not our mother's pupils. We were cow herdies in summer, and sent to the Shiel school near the Shiel Inn, in winter, nearly three miles west of Shielburn.

In addition to the Free Church school at the Shiel, there was for a time a Free Church school at Mosscoral, Auchingoul, in the parish of Inverkeithnie, although it was under the management of the Free Church of Forgue. It was a school more than sixty years ago, but more than forty years have passed since it was closed. It was for long taught by Miss Fordyce, who is still recalled as a highly efficient teacher. The building has been let to two tenants for some years and part of it is used as a mission hall on Sundays; while it was still a school Mr Mathieson of the Free Church, Forgue, held services in it once a month.

An educational benefaction has an intimate connection with the parish. Mrs Isabella Milne of Pitglassie, widow of Rev. Jas. Milne, minister of Inverkeithnie, bequeathed a sum of £1700 for, among other purposes, founding a bursary at Aberdeen University of the value of £12, tenable for four years in Arts, and thereafter, if the bursar so elects, during his Divinity curriculum. The minister of Inverkeithnie is trustee and patron. It came into operation in 1884.

botany under Mr Bott, and this is the earliest introduction of science into the curriculum of an Elementary School I know of.

We received absolutely no vestige of Physical Instruction or Physical Drill – we were not even taught to keep step in marching or to form fours or to do the turnings.

Our drawing was confined to map drawing, diagrams of the Solar System, Tides, Phases of the Moon and Planetary System – all on slates.

Nothing like Freehand, Geometry, Sketching, Perspective or Model Drawing was ever mentioned.

It seemed that the main reason for a child's attendance at school was to gain sufficient ability in the three Rs to enable him to pass the examination by the Government Inspectors, and thus help him to earn the highest grant for the school. Little or no notice was taken of a child's health, comfort or well-being; that was someone else's business, certainly not the schoolmaster's.

At Walton School the heating was done by a stove set in the middle of the school. A long pipe reached up to the centre of the roof. Fireplaces were at each end of the large room, but these were never used for school times; they might be used for the Sunday service in extreme weather. It was the duty of a Pupil Teacher to light the stove fire and to keep it going.

In winter, at dinnertime, those children who came from a distance were allowed to sit round the stove to eat their food, but afterwards had to go out-of-doors for the rest of the hour. No milk was provided free or for purchase – similarly no food was available – everything had to be brought from home and nobody cared whether you brought anything or had sufficient. No drinking or washing water was available on the premises. A swill or a drink could be got from a well on the other side of the railway, at least three hundred yards away. This well had been restored and made available by the same lady of good works.

After dinner the children had to amuse themselves as best they could in their own way. The playground was small, and the pupils were forced out on the roads for most of their games, although there were plenty of suitable fields quite near the school. No one thought it worth while to provide a proper playing field for the children. No games at all were taught at school and no articles for games were supplied – not even a bat or cricket ball or football or hockey stick . . .

I have not mentioned the music we were taught. We received very elementary instruction in the music signs and were taught a few simple songs. The master had a tenor voice, and he could play chants and hymns on the harmonium, but I should not say he was a very good musician.

Songs were taken last lesson on Friday afternoon. The harmonium was at the east end of the school and at the opposite end was a crude pulpit used for the Sunday afternoon service. The girls and boys were arranged in standing lines on each side of the instrument and the master walked up and down between the rows, cane in hand; he would sing the tune or play it and would then exhort the children to sing likewise. The result was lifeless and lacked pleasure or enthusiasm . . .

The master lived in a small house across a small field near the school. The bell

was rung at 9 o'clock and 2 p.m., but he never appeared until fifteen or twenty minutes later. In the meantime the children straggled into school as they arrived and awaited his advent under the charge of Pupil Teachers. In the morning a short service, and in the afternoon a brief grace opened the proceedings. Scripture was always the first lesson up to 10 o'clock.

We noted with anxiety each morning which trousers he was wearing. If he had a tight fitting pair of a check pattern we knew that he was certain to be in a bad temper.

The reading lesson invariably developed into a bald, boring sort of grammar lesson. We were taught to analyse sentences, sometimes very involved, principal and dependent, and to parse words, number, person, gender, case, transitive, regular, irregular, mood, tense etc., – all very boring and seemingly of little use to us, but which some have found very useful in after life.

School was never closed at twelve and four punctually. Every class had to quite finish its work before it was allowed to go and then the master would think nothing of stopping thirty, sixty or more minutes longer, struggling with backward children. Then he would depart for his own dinner or tea – and would return in due course ready to resume the fray.

The Pupil Teachers often lived too far away for them to go home for tea before their lessons after school. If the master was late in going for his tea he was also late in coming back to instruct his Pupil Teachers. Often they did not get away until 8 o'clock or later, having had no meal since dinnertime. I had then a walk of two miles home and was lucky to get there by 9 o'clock. Then after my first and last good meal of the day, I had to get on with my homework, study and lessons for tomorrow. Bedtime came at last with much too short a time left for sleep as I had to be up and off for school by 8.15 next day.

As a closing aspect, reference must be made to the lack of interest and guidance taken in a child when leaving school – in those days at twelve years of age. Nobody seemed to bother about what happened to him. He just had to take up any job that happened to be going at the time. Perhaps I was fortunate that a Pupil Teacher was wanted at Walton School just when I was available, and that I had a reputation of being a pretty good scholar. I just dropped into teaching – I had no special wish or desire for teaching and might just as easily have dropped into farming, gardening, mining or some sort of engineering. Of course, the teaching facilities and pay of today are tremendously improved, but then it was hard labour with little pay. But there was nothing better in those days and we had to endure it.

A Higher Grade or Grammar School such as are available to all today was quite out of the question. How I should have valued the chance that children of today have – a possible straight course to the University! . . .

Before I conclude I should like to say that the school stood in a district abounding with religious, historic and commercial associations. Yet we were told little or nothing about such interesting things. The teaching of the three Rs seemed to dominate everything – but possibly the cash element was really at the bottom of it. How much interest would have been aroused, and how much

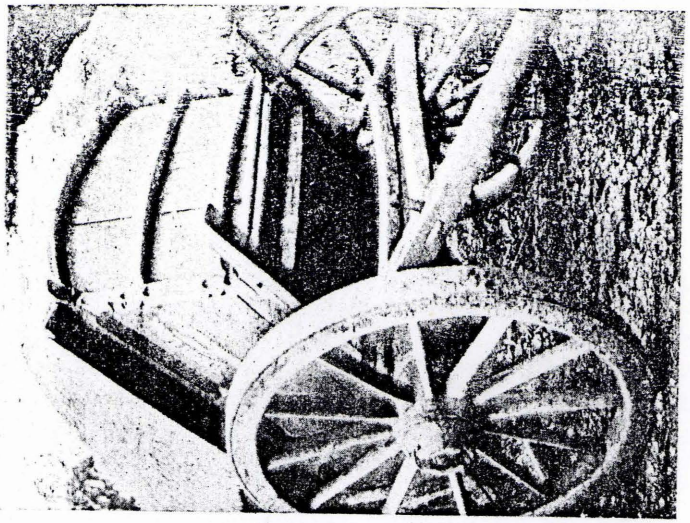
The Wheelwright's Shop, GEORGE STURT, 1943, Cambridge

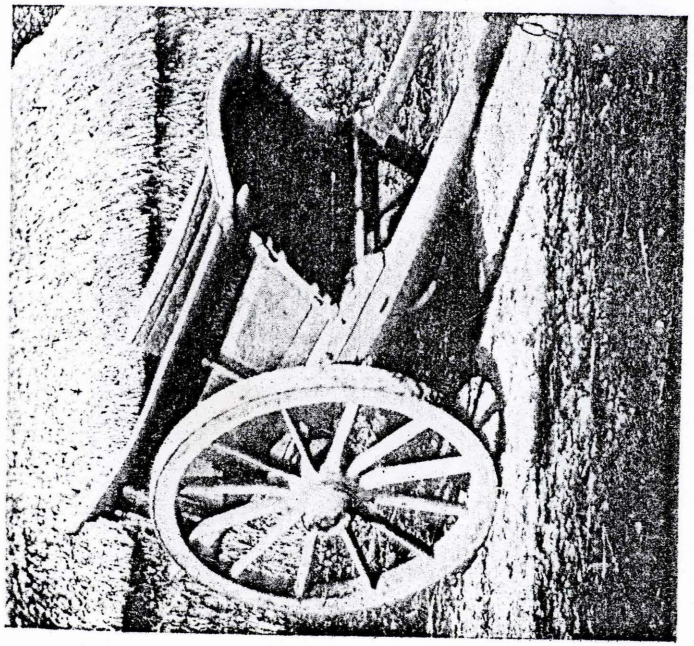
far with them without troubling the blacksmith. The iron-work still did not amount to much. Hole was talking of a time not more than forty years ago or so, but it was probably one of the advantages of dung-carts that the village wheelwright could build them without going often to the smith. These carts were, I suspect, one of my grandfather's staple products. Was it not in a dung-cart of his build that a certain well-to-do Frensham farmer was in the habit of driving to Farnham market? At that time part of the road he would traverse was an uncertain heath-track, and farmers had not risen to the grandeur of a dog-cart or the respectability of a gig. Even in the matter of wheel-tyres their tackle required but little smithing. At least it is likely that the wheelwrights at Farnham were able to put on the "strakes" without blacksmiths' help; for I think the apparatus for that job, as I found it in 1884, was much older than the smithy. Anyhow, smithy there was not, any nearer than Frensham, to work for this old shop at the time referred to now.

A little before the day of railways my grandfather had a contract to keep the "road-waggons" in order for his district. He used to go to his front gate, on the main Farnham street, to listen for their coming across "The Downs," that is to say, along the Hog's Back. When the waggons were coming down the incline by the "Victory" Inn, though still three miles away, they were audible to my grandfather at his gate. He could go indoors then—have some supper probably. The waggons got to Farnham, where it was his duty to look to them, about ten o'clock at night. The place where they put up is now Messrs Mardon & Ball's "Wagon Yard Joinery."

In connection with this same business one Johnny Gunner has been named to me, as the only workman my grandfather could find in the neighbourhood able to deal with road-waggon wheels. Those large and cumbersome vehicles, meant to carry the sort of goods now loaded on railway-trucks, had hind wheels six feet high or more, and very wide. And since Master[1] Gunner

[1] This is the way that men in the shop were spoken of by the aunt mentioned above. Again and again in her chatter she told, as if with esteem, of "Old Master Whiten," his position being that of a skilled craftsman. A comparatively unskilled labourer was spoken of as Old Henry.





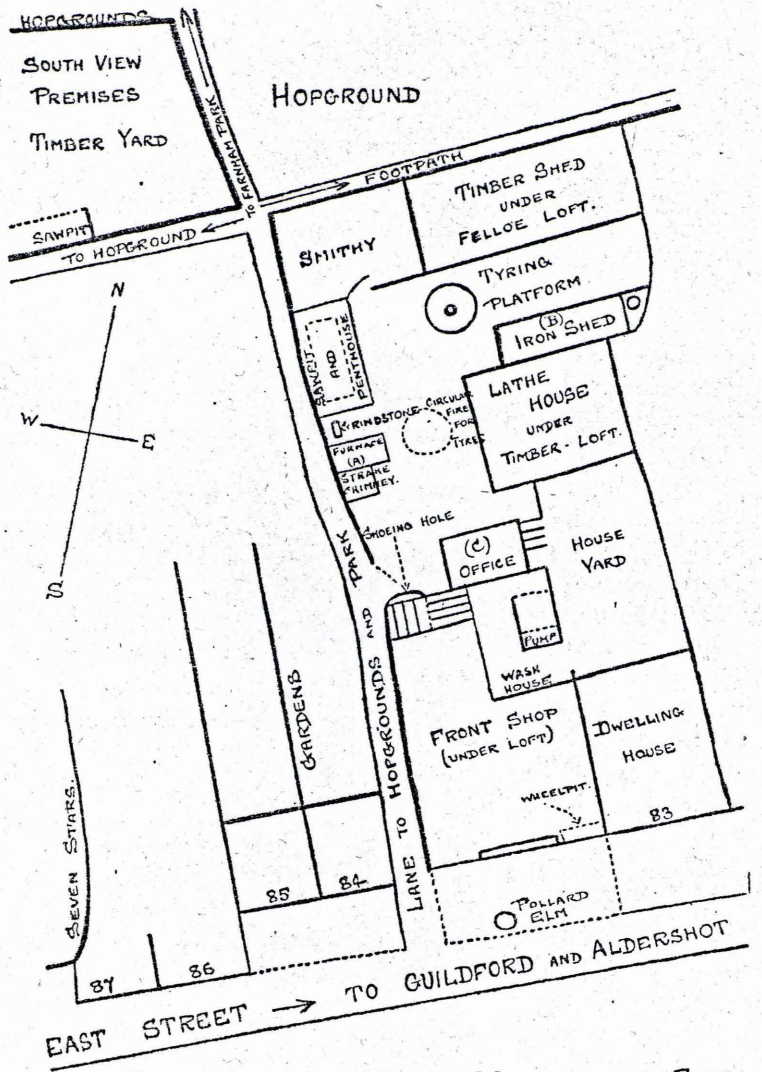
DUNG-CART 1922, BUILT ABOUT 1870
THE WHEELS AND AXLE HAVE BEEN MODERNIZED

was singular in his skill to handle them, it is not surprising if he took advantage of his position. Several times he was discharged, but each time he had to be re-engaged. He lived at Hale, on the opposite side of Farnham Park. In order to get home the more quickly he used to climb the fence about a furlong away from the shop and strike across the Park. A track through the turf there was pointed out to me by my aunt as "Johnny Gunner's Path."

In 1865 the business, with the stock-in-trade, was made over to my father, the shop and dwelling-house being conveyed to his sister and to his brother John, who had worked in the shop but was paralysed at about that time. But all this was merely a precaution. Wishing to spare his children the legal expense of legacies, the old man chose to distribute his property amongst them during his life-time. I don't think it made much difference to him or to them. Years afterwards I saw him (John too) in the old house. He kept the accounts for my father—I remember him putting his pen across between his lips, so as to have two hands for turning over his ledger. I thought it fussy of him to complain if I happened to shake his table.

But, at some time before this transfer, he had taken another step in the development of his business, building smithy and timber-shed at the back of the premises, where the pigsties used to be. The smithy was the one I remember and sometimes worked in—the one that was burnt down about twenty years ago; and the first smith there was probably Will Hammond, who had already worked at Frensham for my father's brother Richard. All that is told about Will Hammond in the following chapters supposes this smithy my grandfather built to be the scene of his lofty-souled though lowly-minded labours. Let me give here a sketch-map (not to scale, but from memory) of the premises at this time, when I was but a child.

From the bench under the smithy window, where he "tapped" his nuts or did his painstaking filing—from this bench or from the open upper half of the door beside it, Will Hammond had view some thirty feet down the sloping yard to the back door of the wheel-shop below. Or, if any job was brought up the lane outside from the street, that too he could not fail to see, for there



GROUND PLAN (NOT TO SCALE) OF THE WHEELWRIGHT'S SHOP IN 1884.

was no other way to the smithy, unless you went through the wheelwright's shop itself—the original site fixed on in 1706—and up the steps at back of it. "Up," observe. Everything was on a steep incline. The floor of the smithy was up the hill, well above the level of anybody's head in the street. And behind the premises the ground continued rising, through hop-gardens, until Farnham Park was reached; and still in the Park it rose as far again—a fine and very peaceful acclivity.

In the succeeding years, while I was growing up, a number of changes in the premises and neighbourhood left the general quietness little if at all disturbed. At the spot marked (A) in the plan a "furnace" for hoop-tyres was built, superseding the old circle in the middle of the yard; at (B) a shed was put up for holding iron bars, bundles of hooping, plough-castings, drug-bats, and other odds and ends in iron; while at (C) my father had an office erected, doubtless when his own father at last gave up keeping the books for him. This diminutive place, with a smaller "nail-loft" up some steep stairs, became my own private refuge for years and I remember it with affection.

The biggest change, however, was the beginning of building in Farnham—one of the first moves towards modern conditions in fact, in all the recent growth of that town; and it was my father who opened the door for it. With dreams of going into the timber-trade, for which indeed he had knowledge enough if not enough capital, he was on the look-out for a timber-yard; and an opportunity came, when a strip of hop-ground stretching from the back of East Street right up to Farnham Park palings was sold to him. The greater part of this he laid out as the "South View Building Estate," reserving to himself one corner, near to his shop, for the desired timber-yard. Here he made a saw-pit, and put up various sheds and a temporary workshop; here he projected who knows what other developments? It was too late. The year was 1883. In 1884 he died; and I, for my part, did not know how to carry on even the ordinary business. I had no more than a month, if as much as that, of my father's guidance in it. He was, in fact, sickening for his last illness, when I entered the business in 1884.

III

MY OWN START

Ruskin's *Fors Clavigera* had made me think meanly, if not meanly enough, of the school teaching which had been my work since 1878; and under the same influence of Ruskin's book I felt that man's only decent occupation was in handicraft. I shudder yet smile to think now what raw ideas swayed me then; yet the enthusiasm so ill-reflected in them were the sweetness of life to me in every disillusionment that was to come. They saved me from the worst sordidness of business. Finishing my school work with the first term of 1884, namely the day before Good Friday, I took four days of rest (I was to have no more vacations for many years) and began work at the shop on Easter Tuesday.

I don't remember what I did that day; but I do remember the grey and searching east wind that faced me in the street at six o'clock in the morning. There was a little over a furlong of street for me to travel, familiar enough, but I had never before seen it at that early hour. I have a vague idea that my brother went with me those first few mornings, to protect me. It is what he would have done. But I did not realise that. With everything to learn I was not much good; but I could at least deputise for my father, who seemed so poorly, to the extent of unlocking the shop at six o'clock in the morning and locking up again at six at night.

This was a rather more complicated affair than it need have been[1]. My grandfather, when living in the adjoining house, had quite naturally got into his shop from the back. He had not needed to enter the street at all. My father, also living in the same house until he was married, had never altered the arrangement. But, for me, it was awkward. I couldn't go through the dwelling-house, which was let. But the front doors of the shop had never been made to be unfastened from outside—from the

[1] See p. 209.

street. So, every morning I had to walk up the lane and unlock the side gate, unlock and remove the padlock from the back door of the shop and grope my way down through the litter of chips and shavings to the front doors. This too, in the dark; for the gas meter, lately fixed, was at the wrong end of the shop near the front doors. There, in the dark, I had to unpin and unchain a bar, and pull out bolts, just as men of my name had been doing for three-quarters of a century, before the double doors in front could be opened. Of course it didn't take long, but it should not have been so at all. Usually the front doors were then thrown back for the rest of the day; but in very bad weather—in driving snow or rain—they were drawn together again, the one of them bolted as for night, the other latched to it inside, with a wooden latch. The only way of lifting this latch from the outside was to put your finger under it, through a hole in the door provided for that purpose.

The shop was still but half opened when the two front doors had been unfastened. On either hand was a window, shuttered at night with two shutters put up from within and then fixed with a wooden bar. When the shutters had been taken down from the windows there was nothing to take their place. Snow, freezing wind, had a clear run. With so much chopping to do one could keep fairly warm; but I have stood all aglow yet resenting the open windows, feeling my feet cold as ice though covered with chips. To supply some glass shutters for day-time was one of the first changes I made in the shop. Nowadays, when all the heavy work is done by machinery, men would not and probably could not work at all in such a place; yet it must have sufficed for several generations. My grandfather and my father had put up with it, and so did I until the winter came round again and the men began to ask me for sundry small indulgences, of which this was one.

Six o'clock in the morning was well enough in the summer; none the less I liked the dark winter mornings better. Truly they were dark! At that time the Farnham Local Board, caring nothing for working-class convenience and caring much to save money, had all the street lamps in the town put out at midnight.

The result was that, in the depth of winter, every man who went to work at six in the morning, and most artisans did, had to find his way without any light. To be sure, there were moonlight mornings. Sometimes, too, snowy roofs showed clear enough under glittering starlight. But, on the other hand, there was freezing fog, there was the blackness of dense rain. One foggy morning I lost my whereabouts in the familiar street; no building could be seen nor any sky distinguished; nothing but a slight difference in the feel of the pavement under my feet told me that I was passing So and So's shop. Another time a little glimmering light that met and passed me proved to be a lighted candle-end between the fingers of a chimney sweep, against whom one might otherwise have uncomfortably blundered. And one black morning I walked through and was conscious of what I took to be the aura of a man on the pavement whom I never saw—probably a motionless policeman.

Yet these dark mornings pleased me, as I have said, better than the summer mornings. For, when at last I had got to my office and made up a fire in my little stove, I could usually be sure of an uninterrupted hour for my own pursuits. No man came asking me to look out nails before daylight; there was small need to wander across the dark yards and into the ill-lit shops at that hour. Under the naked gas jet—burning "horny" because full of dust—my office desk was a sort of heaven for me. Sometimes, like a good boy, I spent that precious hour at accounts; oftener, it was given to literary exercises—imitations of Thoreau or Emerson or Carlyle—anything that seemed to uplift me above the sordid cares (as I thought them) that would come with daylight, so pale and chilly too.

There was another reason for preferring dark mornings. With my mind so priggishly puffed up, I was glad to miss the "Good mornings" of other wayfarers not recognisable in the unlit street. I wanted to be alone. Nay, so great was my passion for solitude that sometimes, if I had time and the weather allowed, I digressed into a lonelier though slightly longer route. From the sticky hop-ground footpath at the back of East Street I might hear (if I could not see, across the night) the trees in Farnham

Park, keeping up their everlasting noise in the wind. Then I felt nice and poetical I thoroughly enjoyed getting afterwards into my gas-lit office and flattering myself that I was writing like Thoreau.

Getting up in the morning was not my strong point, for my evenings were too interesting and I could not bring myself to go to bed quite soon enough. Indeed, there was no other way of securing a little time. Every night I wound up an alarum, and saw to it that some coffee had been put ready for warming up while I was dressing the next morning; yet often I lay too long after the alarum, skipped into my clothes without waiting for the coffee, and swung out into the street, late again and cross. But tobacco was a help. Coffee or none, I always lit a pipe for that four minutes' walk; and I have never again since that was given up enjoyed a smoke so much. At that early hour whiffs from other men's pipes were good to smell. Often, on getting to the shop, I found one man there. He had walked from Wrecclesham—two miles; and he was always the first and always punctual. Several times, when he stepped into the newly opened door and met the sudden gas-light, it was startling to see (what had been invisible in the darkness until then) a white beard coming into the shop instead of a black one; only, prick-lings in my own moustache had warned me what to expect. Ten or twelve degrees of frost would make little icicles from my breath even in that short walk of mine; and naturally after his two miles the blacksmith looked frosty.

He was so regular and so true he would have been a first-rate "knocker-up" for me; but seniority gave the claim for that to Will Hammond. It was Will's duty, as he passed my door, to ascertain if I had left a bit of string on the knob of the bell: if not, he would know I was not gone and would ring for me. A horrible thing it was, to be wakened out of sleep by that peal; but it happened sometimes, the very alarum having failed to arouse me. I grew to hate that alarum. On Saturday nights, instead of winding it up, I used to shake my fist at it, as it were tauntingly, because it would not be able to disturb my Sunday morning.

This early morning work I kept up for seven years, with little but week-end holidays besides the Bank Holidays. Longer indulgences were not for the working-classes or anybody who aped them. But there were times—too many of them—when heavy bronchial catarrh made me almost unable to cross the room; and at such times my brother—as if he had no exacting days of his own—would deputise for me at six o'clock in the morning. He had one odd experience. It should have been explained that, as we had at home but one door into the street and no latch-key to it, the custom was to lock the door behind one and put the key back through the letter-box for those inside. My brother did this one freezing dark morning, and then heard the town-clock, up in the dark, strike four. He had locked himself out two hours too soon. If you think he woke the household to be readmitted you don't know the sort of man he is. Other people's convenience was never sacrificed for his own. He went for a walk to Caesar's Camp, three miles away, where he found the silence and darkness almost uncanny. There must be few if any other men who have ever been there at all on a dark winter morning.

It was probably in 1885 that we left off on Saturdays at one o'clock instead of at four; and it may have been about the same time (but I have no recollection of it) that half-past five was substituted for six as the normal closing time. If the shop was "making over-time" we took half an hour for tea and then went on again from six to eight. Including meal-times, this gave us a fourteen-hour day. The meal-times were, for breakfast half an hour (from eight to half past); for dinner, from one to two. The ringing of Heath's bell across the street (Sturt had none) was the signal. To see the shop empty at the first stroke for dinner was to know the source of that metaphor for quickness, To Go Like One O'clock.

Though the normal hours were too long, the men were glad of over-time. In this connection it should be pointed out that in those days a man's work, though more laborious to his muscles, was not nearly so exhausting yet tedious as machinery and "speeding-up" have since made it for his mind and temper.

"Eight hours" to-day is less interesting and probably more toilsome than "twelve hours" then. But when men welcomed over-time it was because with their 24*s.* for an ordinary week they were underpaid and were glad to add to the money. The addition was at the rate of 6*d.* an hour, I think. One odd thing, which I never could understand, was that jealousy which caused the men to regard it almost as a right for all to have over-time if one did; so that however pressed the smiths might be I hardly dared ask them to work longer without giving the same treatment to the woodmen. A pack of children, I sometimes thought these grown men, all older than myself.

IV

THE WHEELWRIGHT'S SHOP

To say that the business I started into in 1884 was old-fashioned is to understate the case: it was a "folk" industry, carried on in a "folk" method. And circumstances made it perhaps more intensely so to me than it need have been. My father might just possibly, though I don't think he would, have shown me more modern aspects of it; but within my first month he took ill of the illness he died of five months later. Consequently I was left to pick up the business as best I could from "the men." There were never any "hands" with us. Eight skilled workmen or apprentices, eight friends of the family, put me up to all they could: and since some of them had been born and trained in little old country shops, while this of my father's was not much better, the lore I got from them was of the country through and through.

The objects of the work too were provincial. There was no looking far afield for customers. Farmers rarely more than five miles away; millers, brewers, a local grocer or builder or timber-merchant or hop-grower—for such and no others did the ancient shop still cater, as it had done for nearly two centuries. And so we got curiously intimate with the peculiar needs of the neighbourhood. In farm-waggon or dung-cart, barley-roller, plough,

the fingers pinched! 'Tis easily done. Unless you are quick, before you know it two boards, heavy with sap, may have nipped between them a quarter of an inch of your skin lovingly, and then you have a small black "woodlouse" of a pinch!) with a strongish helper or two, straining, heaving, gingerly placing, you raise the newly-cut stuff in orderly stacks. It needs care, or over the stacks go. The very first thing of all is the "bearing," to keep the lowest plank a few inches off the ground so that the air may play freely under it. Anything will serve for a bearing—old shafts, axle-beds, anything; but the several pieces of it must be near enough together to prevent any sagging of the planks piled on it. And lest these planks should twist, the bearers below them needed to be all quite level—"true out of wind" or of twist. Besides, any unsteadiness at the base would jeopardise the whole erection. Afterwards, similar care had to be bestowed on the whole stack to the very top, in the case of every fresh plank or board added to it; and, atop of all, heavy weights were advisable to keep the casting and twisting of the grain within bounds. Nothing would quite prevent it, but with care in the stacking it could be held within reasonable limits. No two planks might touch; the sap slowly escaping would have rotted them. It had to be dried off by the air. To secure this, narrow strips of board were laid between plank and plank, board and board. Even so, elm boards were liable to "sweat." For steadiness it was well to build two stacks at a time, side by side, so that here and there a longer strip might be laid in, tying them together.

A prudent man, handling a plank, took care not to be the first nor yet the last in letting go his end of the plank, unless due warning was given. For either he might jar the other fellow's hands, in which case he was likely to hear of it; or else his own would be jarred—and there were pleasanter ways of warming them. As the stacks were best built out of doors, to get all the air they could, a sort of roof was extemporised over them. Nothing clinging would do—no old rick-cloth to lie too close; but any old bit of fencing to keep off the rain or the summer sun. A shady place was best for the stack, but March winds did it good. Before those winds began every plank should have had a

strip nailed across each end to keep it from splitting as the weather grew dry and warm. For these strips—bits of old board chopped out—I found clout nails the best. When all these things had been attended to the timber might be left with an occasional glance to see that all was well, until the autumn or early winter brought the time for putting it away permanently. In its permanent quarters it was stacked again, but without strips. The slow years—a year for every inch of thickness was none too much—gradually finished the seasoning and the timber was fit for use.

I never heard of the timber, well managed in this old, deliberate, village way, being "too dry." That fault appeared in later times, when attempts were made to hurry the process. Certainly, a capitalist cannot nowadays afford to have his money lying idle so long. Moreover, modern vehicles are not wanted to last like the ancient waggons and dung-carts, built for a life-time. But in the old shop, men thought nothing of timber eight or ten years old, albeit it meant money locked up all that time.

Clearing up after the sawyers included dealing with the "slabs"—the thin outside pieces, two from each tree. The ash slabs, truly, could be used to the last inch and were properly seasoned therefore. But the oak slabs—mostly useless sap—and the elm slabs—thin and "casting"—were thrown into a heap, or sold for firing or for building a pigsty or what not. A penny a foot "run"—a foot of length—was the selling price. I forget what was done with the green sawdust, to clear the pit; I think it was sold for bacon-drying at fourpence the sack.

Winter work and out-door work, all this, and that was a fortunate thing in more ways than one. As the farmers could not be persuaded to have their tackle looked to until they actually wanted it in the spring or the summer[1], the wheelwright's yard was nearly empty in the dark days. There was plenty of room for the sawyers therefore, while young men to stack the planks and boards could easily be spared from the shops or from the smithies. You couldn't begin stacking timber much

[1] See also p. 178 and Note L, p. 210.

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before eight o'clock breakfast. Then, with a welcome hour's rest at dinner time, there was a warmish job (save for your feet) until dark, at half-past four or so. It wasn't bad fun either. Rain might stop it, or heavy snow; on the other hand, you grew as intimate as any shepherd with frosts that covered the planks in thin coating of ice, with still silence of fog, with cutting winter winds all across the yard. The work called for too much attention to be dull; only, as the monotonous afternoon began to grow darker, arms ached a little and brains felt drowsy. The day had been pleasant; yet it was a good thing to knock off. Already a star or two was showing. Against the on-coming night the sparks from the blacksmith's chimney were suggestive of in-doors and warmth.

IX

WHEEL-STUFF

In the same winter weeks, while the wheelwright's trade was quiet and the master was superintending the sawyers and helping the less skilled men stack the boards and planks out-o'-doors for seasoning—in those same weeks, within doors, the older and trustier men, who needed no supervision, were busy with the new spokes and felloes. (In this word leave out the o. Make the word rhyme to bellies.) Well experienced in all wheels, and understanding what was sure to be wanted for waggon or cart in years to come, these men required no telling what to do. They knew well enough. All the wheel-making lore of the country-side for generations guided their judgment.

The felloe-blocks from the saw-pit required roughly shaping while still green, before they too could be stacked up for seasoning; for although hard enough in all conscience they would be far harder years hence, when the sap had dried out of them and they came to be used. Now was the time. And much remained to be done to them. The sawyers had but halved the smaller blocks, putting a longitudinal cut down the middle, so that now

there were two pieces, each piece half cylindrical. It was the wheelwright's business to chop each of these pieces into a felloe, as large and long as the timber would make. Or if, as sometimes happened, there had been material enough in either half to make two felloes, still the sawyers (following a line pencilled for them by the master out in the yard) had but cut this one curved line. It was left to the men in the shop to trim the felloes down sideways and to shape out the rounded back to the outer piece, the hollow belly to the inner.

The tools were axe and adze and sometimes hand-saw, and the implements (besides a square) a chopping block and a felloe-horse. Yet it is in vain to go into details at this point; for when the simple apparatus had all been got together for one simple-looking process, a never-ending series of variations was introduced by the material. What though two felloes might seem much alike when finished? It was the wheelwright himself who had to make them so. He it was who hewed out that resemblance from quite dissimilar blocks, for no two felloe-blocks were ever alike. Knots here, shakes there, rind-galls, waney edges (edges with more or less of the bark in them), thicknesses, thinnesses, were for ever affording new chances or forbidding previous solutions, whereby a fresh problem confronted the workman's ingenuity every few minutes. He had no band-saw (as now) to drive, with ruthless unintelligence, through every resistance. The timber was far from being a prey, a helpless victim, to a machine. Rather it would lend its own subtle virtues to the man who knew how to humour it: with him, as with an understanding friend, it would co-operate. So, twisting it, turning it "end for end," trying it for an inch or two this way and then an inch or two that, a skilful wheel-maker was able to get the best possible product from his timber every time. I don't think I ever afterwards, in the days of band-saws, handled such a large proportion of superlatively good felloes as used to pass through my hands in those days of the axe and adze. Perhaps the sawn-out felloes look better—to a theorist from an office. But at the bench you learn where a hard knot may be even helpful and a wind-shake a source of strength in a felloe; and

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The hind-carriage, on the hind-wheels, came next, carrying a "pole" (like a long arm) to hold on to the fore-carriage centrally so as to be drawn along obediently behind it.

With a special and simple apparatus these two "carriages" could be, and often were, used without the third portion. For, when put together, they made a sort of trundling framework, as high in front as behind, very useful for loading hop-poles for the Farnham hop-grounds. This was every way an advantage. The hop-poles packed better than they would have done had the third portion—"the body"—been on the waggon; further it was worth while, for the sake of the horses, to dispense with the weight of the body if possible, seeing that the complete waggon, empty, weighed eighteen hundredweight or so. I am talking of a "three-ton waggon"—to carry three tons, that is.

The body, too often spoken of as the bed, had its head, tail, waist; it lay on pillows (we called them "pillars") and bolsters. When, new-made, it was at last hoisted on to its wheels, we spoke of "gettin' her on to her legs"—using the feminine gender, perhaps in allusion to the complexity of the structure. Two "pins" held the body in its place; a "round-pin," of 1¼ inches diameter or so, fixing the head down to the fore-carriage; and a tail-pin (about five-eighths of an inch) sufficing to keep the tail from jolting up off the hind-carriage.

On recalling it I find myself wondering that a waggon was ever got together at all in my shop and under my management. Without pulleys or sling, strong arms alone had to raise the body from the ground and secure it to its two carriages; moreover, there needed to be a boy inside, to plunge the round-pin down into its place just at the critical moment—namely, when the pole from the hind-carriage was inserted into the fore-carriage and the body too was lying atop of them all right. Fewer than four men—to shift the wheels and so on—could hardly have done the necessary lifting—body and boy and all; and, as I was too ignorant, there was for the first months at any rate nobody to take command. Yet this seems not to have mattered. Waggons were constantly being "taken down" for painting or mending, and then being lifted up again; and, as I

remember no quarrel or disagreement over this work, I gladly believe that the workmen themselves liked to get it done efficiently and that their own friendly good temper taught them how to pull and lift together. Certainly it was an occasion for gruff jokes. Good humour saw us through. In one case, the round-pin having got jammed, a sledge hammer was called for to knock it down; whereupon the puny apprentice inside said "Shan't I knock it down with my fist?" It's strange, how well I remember his smile after all these years.

XIV

WAGGON-LOCKING

A pleasant story lingered in the shop, and was now and then told again, about an estate carpenter employed by Bishop Sumner at Farnham Castle. This man had built a new waggon in a workshop there, only to find that it was too wide to be got out of the door. And when the waggon, having been taken to pieces in the shop, was put together again in the yard, there now proved to be too little room in the yard for turning it round, and it had to be got into Farnham Park for more room.

This story, I will admit, had probably been invented by a wheelwright to pour contempt upon the craft of carpenters. Certainly an idea prevailed—not wholly without justification perhaps—that while any man able to make a wheel knew enough to be a carpenter, on the other hand a carpenter could not do wheelwright's work, for lack of apprenticeship. In this connection a strong prejudice was felt against any casual who claimed to be wheelwright and carpenter both. Such a pretension was almost enough in itself to prevent the wretched tramp from getting a job in my shop—would he not prove to be Jack of all trades and Master of none? Unshapely cart-work by carpenters sometimes forced its way under my notice, and served as a warning against the employment of such men.

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called this kind, might be driven down to the very head, through inch elm into oak, with proper hammering. If sometimes a nail curled over instead of entering, or if it insisted on turning round so that the board was split after all, the fault was that the hammering was feeble or indirect. The men could not help that. They could not put into my wrist the knack that ought to have begun growing there five years earlier.

This same difficulty in hammering, which I never quite overcame, made me a poor hand at "knocking out dowels"—another job for boys. A dowel, with us, was a peg holding together the joints of a wheel-rim where the felloes meet. Heart of oak was not too tough for it; in fact, my father, superintending some spoke-cleaving, had carefully saved the very innermost cleft, all torn and ragged, for dowels. About the size and shape of a sausage, they were made by driving prepared lengths of oak through a "dowel cutter"—a sharp-edged ring of steel set in a block for that purpose, and a man with a heavy mallet could soon knock out a set of dowels. But, in my hand, the mallet was apt to fall a little sideways, so that the dowel, when finally slipping through on to the ground, proved crooked and useless.

Of course I had far too many irons in the fire—that was one part of the trouble. I was trying to learn four or five trades at once; and "intellect" fooled me by making them look simple. Indeed, so much of hand-work as intellect can understand does have that appearance, almost always to the undoing of the book-learned, who grow conceited. How simple is coal-hewing, fiddling, fishing, digging, to the student of books! I thought my business looked easy. Besides playing "boy" to the woodmen I went sometimes to help the blacksmith "shut" a tyre, and I always lent a hand at putting on tyres. Painters there were none, but as paint was used by the wheelwrights after they had finished a job, of course I came in for a little rough painting. I hadn't strength enough in my arm to grind up Prussian-blue for finishing a waggon-body. (Ah, the old muller and stone under the skylight in the loft, where in summer time one or two cabbage-butterflies would be fluttering! All the edges of the stone were thick-encrusted with dry paint, left behind by the

flexible palette-knife and the shavings with which the middle of the stone was cleaned. The bench and the roof-beams all round were covered too with thick paint, where brushes had been "rubbed-out," for cleaning them, during many years.) I knew how to make putty, "knocking it up" with whiting and oil. I was familiar with "thinnings" of "turps," as we called turpentine. I kept watch on the kegs of dryers, Venetian-red, and so on, to see that paint was not drying on their sides but was kept properly scraped down into the covering puddle of water in the keg.

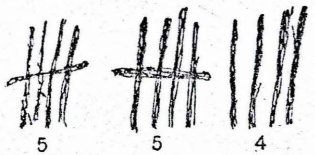
A number of duties fell on my shoulders in which nobody could guide me in my father's absence. During his illness and after his death I had to be master, as well as boy. Amongst other things was the work of store-keeper. Not only timber, iron and paint were wanted; axles and half-axles known as "arms" were kept in a corner of the body shop; and in my office, under lock and key, were the lighter kinds of hardware. Many times a day I was called away from my own job, whatever it might be, to get nails, screws, bolts, nuts, "ridgetie" chains, bolt-ends, "nut-heads," or what not. Sometimes, with hammer and "hard-chisel," I cut off lengths of chain for a tailboard, sometimes a longer length of a stouter chain for a "drag-bat," or of a slighter chain for a "roller." It was so small a shop that these interruptions were after all not too frequent. And anyhow I was proud to feel that I was doing what my father would have done. But of course I had to buy all the stores; to write orders for them or to interview commercial travellers; to overhaul invoices and pay the bills. As I said before, I do not remember that any commercial traveller ever tried to take advantage of my ignorance; but it is dreadful to think how much temptation I must have presented to them, running from saw-pit or smithy or paint-loft and aping the man of the world, in the hope that they might not notice anything odd about me.

Whenever a job was finished I went with slate to the men who had taken a hand in it, and wrote down what they had done to it, what materials they had used, and so on. Until I began to know the technical words, and the Surrey dialect of the men too, this was a great puzzle to me. How was I to know that when

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the old blacksmith spoke of a "roppin cleat" he had meant wrapping plate? or that a "shetlick" was the same thing that my father and grandfather spelt shutlock in the old ledger? The worst of it was that this gibberish (as it seemed to me) had to be charged up to customers. An uncle, long since dead, advised me to "charge enough and apologise"; but I have long known that I did not "charge enough." Hunting through the old ledger—my grandfather had started it—I was able to pick out and tabulate many customary prices. Not for many years did I introduce a proper system of "costing." In those old days there was a recognised price for much of the work. I believe that the figures were already antiquated and should have been bigger even at that far-away time; yet on the whole they served to keep things together while I was finding my feet. Customers seemed satisfied and continued sending work. Surely that meant that my charges were fair? It probably meant that they were found to be agreeably light. At any rate, the time came when I found out that most of the customers knew nothing about the meaning of the technical language of their wheelwright bills. Rather, they guessed what they would be called upon to pay and were pleased if I asked them for less—for they were surprisingly good judges of the price of things. Sometimes they complained—it was a principle with many—and enjoyed, I feel sure, the annoyance caused me. For I took it seriously, never dreaming that they were "pulling my leg." For my part I used to sigh, "How pleasant business might be were it not for customers!"

Of course I had no proper system of account-keeping, or the work could not have been done in the little time I gave to it. Not that I was quite primitive. I was at least a stage beyond the blacksmiths, who, weighing scrap-iron for sale (3*s.* 6*d.* the cwt. was the price), chalked up the hundredweights on the door until they came to five, and then made a fifth stroke across the other four[1]. I was not quite so bad as



CHALK MARKS, IN PRIMITIVE NUMERATION

[1] Note F, p. 207.

this; indeed, I used decimals in checking the invoiced weights of new iron; but for all that, my book-keeping was antiquated enough. It was hardly more elaborate than my grandfather's had been. In normal times, therefore, the office-work can hardly have occupied two hours of the day. The account-books were always at hand. It was quite easy to do all the writing in odd half-hours, so as not to feel office-work irksome at all. Bill-making times of course were busy; yet it was only at Christmas that all the bills were sent out. The idea was that farmers might have money at that season. And in Farnham especially it was worth while to ask for money then—so soon after the hop-fair at Weyhill in October.

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XXIII

GETTING READY

THE new wheel being finished and painted and puttied (a most important matter this last as will be shown) blacksmiths took it in hand for a time. Two jobs they had to do to it: first, to put on the tyre; next, to fit and fix the small iron bonds on the stock, one behind and one in front of the spokes. Note that these were what a wheelwright called "bonds." Customers, I know, sometimes used that name for tyres, but they sounded ignorant to me.

A great business was this tyring—if possible deferred, for economy of fuel, until a number of tyres could be put on in a batch, being "hotted up" in one fire. A new wheel—say a five-foot waggon wheel—required of course a new tyre; and to look out the iron bar to be used was the very first part of the performance. The new bar (new bars were about sixteen feet long. Two-and-a-half inches wide and three-quarters of an inch thick were common dimensions for a waggon tyre), the new bar was laid on the ground, where the blacksmith trundled the wheel carefully along it, so as to get the exact length. Chalk marks setting this out were best verified by a second trundling, for it would not do to have any mistake. As soon as the proper length was ascertained the bar was cut off to the chalk mark. By the antiquated method in my old shop this was a job for two strong men. The bar was slanted up on to the anvil, across the new chalk mark on it the smith placed a special "tool" (short cold-chisel held with twisted withe or iron rod for handle) and the smith's helper—usually a strong-armed young man—smote down on the chisel two or three resounding blows with a sledge-hammer. Then the bar was turned over, to be partly cut through on the other side also. At last, being nearly asunder already, it was broken off by the smith with two or three blows with his hand-hammer. The short piece of superfluous bar was now a "bar-end," to be stacked with other waste pieces like it and sold

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by weight by and by at half price. (Other refuse from the blacksmith's work was but "scrap," and not so valuable.)

"Scarfing" or "scarfing down" was the next operation. Each end of the bar was flattened out under the sledge-hammer, the smith himself always directing this, although his mate, strong-armed, actually wielded the sledge. Of course the end of the iron had to be heated for scarfing down; and while it was still hot a hole was punched through each scarf. Then, one end having been bent a little under ponderous sledge-blows, the bar could be inserted into the tyre-bender. By winding a handle on each side of this implement two men could get the tyre-bar bent into circle, but the smith was not one of these two. His part, more exacting, was to guide the bar through the bender, watching especially two points. First, unless bent with care, the iron might have a spiral twist, which it was very needful to avoid. Otherwise the wheel likewise would presently twist inside the tyre, and there was no doing anything with a twisted wheel. It could by no means be made to run true on its axle. Therefore, in first bending the tyre, the smith above all things tried to keep it properly directed through the bender, swerving neither to right hand nor to left. Across its diameter from side to side the tyre must be in one plane, "true out o' wind," all round.

The other point was to bend the bar approximately into a complete circle, bringing one scarfed end fully round to meet the other. As the bending progressed the smith could judge how it was going. By straining the bending bar up or down (sometimes a lot of strength was wanted—the man would leap from the ground so as to get his whole weight into the pull) the two scarfs were got near enough together. At last, there stood the half-finished tyre; a loop erect in the air resting on the rollers of the tyre-bender. The blacksmith steadied it on one side, until his mate could take the other side, skipping round from the handle of the bender he had been turning. Then the two lifted the tyre to the ground—ninety pounds of iron or so, according to the wheel it was meant for.

And now for the "shutting"—the welding. But first, to keep the two scarfs together, a nail was thrust through the holes that

had been punched in them. In memory I still see the men straining with strong shoulders, still hear them panting, still watch them doggedly hammering or levering, to bring two obstinate scarfs clicking into place, so that the smith may knock the nail in. But at last the nail can be hammered through and clinched over on the anvil. The tyre may be put into the fire for shutting now.

Yet there must be no hurry, for consider the smith's problem. At each stage the demands on his skill have increased until, now, a little error of his may spoil the wheel, in which case he will have an indignant wheel-maker to reckon with, to say nothing of other troubles. For observe, the tyre is to be put on hot, so as, when cold, its shrinking will tighten the wheel together. I sometimes thought its name came from that; it was to tie the wheel in an irresistible or rather an unshakeable clutch. Immense strength the contracting iron would have—I have seen thick oak spokes come over bent as no load could ever bend them, in the grip of a tyre too tight. On the other hand, if not tight enough a tyre would not pull the wheel together and would soon come off. A quarter or a half-inch more or less in the circumference might make or mar the wheel. It was therefore expected of a good tyring smith to know all the different possibilities in scores of different instances, and to get the right one. To get it. To intend it was not enough. The tyre could not be tried on first to see how it would fit. It had to be right within half-an-inch when it was once for all put on, red-hot.

So the smith went to work with due deliberation. Long use indeed had made my old friend Will Hammond look nonchalant enough at tyring; yet he was always watchful, careful. Most unusual was it for him to have a misfit with a tyre. A hook at the end of a chain hung just above the outer edge of his forge, where sundry tongs stood up in the water-trough, and in this hook rested one edge of the tyre. The opposite side lay across the hearth, right in the glow of the fire. There, in short, were the two scarfed ends, now to be shut together. The nail had tied them together temporarily; but the problem was to weld them, expanded as they were with intense heat, so that, when cold,

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the tyre should be of the right circumference, neither more nor less.

On these occasions I used to like to slip round to Will Hammond's left side, take the lever of the bellows out of his hand, and blow the fire, while Will kept it going with little tiny shovelfuls of coal (half a handful at a time) put on and patted down over the heating iron. Here, if anywhere, it was possible to chat to old Will, for here his impenetrable deafness seemed to give way a little, affording rare opportunity of friendly conversation; and to be on affectionate terms with such a man was reward enough, so lonely as he was too. So I stood blowing the bellows for him, carrying on some sort of shouting chatter into his least deaf ear (his hair close to my nose now and then smelt of soap) and watching how he worked his miracles.

The very act of blowing the bellows needed some practice, I found. In order to keep the heat in the iron regular the air blown up through the "tue-iron" must not fail for a moment. On the other hand, to blow too hard was to blow the smith's coal[1] unprofitably away. What was wanted was a steady blast that would die down when the iron was at last lifted on to the anvil. Then, there should be no more than a quiet flicker in the erst roaring fire.

The blacksmith never left his fire alone. Staring into it, in constant watch for "the heat"—that moment of moments when the iron could be properly hammered—staring, watching, he was for ever fidgeting about with it. Now, it seemed to be flaring too freely, and he sprinkled water on it with the little stubby heath broom kept in the trough at his right hand. Now he worried at the coal with his small sharp-pointed poker, bright of handle. Sometimes he would (with frown of great annoyance) poke out from the very heart of the fire a blazing mass of what looked to me like coal, and push it scornfully away over the further edge of the hearth, to fall on to the growing heap of clinkers there; for in fact this was but molten "dirt," not good

[1] Tanfield coal at that date. The coal-merchant smiled when I ordered "Tandsticker." But one word was as good as the other for me, and anyhow I got the right coal.

coal. If such a piece of clinker found its way between the two ends of iron to be welded together, Will grew almost frantic until he had poked it out, lest it should spoil the "shut." This sort of thing went on amidst Will's talk of his parsnips or potatoes —how, digging some "taters" after a drought, he had got nothing bigger than "nuts and warnuts"; or of the grape-vine over his father's cottage in Frensham village; or of a blacksmith neighbour working in another shop; or of—any other country chatter that came uppermost.

Then, in the midst of it, he would signal to his helper—the smith at another forge or perhaps one of the wheelwrights—and the said helper promptly got into position with the sledge.

For the moment was come. Old Will had got his heat. Indeed, flaming sparks were whirling up the chimney; a pinch of sand had been thrown into the fire to keep the iron from "burning"; unaccustomed eyes like mine could not look into the intolerable brightness; the iron was melting. One more push down then of the bellows lever, and I too had to hasten out, to help lift the tyre on the anvil and to help hold it there while able men "shut" one side of it. I was not quite an able man myself—too feeble of arm and too fumbling. Moreover, as employer, I could not afford to be too obviously a laughing-stock. Besides, a third man—or boy—was really often needed, with heavy tyres. I was that man—or boy. So I saw the tyre-shutting, and was of some slight use too.

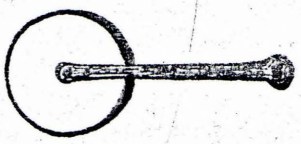
The second half of the shut required another heat. Accordingly the tyre, turned over, was lifted back into the fire, the bellows were blown again, the whole process was gone over a second time. But, after the "striker," panting a little it may be, at last put down his sledge (a chinking of the hand-hammer on the anvil was the signal to him to leave off, as a lighter chinking had kept time for him all along) old Will still continued, hammering out the bruises or "squats" left by the sledge. So he worked up the edges of the new tyre until it matched the rest of the bar.

And even so he had not quite finished. Before the new tyre —welded up at last into an uninterrupted loop—could be lifted

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down, all springy, on to the floor, it had to be measured, as also had the wheel it was meant for.

Blacksmiths kept a special implement for this purpose—a "traveller" or "tyre-runner." The traveller was a thin circular disk of iron, six or seven inches across, which the smith would hold out, waist-high, at right angles to himself, and run round wheel and tyre in turn. Wheel first. The wheel was laid up, face-downwards, where Will could walk all round it, gravely chalking the "traveller" where it came round again to the starting point. This was probably done twice over, to make sure. Meanwhile the helpers looked on silently, too fascinated by the interest of the job to joke, though we liked joking. There were one or two questions I might have asked, had Will been less deaf. As it was I never quite knew how the circulations of the traveller were counted, if at all. Having gone all round the outer circumference of the felloes, Will then turned to the tyre, where it lay across from anvil to forge. Now, it was the inside circumference to be measured. Will accordingly, lifting his leather apron, straddled over, long-legged, to the inner side of the tyre, and solemnly ran the traveller round that also, usually twice as before. If then it showed the required circumference, all was well. About an inch and five-eighths, I think, was the "tightness" of a new tyre for a hind-wheel for a waggon. The circumference of the iron had to be that much less than the wood. The tyre that passed this examination now needed only drilling for the nail-holes, and was otherwise ready to be put on to the wheel.



TRAVELLER

XXIV

PUTTING-ON

Hoop-tyres, I have said before, were a comparatively new invention, and had not even yet, in 1884, quite superseded strakes. By that time however they were the usual thing. Wheels were made somewhat differently for them. In the mode of putting them on improvements were still being carried out.

Already the more primitive methods of tyring had been given up. I remember seeing, as a boy, the ring of fire built up round the tyres on the ground; remember too how my father in dry weather syringed water on to the tarred weather-boards of surrounding sheds to prevent any spark from the too near fire setting light to them. But there had been changes in these matters before I began to work at the shop. Especially the open fire on the ground had been replaced by an upright brick oven —"the furnace"—a yard or two farther from the sheds, and nothing like so dangerous to them. It opened upon the yard, and had two cast-iron half-doors. Outside ran the public lane, where wayfarers might feel the brick-work of the furnace warm if wheels were being tyred.

Apart from its greater safety I am not sure that the furnace had any advantages over the old form of fire on the ground. Inconveniences there were, at any rate. Imagine a sort of oven tall enough for a man to stand upright in, and deep enough, from front to back, for him to lie at length in, yet not more than twelve or fourteen inches wide, if as much as that. Here, a pair of waggon tyres, but no more, could stand up side by side. A little room beside them was wanted for fresh firing to be thrown in now and then; a little room, for inserting the long-handled "dog" that gripped a tyre which needed turning round. For this the furnace-man in the yard jerked open from afar the top half-door—immediately a scorching heat came out—and desperately struggled with his tyre until the lower curve of it, red-hot, had been turned up out of the fire to be replaced by the upper

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curves, only black as yet; but however careless of being scorched was the furnace-man, he could not get the tyres equally hot all round, as in the old-fashioned flat fires. On the other hand, if they were too hot, heavy tyres standing were liable to sink down with their own weight into a long and unmanageable ellipse. They would have been better on the ground. Moreover, at the best only two tyres could be heated at one time. Without doubt a flat fire would have been an advantage in each of these respects. But the upright brick furnace perhaps economised heat.

The first pair of tyres might take half-an-hour or more to get hot enough for putting on. They could be set-in on the newly-lit fire just before eight o'clock breakfast. The men, coming back at half-past eight, would soon find them fit to put on. A second pair would get hot more quickly; and before long tyres might be put in and pulled out again as fast as the wheels for them could be got ready.

To be got ready to have its tyre put on, a wheel had to be screwed down on to the tyring platform—a circular iron platform, "true out o' wind" no doubt, cemented down to the ground conveniently near to the tyre-furnace. Big enough for the biggest wheel, and about an inch and a quarter thick, this platform had a hole in the middle to admit the wheel-hub, and out of the very centre of this hole rose an iron bar, to go up through the hub, which had to be threaded on to it. A screw arrangement, atop of this central bar, enabled a workman to draw down and tighten the hub, while all the rim of the wheel lay outspread on the surrounding platform. So the wheel was fixed face-downwards for the operation, screwed tight.

Close at hand, with a supply of watering-cans around them, stood two, or perhaps three, barrels of water for cooling ("colding") the tyre as soon as it was properly on the wheel. Rain-water-butts they were, taking the drip from the adjacent sheds. In my boyhood I had delighted to mess about with them; had invented the name "hammerhead," for the little wriggling red larvae with which they were infested. In after years I found that, in a spell of dry weather, when there were many tyres, the water-butts had to be draped with wet sacks to prevent them

from falling to pieces, unless they could be kept filled with water from the pump at the dwelling-house next the shop. A tiresome job this for apprentices or labourers, seeing that the pump was thirty yards away, downhill past some steps and round several corners. Still, water was wanted for tyres—was wanted most often in hot weather. And if the conditions of getting it were those of a mediaeval village—well, there might be worse things than working in the middle-ages, though it was not too profitable.

Now to go back to the "hotting" of the tyres in the furnace. This job my father had been wont to take on himself, but during his illness and after his death Will Hammond took it on—as far as I know without dispute. (I find it very wonderful, the way these men worked together for the good of the business, with little but their own amiable good sense to tell them what to do.) The fuel was waste wood from the saw-pits or from waggons or carts under repair. A few old dry boards from the bottom of a dung-cart, tossed in whole atop of the tyres, soon filled the furnace with flame and hurried up the work accordingly.

Looking round therefore to see that all was ready—that the sundry dogs and sledges lay at hand near the water-cans round the tyring platform—Will summoned helpers. Though I was not man enough to take my father's place, I liked to be present even as "boy." There were two other men besides Will—the chief of them the wheelwright whose wheel was to be done. He, after giving another turn, perhaps, to the screw that held the wheel down, took his place nearest the furnace doors; then, armed with tyring dogs, the three of us watched, expectant, where Will Hammond was unlatching even the lower door of the furnace.

And now the heat came out—you could hardly face it—and with the heat one tyre, red-hot or nearly so. (Sometimes both tyres came, tangled up with half-burnt and flaring wood; but that meant trouble and shouting.) With a clever movement of Will's strong wrist, aided by a pull from the wheelwright's dog, the tyre was thrown over (face-side down) on to the ground, where little bits of dust and wood rubbish it fell on burst out into sparks or instant flame. But no time for mischief of that sort

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was given. Hooking our dogs over the tyre the three of us lifted it and ran with it to the wheel. As soon as a proper place could be found (for the nail-holes drilled in it had to come over the middles, not the joints, of the felloes) one section of the tyre was dropped over the rim, and the rest of it was pulled and sledge-hammered to the wheel, and at last hammered home. Often I had to hold it down with the sledge on one side, to keep it from jumping up there while being hammered down on the opposite side. For, though expanded by the heat, a tyre was even then none too large; and we had anxious, impatient, gasping moments, until it had gone over the felloes all round and been sledge-hammered near the matter into its destined place. Before that could be, the dry timber the wheel was built of was bursting into flame wherever the hot iron touched it. Smoke that half choked you, half blinded you, rose in blue and tingling clouds. There was a call for water. You seized a watering-can; poured the water hissing and bubbling on to the tyre, going round as far as you could, then hurried to the water-butt for another canful. Old Will, having shovelled back into the furnace any glowing coals that had been dragged out and shut the cast-iron doors again, came hobbling up (he had a game leg) to give any help he might. The wheelwright and the other man went round "setting" the felloe-joints into proper place; another can of water was put round, and then—

Then one began to see why the wheel had been screwed down, face-downwards. Remember, it had been built with a "dish"—a hollowness in front, a convexity at back. But now the quickly tightening tyre—tightening as the water cooled it—had pulled the wheel over still more "dish," as you could see. As the screw on the middle was loosened, the stock, set free from that pressure, rose up, an inch or more. How much, was an important matter. Will Hammond squinted across the wheel, the wheelwright squinted across it, each desirous of seeing how far his own judgment, his own endeavours, had been well applied.

But I am forgetting. Before this scrutiny the wheel had to be lifted up off the platform, and, as the tyre was still hottish

as well as heavy, the lifting had to be done gingerly. The best way was for two to do it on opposite sides, balancing one another. As soon as the central screw-bar was cleared, one of the two set down his side of the wheel on to the ground; and now the other man held it up, slanting. Then he drew it upright, for the scrutiny above mentioned, and after a moment trundled it away to the shoeing-hole. This was a narrow pit, about five feet long, kept full of water and designed for this sort of purpose. But it took a fairly strong and sure man to "run" a wheel into it. Some knack at least was called for. A newly-tyred wheel might easily weigh a hundred and fifty pounds; its tyre, on the way to the shoeing-hole, was still too blistering hot to be touched; the man ran behind it, with the convex side to his right (or else he had sundry weird difficulties with it); yet just at the last he had to get to the front of it, as it ran down into the hole and set the water boiling there. Knack, as I say, was involved in doing all this easily, and afterwards in "swinging" the wheel, as it stood up in the shoeing-hole, with its back against a low post there. The said post had holes bored through it. A stiff iron bar, thrust through the stock of the wheel and then into one of these same holes, made it possible to lift the wheel and keep it swinging round and round until the tyre was cool; and others could do this. But perhaps I had been kept at school too long to learn these knacks myself; for apprentice boys seemed to have none of the reluctance that withheld me from trying. While it was still swinging, the careful wheelwright looked all round his handiwork, hammering the felloe-joints into final place, before the tyre got any colder. When this also was done, he on one side and another on the opposite side gripped each a spoke; the wheel was lifted up out of the shoeing-hole, and now, tyred at last, was ready to be finished off.

But what was that click it gave as often as not, when it was bumped on to the ground? A series of clicks, of which this was the last, a succession of sounds like the snap of a toy pistol, had been coming from the wheel as the water was poured on it from the first. I liked to hear these noises. They were the sound of spokes going home into their mortices, dowels into their dowel-holes.

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They told that the tyre was doing its work. More than ablest workman could do with sledge and wedges, this shrinking hoop of iron was pulling the wheel together all round, and would not be gainsaid. If there was no further "give" in tenon or dowel, then the terrible tyre would bend the oak spokes themselves, and the dozen three-inch spokes that had been so straight were now bowed forward as if with an incipient spinal curvature. To obviate disasters of this kind—there were several sorts of them—the wheelwright was careful to leave a slight space between his felloes, for the tyre to pull up. Therefore the new wheel was left "open-jointed." But after the tyre had been cooled the felloe-joints were as tight together as if they had grown so. It was their getting so that largely accounted for that snapping sound.

Proof of what had happened could be seen. It has been said that the wheel was painted before being tyred. Putty (which needs paint, or it will not cling) had been pushed into all the joints and all the shakes in the wood to keep any water from getting in; but now the pressure of the tyre had squeezed most of it back again.

It was especially worth noticing how the seams of putty stood up on the stock from end to end. Sunshakes, longitudinal, were in my view the mark of a good stock. My father, it was credibly told me, had been wont to say that a stock might safely be in two halves, longitudinally, if only it could be worked up; for the spokes, pressed down by the tyre, would not fail to hold it together. And now the truth of this was plain enough. Forced in towards the centre by the shrinking tyre, the spokes had jammed up the stock and closed the shakes that had gaped open for years. Truly, a longitudinal crack never mattered. It was only when a crack appeared across the meshes that a stock had to be given up. The tyre would not tighten it that way; the best place for it was the fire. But tyring would effectually close up any split running through the stock from back to front.

XXV

"BOXING-ON"

Seeing how much closer the tyre had now drawn the stock of the wheel together, it would have been, plainly, useless to fix the stock-bonds before that was done. True, they might be put on provisionally; yet they were likely, in that case, to loosen with the same contraction of stock that forced the putty back from the shakes; and then the blacksmith had to tighten them again. A stock-bond was put on hot, driven down into place—even burning its way in sometimes—and at last fastened with three "sprigs"—three tiny iron pegs specially made to drive into the elm and clench neatly over the iron bond. Apart from this, the wheelwright took charge of his wheel again, when it had been tyred.

His first care was to "clean it off." Where the tightening tyre had splintered the edges of the felloes the splinters needed to be chiselled cleanly away. Moreover, the face (front) of the felloes was everywhere blackened with smoke, which (for the painter's sake) was now scraped off. Broken glass was used for this. It did not cut too deep into the felloes.

All this was, as it were, by the way. The cleaning-off wanted doing, the tyre wanted nailing, where it had been drilled all round. (Nails, indeed, would not hold it on when it got loose by and by; yet they might keep the tyre from being jerked aside before it quite needed contracting again. And seeing that this use was likely to come some months later, when all the present surfaces of the tyre had been worn away, the nails were tapering, so that they still were as tight in the tyre when it wore down thin as now, when it was new.) But all this, as I was saying, was by the way—an incident between the tyring and the boxing. "Boxing" a wheel, or "boxing it on," meant wedging into the stock that cast-iron "box" which was to run on the axle; inserting, if you like, the central iron socket into the wood-work. When a wheel, with this "box" fixed into it, was slipped on to

caught up the spare sledge to help, somebody exclaimed fiercely "He's burnin'!" as the flames shot up higher; the coughing wheelwright puffed the smoke aside to see that all was right, then (lest "he," the wheel, should burn too much) pulled the now fastened strake round into the shoeing-hole, where the water began to pobble and boil with the sudden heat, and clouds of white steam mixed with the blue wood smoke. The men stood back panting for a minute's rest, and watched the heaving turmoil in the water.

But only for a minute. Before the water was quiet, each was stooping for another handful of nails from the bucket, spitting on his hands for gripping the sledge better, watching where the smith was already hooking out a second strake. And then the same thing again—crackle of burning wood, hiss of water, rising of steam and smoke, all to the loud clatter of sledge blows. This for a minute, followed once more by the sudden pobbling noise of boiling water, as strake number two was pulled round into the shoeing-hole.

Two or three things are to be noticed now. First, observe that the strakes cannot be put on in their final sequence, one, two, three, four and so on. As number one is turned right round into the water, the one that comes opposite to it—number three or number four—is the next to go on, and not number two. I did not hear of any formula for this rotation, but, if there was such a thing, it would have helped the smith when stacking the oven.

Another thing to note was that in the first strake, if in no others, one nail—only one—was driven in firmly yet not driven home. In all the turmoil and hurry, the wheelwright was mindful to leave this one nail standing up an inch or so. His reason appeared as soon as the time came for putting on the Samson. Hooked in, at one end, round a spoke, the Samson (with its nuts) was at the other end hooked over the projecting nail—under the nail-head perhaps. Once fixed safely there it was gradually screwed up—this nut and then that—until the intervening felloe-joint could squeeze together no closer. So it was done with every joint round the wheel; and this was the

best tightening that could be effected with strakes. Of course hoop-tyres did the work far better and at less cost; the Samson pulled the wheels far less dishing. This was why they had been built more hollow at the start. Still, there was not much left for mortal man to tighten after Samson had pulled the joints together.

One pleasant memory of my boyhood clings to the thought of the old strake chimney. After a shoeing, when the wood cinders glowed almost too dazzling to look at, a rack of churchwarden pipes was brought from my grandfather's house adjoining the yard and set down in the heart of the fire. When it was lifted out again the pipes were almost transparent with great heat; but cooling, they looked like new ones, chalk-white, with the last speck of nicotine burned from the bowl, the last stain of red sealing-wax from the mouthpiece. That was a fascinating sight for a boy. But when, following my father, I took my grandfather's place, churchwarden pipes were gone out of fashion, and the strake chimney was comparatively rarely used, even for its legitimate ends.

XXX

THE NEW IRON AGE

In the slow transition from village or provincial industry to city or cosmopolitan industry, one sees a change comparable to the geologic changes that are still altering the face of the earth; a change like them unnoticed, yet like them irresistible and cumulatively immense. Already, during the eighties and nineties of last century, work was growing less interesting to the workman, although far more sure in its results. Whereas heretofore the villager (a provincial craftsman, say) had been grappling adventurously and as a colonist pioneer with the materials of his own neighbourhood—the timber, the clay, the wool—other materials to supersede the old ones were now arriving from

multitudinous wage-earners in touch with no neighbourhood at all, but in the pay of capitalists. So the face of the country was being changed bit by bit. Incidentally, occasion was arising for the "Unrest" of the present day. Village life was dying out; intelligent interest in the country-side was being lost; the class-war was disturbing erstwhile quiet communities; yet nobody saw what was happening. What we saw was some apparently trivial thing, such as the incoming of tin pails instead of wooden buckets. Iron girders had hardly yet begun to oust oak beams from buildings; corrugated iron sheets were but just beginning to take the place of tiles or thatch. If an outhouse was boarded up with planed deal match-boarding from Norway instead of with "feather-edged" weather-boarding cut out locally by sawyers one knew, who was to imagine what an upheaval was implied in this sort of thing, accumulating for generations all over Europe? Seen in detail the changes seemed so trumpery and, in most cases, such real improvements. That they were upsetting old forms of skill—producing a population of wage-slaves in place of a nation of self-supporting workmen—occurred to nobody.

Although in my old shop the flood of changes was not yet—the flood which at last has all but overwhelmed the ancient handicraft—various smaller changes had begun to trickle in, as early as 1884 and the three or four following years. I think I bought no new paint-pots from the local pottery. The old ones, having been "burnt out" often enough (you started fire in a paint-pot with a wisp of shavings from the wood shop, after which the old dry paint burnt by itself—and smelt to Heaven——leaving the glazed earthenware tolerably clean) the old paint-pots, not renewed, were replaced by paint tins, improvised from "empties" that had come from the manufacturer full of some special red or green. You couldn't burn out these tins so well—they fell to pieces if the solder melted—but why trouble? More and more came in their place—products perhaps of man's work, but more likely of machine work, made for nothing more dignified than the dust-hole.

And not the smaller quantities of paints alone arrived in

"tins." "Drums" of white lead, of "Venetian," of "Driers" came, instead of the barrels in which these materials were formerly packed. The wood-worker who made barrels was going, if the tin-worker was coming. From that industry, at any rate, old skill was "getting the push."

And the wood-worker was going, or at any rate his ancient provincial skill was falling obsolete, not only as to the utensils and materials I bought for my shop but likewise as to the things made there. Ploughs (I had heard of my grandfather standing in Farnham market with a sample plough every week) almost ceased coming for repairs in 1884. A few new plough-beams were put in from my stock of timber; I was responsible (as employer) for a few new curved "stilts" or handles. For a year or two I still stocked ploughshares, turnfurrows and other castings from the Reading Ironworks for the wooden ploughs my father had been wont to supply. A carrier named David Budden, I remember—a man with anxious-looking clean-shaven face and black shiny gaiters—used to bring the castings by road, the ploughshares being in half-dozens tied together with string or with wire. These I found it worth while to keep in stock for a time. But after a few years the Reading Ironworks closed down; their trade, so far as I knew, was done with. Wooden ploughs had gone out of use—had been driven out of the market by cast-iron ploughs, painted a pale bright blue.

The history of harrows and of "drags" (similar to harrows but heavier implements) is much the same. In fact, iron harrows came into vogue a year or two earlier than iron ploughs. I learnt but little about the wooden kind of harrows, though I fancy two or three pairs were made in my time. I knew that their larger and curved timbers were called "larrows," these being mortised on to thin slats or keys, and I knew how harrows were hooked by the corner, two together, to a draught bar called a whippance. Oak was the stuff harrows were made of—heart of oak; and besides that the wrought-iron attachments for them—the "copses," the loops, put on hot—were ingenious, the "tines" themselves, I knew, sometimes needed "lining" with fresh steel, being worn down by much dragging through the

soil. But, although I understood that there was a mystery about placing the tines and letting them into the larrows, the opportunity for making it out never came to me. Cast-iron harrows —bright blue like the iron ploughs—shifted all that sort of work from old shops like mine to foundries. I do not know whether such interest went with the making of them as Cook and Hammond had enjoyed in making the wooden ones.

Wooden hames (or haims)—well, there had once been a demand for them in my shop. Cook knew how to make them; Hammond could go through all the detail involved in ironing them up. Moreover, we had a "pattern" of their shape—a thin lath of delicate curves, brown with age; proof enough, in itself, that of old the making of them had been a common task for skilful wheelwrights. More—I remember not only marking-out an ash butt to be sawed into future hame-planks, I even lined-out, by the pattern, and perhaps I helped saw, the stuff for a new pair of hames. The very toughest ash butt was good enough for them, and might give approximately the right turn—if the tree had been cut off low enough to contain an inch or two of the curve upwards from the roots. Indeed, nothing less would suffice, so delicate and slender were the curving hames. Such loving work was put into the pair I have mentioned—they had so much shaving, forging, filing—that the cost of them, to me, exceeded the traditional price which was all I could charge the farmer they were made for. I resented, not openly, his grumbling at the cost, not knowing, then, that that grumbling too was traditional. But of course I could not have competed against the midland factories, with their steel or brass hames. The work was easily standardised; localised skill in it was unnecessary, and, so far as I can see, the ready-made article was really better than I could produce. None the less, it was well for workmen like Cook and Hammond that they were not dependent for a living on the demand for hames; for the demand passed them wholly by and addressed itself to machinery and machine-workers.

Yet another branch of the wood-workers' living was captured away from them, when wooden axles were driven out by case-hardened iron arms. This too, in my little shop, had already

come to pass just before my time, though the last remains of the older method gave me an inkling of what it had been. And here again I think the change probably resulted in a better product, though it gave a quietus to one more form of skill and favoured machinery at man's expense. The workmen in my shop, to be sure, always maintained that the old five-inch wooden axles "ran" better—more easily and smoothly—than the new two-and-a-half-inch iron arms; and I always agreed. But really I have no knowledge that it was so; and I do know that to provide a good standard iron arm and box was easier than to make and fit an ancient wooden axle; and, probably, being so much less cumbersome, the iron allowed of some saving in weight and therefore in horse-flesh.

It[1] would be difficult in these days to find even the timber, or the experience that could season the timber, for a wooden axle for a waggon or dung-cart, to say nothing of the huge wheel-stocks required for it. A quartered butt of beech, not "biscuity" but hard as bone, near eight feet long too by six inches square—this is what must have been used for many thousands of axles, less than half a century ago. How it was shaped up with proper foreway and under-set for dished wheels, or how iron "clouts" (with "clout-nails") were carefully fitted into it to take the wear—is all but gone from my memory, as indeed it was hardly worth storing there, when iron arms from Birmingham were already making the old wood-work obsolete. But there are, none the less, a number of things I should like to know about the history of wooden axles.

I should like to know, for instance, when they too were innovations, and what preceded them; or rather, from what origins, and by what stages of improvement, the art of making wooden axles had been evolved and had become a widespread tradition[2].

For, when one reads of the folk-wandering of the prehistoric tribes, and learns how some of the tribes migrated, say from

[1] Note G, p. 208.

[2] I saw one, placed on the top of a stile, in the Isle of Wight; one in the yard of a village smithy near Guildford. Several dung-carts in a farm-yard near Rye had wooden axles. They are still in use near Worthing.

western Asia all across Europe—whole nations at a time—in waggons, then it is a puzzle what those waggons could have been like. What wheels could they have had; and, still more, what axles? Were they wooden axles, at all like that one that was put on to Mr Allden's dung-cart—fitted to the strake-tyred wheels—in my old shop in 1884? If it is hard to think that the barbarian axle-trees were at all like that, I find it even harder to conceive in what essentials they can have been different and the waggons yet hold together through far travels and the wheels run round. Some construction equally durable they must have had and yet—

Everything about a wooden axle and its wheels seemed to imply a long-settled population. How could nomadic tribes have accumulated, I will not say the experience, but even the material required? It was not any timber that would serve or even any beech; but to get the right stuff involved throwing and "opening" a tree at the right season, and on the right soil too. Did the wandering barbarians cart a sawpit along with them? or a stock of seasoning timber, or a stock of it seasoned? Did they take benches, wheel-pits, the requisite axes and chisels and hand-saws? Or, if not, how did the wandering tribes come trailing over Europe? or how many thousand years did they spend upon the migration, building villages, gathering traditions of handicraft, seeming to settle down, and then off again?

Such things of course I shall never know. Yet I cannot help suspecting that some of that sort of life was still going on as late as when Mr Allden's cart came to my shop for a new wooden axle in 1884; and that about that time the ancient iron age was waking up to new encroachments destined to be more momentous to mankind even than its prehistoric arrival had been.

XXXI

ORDINARY IRON-WORK

In the general run, through hundreds of details of the wheelwright's craft, iron and wood were not so much competitive as mutually helpful. Either seemed content merely to eke out the other's deficiencies. The hardness of the iron for small things and the comparative lightness of the wood for large things, made a blend that had stood for ages. There can be no doubt that wood-work came first. It had seen stone followed by bronze, and that by iron; and as yet iron still held rather a subordinate place. Thus it shod the wheels, provided hard axles, furnished many a "pin," or "copse," or "link," or "eye," yet was hardly in any case indispensable. The latch[1] of the front door in my shop was a wooden one. In some ways iron imitated wood-work, notably in aiming, everywhere, at the utmost lightness consistent with strength. Wherever a three-quarter rod might do, if reduced to half-an-inch at the other end, the blacksmith would "draw it down" with patient hammering, or perhaps would "shut" a thin piece on to a thicker piece, welding the two so that you could not see where they joined.

This shutting of iron (there were other uses for the word[2]) was a process worth watching. The two pieces to be "shut" were first of all thickened or "upset" at the ends to be joined. The way to do this was to heat the end in the fire and then hammer it back or stub it against the anvil until the iron was swollen just there. Each swollen tip was then "scarfed down," or hammered thin and fitted or stuck into the other; and then, with further heatings, the two pieces were welded into one another. Under this treatment the reason for the initial

[1] Note H, p. 208.

[2] Besides such familiar uses as shutting a door, shutting-up shop, etc., carters talked of shutting-in a horse between the shafts, or shutting it out. In west Surrey we said shet instead of shut, talking so of shet-links, shetlicks and so on.

To this sort of accompaniment the blacksmiths' hammers were chinking all day. Now and then the men were interrupted for tyring or for shoeing; now and then harrow-tines, or a pickaxe, or a garden-fork, needed "laying" or lining with fresh steel, or the tines even needed replacing altogether. Excepting for light through the open half-door, or from the window over the bench and vice, the smithy was kept pretty dark. Will Hammond preferred it so. If the skylight did admit a splash of sunshine, as it sometimes tried to do on summer noons, he was prompt to veil it with an old sack he kept nailed for that purpose to the sooty rafters. The sunshine, he said, put his fire out; and very likely it did affect the look of the "heat," so all-important to a blacksmith.

However that may have been, the old smithy preserved a decent darkness, showing up strongly the roaring fires, the glow of sparkling iron. And in this gloom the smiths passed their days of interesting variety, making or mending the unnumbered irons for waggons or carts. Of some of these they kept a small stock made up, such as "stays and copses" for bodies, "rings and gudgeons" for barrow wheels, eyes for tailboards, and shutlock-hooks to hang the tailboards on. "Fore-irons" for shafts were in constant demand, and the smiths liked always to have two or three sets by them. In a spare half-hour they would start making them—"long-staples," and tug-hooks and quilers (probably coilers) and drayels and "ring-and-starts"—to say nothing of hookcapping-irons and keying-irons and galling plates and prop-stick loops and ferules and key-stick cranks. It was truly a world of strange words for a novice in the old smithy; afterwards it began to be a question rather, in what far-off reign had English rustics first used those terms?—or was it, perhaps, before reigns were thought of?

One thing was plain enough. However ancient the traditions of the smithy might be they were still vigorously alive. Not once or twice only, but over and over again, some careful carter asked for this or that slight modification, to suit a special horse, a special bit of hilly road, or what not. Whenever a new drug-bat (skid-pan) was wanted, or a new roller-chain, one of the

smiths not only put on the bat or shut the link to connect the chain, but he had to go out to the waiting waggon, to test the lengths of chain, and make sure that the new work was really what was needed.

XXXII

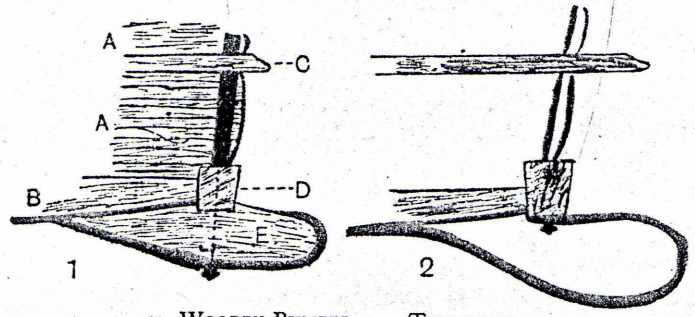
THE IRON AGE MOVING ON

But quiet though it was—looking almost stagnant if seen daily—an encroachment of iron-work upon wood-work was continually going on, and probably had been going on for a very long time. In three directions, at any rate, I beheld it. During say the sixteen years between 1884 and 1900 iron ousted wood in my shop in regard to bumpers, rave-ends and strouters.

Bumpers were blocks of wood fastened to the back of a tip-cart so as to touch the ground and keep the rest of the body raised a little off it when the cart was tipped. In dung-carts the same effect had been achieved by the main timbers themselves, the tail-ends of which, called "pummels," projected some ten or twelve inches behind the rest of the body and took the shock (the "bump") when the cart was tipped for the load of swedes, say, to be shot out on to the barn floor. But the construction of ordinary carts for general purposes—for sand or gravel, for coal, bavins, clover, or hundreds of other things—did not result in "pummels." Instead of pummels, and not part of the main framing like them but an addition, a sort of after-thought, bumpers were notched and bolted, one each side, to the main timbers. About three inches square, they projected some eight or ten inches beyond the cart, and were very effective in keeping its more delicate workmanship from smashing down on to the ground every time the cart tipped. Bumpers were shod with a stout plate of iron bent round them.

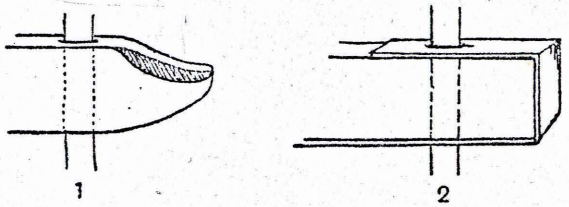
So carts were built, I think, during the eighties. But by the end of the century the wooden bumper was out of date. Loops of iron (usually square iron), called "tipping-irons," were now

the fashion. As a matter of fact they were not nearly so good a protection for the cart as bumpers had been; but then, carts were anyhow beginning to shake to pieces, or to wear out more quickly, in the more hustling times and on the harder roads.



1, Wooden Bumper. 2, Tipping-iron
A, side-board; B, main side; C, rave; D, hind shutlock; E, bumper.

Bumpers instead of tipping-irons would not have saved them. And the latter were less costly to make, and also looked lighter. Any contractor who cared more about public esteem than about truly efficient carting preferred the lighter-looking iron-work to the rather clumsy-looking wood. And in fact the tipping-iron, with its rather beautiful curves, answered quite well. I willingly admit that much.



1, Rave-end, shaved. 2, Rave-end, sheathed in Iron

In rave-ends a truly valuable improvement was made when the once slender end was cut off square and sheathed in thin iron hooping.

It was railway work that almost necessitated this change. Of old the ends of cart-raves had but required shaving-up lightly with a draw-shave, just for the sake of reducing the weight and

finishing neatly. But, by and by, carts began to wait on railways, with loads to be transferred to railway trucks; and then trouble began. Backing his cart close up to the truck the carter found that his delicate raves snapped like matches, or at least battered in and split. The tough ash could not stand being backed against the truck by a backing horse. What was the remedy? It was simplicity itself. The raves had to be cut off at their full thickness and wrapped in iron. I do not think waggon-raves ever received this treatment, although waggons were framed up in just the same way as "raved-carts," as we called them. Waggons were not so often used for railway-station work, or so often left to the tender mercies of inexperienced horse-drivers.

The use of iron in place of wood for strouters was rather a bad step backwards, although it became almost universal. Truly it was a saving of artisan's time, and therefore of money, to the buyer of the cart or waggon, and it gave him a somewhat lighter looking vehicle. The public, seeing it, might praise the owner of this smart up-to-date tackle.

But, in point of fact, waggons and carts lost in strength considerably, and gained little if anything in lightness, by the substitution of one material for the other. The iron strouter was none too efficient for its purpose, and in two respects was an actual source of weakness—bad weakness too.

What was the purpose of strouters? Their use was to act as a sort of buttresses to the body. Raved-cart, dung-cart, farm-waggon, whichever it might be, was open at the top. It had been built up from the bottom timbers in more or less delicate skeleton frame-work for holding loads. At the front-end, near the horse, this frame-work was held together by the "head" or heads, across from one side to the other. But there was nothing of this sort at the other end, the "tail." There, the "tailboard" was made to let down or to take right away, and there was great need of some contrivance to keep the side-frames from "spreading." They were as unstable as two sides of a packing-case would be if one of its ends were knocked out.

Such a box was the empty cart. The end was left out. The load, and the act of loading, emphasised the consequent

XXXIII

WILL HAMMOND[1]

The first and last thing to be noticed about "Old Will" the blacksmith was his deafness. If it had been absolute we should have approached him habitually in some different way and forgotten his affliction, but as he could, sometimes, just hear, so we always treated him as if he were normal and we were at once and all the time "up against" his trouble. He was only not absolutely deaf. There were some things he did hear, faintly; so that it was always worth while to try if he could hear what was said to him, or rather, shouted at him. His fellow-workmen alleged that, at his club "feast" (Will was a Forester) the place to find him was near the big drum, because there he was sure of enjoying the pleasure of hearing something for once. And, it is true, the experience of hearing did rejoice him. I remember finding him in the street one dinner-time chuckling and all smiles, because a cart was passing with an ungreased wheel. Will had actually heard its piercing shriek. And still, after many years, that glowing summer afternoon comes back to my memory because it was enriched by his smile.

His terrible deprivation, of many years standing, was something like a solitary confinement in its cruel effects on him. Most tender-hearted of men, he had not for very long heard an affectionate voice—for I do not think affection travels on a screaming shout, and it was in a screaming shout that even his wife and daughters had to speak to him. Of course, he by no means kept pace with the affairs of the day, nor could any new ideas about his work be conveyed to him. What he had learnt in his village boyhood he knew, and there it stopped.

For instance, passing a "male fern" in my garden, he turned to me solemnly to ask "Snake vairn?" using the old Surrey country talk, and so throughout. He rarely got a new idea. In his later years—during the Boer War—the nearest he could get

[1] Note K, p. 210.



WILL HAMMOND IN 1900

to the name of Kruger was "Kroozer—or some sech name." Though he lived for years in a Farnham alley, he failed to pick up any of the manner even of a little country town. He was all rustic. In hot weather he went slouching through the streets (he had a "wound" in his leg) like a harvester, coat over shoulder, shirt unbuttoned, short black pipe in mouth. At his work, with his leather "apern," he was still a village man. I heard weird country superstitions from him about horse-shoeing. A faulty nail, which had had to be withdrawn from a hoof, needed to be kept bright (in his pocket was the best place), lest, going rusty, it should magically injure the horse's hoof. What he didn't know about strakes and strake-nails was not worth knowing; or about harrow-tines, or ironing-up wooden hames, or clouts for wooden axles—all of them rustic things.

Certainly he was of the remote country—buried under old-world notions—a follower of the crafts of Anglo-Saxon colonists before the Conquest. Frensham ("Fruns'm") was his birth-place, hard by Churt ("Cheert," as he called it) in the Surrey wilds, below Hindhead. His father had been a husbandman in that village, had fallen down dead while crossing the meadows there—and that, Will thought, foretold what his own ending would be. In the same cottage where he had been born his mother kept the home together for his brother—now another husbandman, as deaf as Will himself. Several times I saw the mother—a black-haired and very handsome woman even at that age; and several times I heard of the grape-vine on the cottage walls. But the only wine I ever knew Will produce was "elder-wine," though I think he sometimes spoke of "pa'snip-wine."

He probably helped on the land until he was sixteen years old. At that age he was apprenticed in my grandfather's Frensham shop—managed in those days by my father's brother Richard. For him Will seems to have conceived a strong liking, as I realised long afterwards. On his death-bed, wandering in his wits, the deaf old man spoke to me under the impression that I was my own uncle, spoke friendly and happily, as if at some long-ago village festival. To my own father he looked up with something

like veneration. Once (I was looking him up in his cottage in the alley) he narrated to me at great length how "the only row" he "ever had with 'n" was when my father—already failing for his last illness—insisted on "striking" at the anvil, to help Will making strake-nails. Will, seeing him distressed, urged him, as master, to take an easier place, namely at the bellows. But my father would none of it; answered only with masterful reproof. When at last he went away, the job being done, Will said sorrowfully to the other blacksmith, "There's our guv'nor bin and done for his-self."

There is reason to surmise that he had a taste for ritual, for ceremony—as so lofty-souled a man might well have. A sort of air—"swank" if you like—which he sometimes put into his hammering gives good ground for that surmise. He would frown, look important, take pains to show that he was being a good smith. To be sure, I used to regard this ostentation as a sort of sign-language, because talk was of so little use to him. But if so, it was in part a sign of his own feelings in need of dignified expression. The consciousness that this was so saved me from thinking the over-acting quite absurd. He could hammer with a silly air of importance and yet not look silly—only rather tragic. For did it not all mean that the man was very lonely, very hungry for that fellowship he would have found in ceremony if his infirmity had not shut him out from all ceremony?

From all—or all but all. One hour in the year there was when he could let himself go, and he did it with a gusto. It was on Christmas Eve. Whatever the day of the week it was the custom in my shop—perhaps my grandfather had introduced it there, perhaps my father—to have "a bit of a clear up" before shutting-up at sunset for Christmas. The woodmen scraped together their shavings, the yard was made tidy, and Will Hammond especially spread himself at sprinkling and sweeping the smithy. He was an unprofitably long time at the task, but by four o'clock, when the bell rang, his old shop was neat, orderly, spick-and-span, as if ready for the Prince of Peace himself to look in during the coming holiday. What Will thought about it all I do not know; yet if looks go for anything—if there was

any meaning in the happy chirp of his voice when we wished each other "A Merry Christmas"—he was feeling very blissful. Charles Dickens would have beheld him with great affection and esteem.

XXXIV

"JOBBING"

Those who had been duly apprenticed were wont to say, in my shop, that a man learnt more as an "Improver," in the first twelve months after his apprenticeship was over, than in all the six or seven years of "serving his time." Although there may have been some swank about this, I think there was some truth too. It was not only that an improver was liable to be discharged, and had to try at last to work well, if he had never tried before. This was what the skilled men chiefly meant, and it was true. A youth, turning from apprentice to improver, must now prove his worth or "get the sack." But more than this: experienced judgment was called for in many jobs that an apprentice could hardly be trusted to do, and this the elder men understood. The case was probably the same in other trades. A watch-maker assured me that, while it was comparatively easy for a youth at a technical school to learn how to make a new watch, the test of a true workman was at the repairing bench. Certainly this applied to wheelwrights. A machine could turn out a wheel—of sorts—but to mend one required, in many cases, long experience. Because this was so, I learnt to dislike employing either an old pensioner from the army or a young boy from a technical class. The soldier (besides being usually out of the habit of steady work) could not bring any experience of his own to bear and was afraid to move without orders. The army had killed his initiative. The boy, on the other hand, with no experience at all, was wont to think he already knew enough. He would not be told, and he was too vain to learn the lessons constantly coming from repairs.

From repairs, in fact, came the teaching which kept the wheelwrights' art strongly alive. A lad might learn from older workmen all about the tradition—all that antiquity had to teach—but at repairs he found out what was needful for the current day; what this road required, and that hill; what would satisfy Farmer So-and-So's temper, or suit his pocket; what the farmer's carter favoured or his team wanted. While "new-work" was largely controlled by proven theories and by well-tried fashions, on the other hand repairs called for ingenuity, adaptiveness, readiness to make shift. It wasn't quite enough to know how to do this or that; you needed also to know something about why, and to be ready to think of alternative dodges for improvising a temporary effect, if for any reason the time-honoured methods known to an apprentice could not be adopted.

You had to be prepared to cope with queer and inconvenient accidents—if a horse ran away and snapped a shaft, or turned a cart over, or if a tyre came off a wheel. Sometimes a message would come that a waggon-axle had broken asunder out at Where-is-it, a mile away, or Farmer What's-his-Name would send asking for a man because a dung-cart wheel was jammed and would not go round. In such cases, and their variety was legion, an apprentice would have been helpless. Nor would it do to send an army pensioner too timid to do the smallest detail without instructions. What was wanted was an experienced man, sure of himself and well versed in the use of odd apparatus and handy tackle for emergencies.

Such a man going to "pick-up" a break-down—a waggon on the road, say, with a wheel run off—would know what to take with him—a screw-jack, a "chopping-block" or two, several levers, an old wheel, perhaps a handful of oak wedges, one or two sledge-hammers—for it might well be that all these things would be wanted. And, reaching the break-down, he would know how to lever it to the road-side out of the way of other traffic, and how to scotch-up one side of it safely while he worked on the other side. With none of the conveniences of the shop at hand, he could improvise a bench, a vice. The road was his "wheel-block." A stone might serve a useful turn.

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Perhaps the trouble was a cart brought to the shop with a wheel that wanted greasing, that squeaked hideously and seemed likely to catch fire with friction, yet refused to be taken off the arm. "Coomed-up" the wheelwright would say, possibly instead of gummed-up, but certainly meaning that the old grease, which should have been periodically cleaned away (any old sack would have served), had hardened into solid obstruction round the lynch-pin, or the collar, or the washers. Then the skilled man knew perfectly well how to turn the cart over, how to get his sledge-hammer to work without smashing the wheel, and, when he had got the wheel off, how to burn the old grease away from the axle-arm without spoiling the "temper" of the case-hardened iron.

Sometimes, in an ignorant attempt to correct "too much foreway," a carter had got the stock of a wheel so saturated with grease that the oak wedges no longer held and the cast-iron box, grown loose, had worn away too large a hole through the centre of the wheel. It fell to the wheelwright, then, first to fill up the superfluous space round the box; next, so to drive in new wedges that they would hold in spite of the grease; and, lastly, to find out what had been the origin of the mischief and to put it right. The employer had many other things to see to and could not always give personal attention to every one of these details. An experienced and self-reliant man was wanted.

While problems like these just instanced were common enough, other repairs, arising out of normal wear and tear, were part of the daily routine of the shop. This or that piece of iron-work, or of wood-work, had fairly worn out, or had been damaged and needed replacing. This it was especially that kept the ancient traditions still young and vigorous. For here the workman—whose apprenticeship had but brought him into contact with a skilled senior—came into contact with the forces of weather, of sun and rain and frost, of road-grit and horse-strength—the frictions and strains and stresses which are the inexorable law-givers to all crafts, in all time.

Day after day the work from this source—"jobbing-work"—came to the shop. Often the yard was crowded with carts and waggons brought in for some slight attention; though, to

be sure, in bad winter weather whole days would go by when nothing—not so much as a wheelbarrow—came, and I began to wonder what to set the men at. In the first year or two this didn't matter so much. There were spokes to be dressed, felloes "turned out" by the sawyers to be shaped; the woodmen had enough to do. In after years the purchase of ready-shaped timber made winter a difficult season to get through, as no "short time" had ever been worked in my shop. The farmers never helped me out, in those circumstances. Truly exasperating it was. Sometimes I knew of a certain cart wanting a new wheel, a certain waggon with the boards worn out, a pair of shafts that would need a new "bolt" (cross-bar) before they could be used next spring. I knew where these things stood in their sheds, getting covered with dust, and I would suggest to their owners to let me have them now, in a slack time. Yet I don't remember ever getting any work that way[1].

But, by and by, when spring brought a change of weather and the shop was busy and the yard full, when the farmer wanted his wheel, or his waggon, or his decrepit shafts urgently by next day, then would come peremptory messages, unreasonable demands, to get the job done forthwith or it would be taken away to some other shop. Yet not seldom it happened that, after a job had actually been taken out of its proper turn and the owner notified, it would be left in the yard in the way for a week or two. In summer weather, though, there was not much time for grieving about such things. Every hour brought its fresh job, or saw some old one fetched away. Now and then some member of the staff, acting for me while I was myself busy, would make an inconvenient promise. Then he became unduly urgent about the job he had taken in, wanting to attend to it first. Or he had some favourite customer, or another had tipped him, or he had a fancy for doing this tailboard, that splinter-bar, rather than the wheel I wanted him to repair next. These, however, were but problems of management. They did not affect the problems of wear and tear, which taught more than the apprentice could be shown.

[1] See also p. 43 and Note L, p. 210.

These were so various—each illustrating some detail in the craft—it is hard to choose amongst them. Much might be told about repairs to shafts. Hardly a day passed without some of this. For instance, when a horse was being "shut-in" (backwards, of course) it was only too liable to set a heavy hind hoof on the fore end of a shaft and cause it to "spring." The only thing to do then was to splice the shaft. As this involved taking out the iron-work the opportunity was seized of mending it in the blacksmith's fire before it was put back. Did the hooks want lining? Would the ridge-tie serve another turn, or were its links getting so thin as to make a new ridge-tie necessary? Nothing but experience could instruct one on these matters. It was useful experience again—it taught a lot about shafts—to watch Will Hammond with his tongs, winding and nailing a red-hot "wroppin-cleat" as he called it—a narrow band of hooping—round each end of a splice. He knew, if you didn't, just where the strength was wanted.

Shafts had to be spliced, sometimes, not because of any break but because, lasting too long, they had actually worn sharp at the points from being dropped down on to the ground so often. It was enough to make you shudder to see a horse shut-in to shafts like that. He had but to stumble sideways and the ash would pierce his shoulder like a sharpened stake. But, though humanity counselled splicing, there were several details to consider. Perhaps it would suffice just to saw off the dangerous end and round-up the stump a little? In no case must the shaft be made so long or so short as to wear into the horse-collar; a consideration that showed why new shafts and shaft-planks were sawed out to a certain length. At the same time it became clear why just that curve was chosen for them. The shafts, having approached the horse's shoulders and collar conveniently close, were better turned away again slightly, just at the very end.

Whenever a farm-waggon was brought in for general overhaul and painting quite a number of fittings unattached to the main structure needed looking to. To say nothing of the extra pair of shafts, with "false splinter-bar" for hanging double shafts (for two horses side by side), a well appointed waggon

would have two detachable "ladders"—for extending its fifteen feet or so to, say, twenty feet. This spelt hay-making, or corn or straw-carting; and often the ladders proved to need a new "key" or cross-piece. A split ash pole would do; it didn't matter about being very straight, so long as it could be slender and light, yet tough. The waggon also had a drug-bat and chain (for skidding the wheel when going down hill) and a roller-scotch (we never called it anything but plain roller) for up hill. Scotch and skid were alike fitted for the near hind-wheel; that being the wheel handiest for the waggoner, walking that side of his horses.

The repairs to "rollers" are singularly pleasant to remember, so suggestive are they of summer and country roads. The roller was a little cylinder of elm—about eight inches long by three



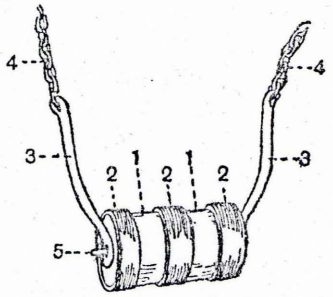
Dog-stick, to be hooked behind a cart (2 wheels) axle when going up hill, so that, in the event of a stoppage, the fork at the end may immediately stick into the road and prevent the cart from running back.

inches in diameter—hanging at the back of a waggon so as to be let down as a scotch for the hind-wheel, going up hill. Whenever the horses wanted to stop for a rest, there was the roller ready to keep the load from running backwards, for it followed the hind-wheel at not more than three or four inches away. Carts (two-wheeled vehicles) never used this apparatus. Cart-drivers would pick up a stone by the road-side to serve the same purpose; or sometimes (not often) a "dog-stick" was supplied to them, to hook on to the cart axle-bed when going up hill, and drag along, prong-like, behind. When the horse stopped the dog-stick immediately dug back into the road-surface—which must have been bad for the road if helpful to the horse.

But the waggon, or any heavy four-wheel, had a roller, swinging down from the hind axle, out of the way when not in use. At the bottom of the hill the roller was easily unhooked on one side and brought round (to be hooked then, on a swivel, to the front of the stock) so as to trundle along on the ground, close behind the near-wheel. It trundled on an iron spindle, this

spindle being attached to two light "roller-cheeks," and each of them to a slender chain about three feet long each side. The elm core was itself cased in three iron bonds.

And you saw why, when it came to repairs. You felt as if you were on a dusty road then. For road-dust lay in the wheel-track which the roller so closely followed; hot summer road-dust rose in clouds from the horse-hoofs and smothered the roller. No doubt there was sometimes mud, yet that was not what you thought of when you saw the roller, or at any rate what I remember now. It must have been dust—the dry soft powder of hot weather—that had polished the bonds bright and thin, and worn away the elm between them and made the spindle shine.



Roller-scotch
1, elm roller; 2, iron bonds; 3, cheeks; 4, chains; 5, spindle.

And then, as you looked at the chain and the cheeks, with the holes worn so big and the iron so thin (surely the blacksmith would have to "cut and shut" those cheeks?), in fancy you were aware of the going of the waggon, the step of the horses along the lonely and interminable country roads. For those links, those cheek-ends worn so thin, told of the dangling roller, swing-swing, mile after mile. Of course my fancy is foolish. Often the roller must have swung so on a starlight night or a rainy winter morning; but then, I never saw it so. What I did sometimes see was a farm-waggon trailing along in the dust with summer light glinting on the dry roller-irons, as the roller (with a bucket beside it) swayed and swung on the hind exbed.

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riser and was hooked on to it. But when the skyward-pointing shafts were pulled down again for hauling, they brought the riser upright and the tree rose with it, clear of the ground. Two or three strong men could generally do this. You see, the length of the shafts gave a good leverage.

As even six-foot wheels would not otherwise have taken more than a three-foot tree in between them, more room was obtained by curving up the axle or exbed. A tree too big even for that could hardly have been got home to a saw-pit at all; at any rate it would have been more profitable to dig a saw-pit under it and cut it up where it lay. This is what my father once did with an elm at Tilford. No neb would have spanned it; no timber-carriage could have got it to Farnham. It was for smaller trees than this that the neb was useful.

As it was chiefly on large estates that nebs were wanted, the demand for them was not great. Timber-carriages were a little more plentiful. Besides the farmer who carted my little lots for me, several builders kept timber-carriages of their own, as did also one or two timber-merchants. Repairs fairly often came my way therefore, but when a new pole was wanted the owner would often furnish the material himself—in pine, perhaps—as I had no ash or oak big enough, long enough, straight enough; and it was by no means worth my while to prepare stock for so infrequent a need.

Excepting for its much heavier dimensions, a timber-carriage was not very different from a waggon with the body taken off. Two or three small ones were built at the shop in my time, but I never had much to do with a big one, with its massive wheels. The pillars (pillows?) on which the load rested were lined, on top, with stout iron bars, notched all along to give a purchase for levers when it came to pushing the trees off.

Amongst other implements out of the common but occasionally made in my shop, wheelbarrows especially designed for a washing factory may be just mentioned. They were built wholly of oak, to be more resistant of wet; and no paint was allowed on them. Again, a firm of horse-slaughterers now and then wanted a new "knacker's cart." There was nothing special about building

these carts save to imitate an older one, by whom designed I do not know. Perhaps the oldest thing about a knacker's cart was the smell of it, which however was supplied from the slaughtering factory. I don't think it was this piece of antiquity that (in after years) caused King Edward's (or perhaps it was King George's) swift motor-car to go at a walking pace past my old shop. An English knacker's cart had halted in the street and I was measuring for new wheels for it when the King of England passed, on some incognito military errand from Aldershot. Did he ever smell such a smell before, I wonder? Did he know that feature of his country?

Now and then we had to mend a water-barrel—a barrel on cart wheels—for some sheepfold probably. Not that we knew anything of barrels themselves; but if an existing barrel needed a new hopper, or new hoops for fastening it to the framework, or new boards for a man to stand on at the sides—if anything like this was wanted, to whom should the barrel be sent save the local wheelwright? He had the elm board for the hopper, the iron for the hoops; he employed a wood-worker, a smith; he could look to the wheels, or splice the shafts; certainly the wheelwright was the man. So, water-barrels came to me for attention. Though I forget the details, I often remember—as one of my first and pleasantest jobs at the shop—pottering about a water-barrel along with a skilled man (my friend now), fitting a new hopper, I think. It is a pleasant memory—the colour of the boards, the warm August afternoon, the sound of hammering—my own hammering—thundering along the sleepy street; the intercourse, still at that time so strange to me, with the good-tempered confidence of a skilled workman.

Just because we, in my father's shop, were skilful in wood and iron, men cunning at other crafts looked to us for the sort of help we specialised in. It was not solely for wheels and farm-work that the local wheelwright's experience was called in. A baker came to me to make him a new peel; for who else was so likely to have the long tough ash he wanted, or to be able to get it cut out and planed and shaved? Similarly, I was called upon to supply a potato-mill. The elm boards, and the beech for the

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XXXVII

PRICES

It has been already explained how, having no other guidance, I priced the work to my customers by my father's and my grandfather's charges, making schedules of figures from an old ledger. This plan was only not quite disastrous because, as also has been explained, there was in fact a local traditional price for new work and new parts, which nobody dared to exceed. This much was painfully proved to me long afterwards. A certain standard cart, I ascertained, was being sold throughout the neighbourhood at less than cost price. Accordingly I tried to get sundry rivals to join me in raising the price. One of these however made the project known to a good customer of mine and succeeded in getting that customer's work away from me. This was one of the many occasions when I should have welcomed pressure from a strong Trade Union, to compel other employers to make the changes I could not introduce alone.

My father had probably known for years how unprofitable some of the trade was. New work, he used to say, did not pay. Even in his time, and under his able management, it was only worth doing at all for the sake of keeping the staff together and getting the "jobbing"—the repairs; for, as there could be no standard in them, it was still possible to make a profit at jobbing. On the subject of profits other tradesmen in the district were as ignorant and simple as myself. Although Farnham fancied itself a little town, its business was being conducted in the spirit of the village—almost indeed of the mediaeval manor. Men worked to oblige one another. Aldershot was almost as bad; Alton was if possible worse; and the most conservative village in the whole neighbourhood set the rate to which my own trade lived down. I doubt if there was a tradesman in the district—I am sure there was no wheelwright—who really knew what his output cost, or what his profits were, or if he was making money or losing it on any particular job. In later years, after the habit

of giving estimates had become common (as it was unknown in 1884), I several times lost work to rivals who, I found out, were working for less than the mere iron and timber were to cost them. They never knew. Nor did they know if on to-morrow's estimate they were to make a fabulous profit. Well on into the present century these matters, in my trade, were settled by guess-work, not by calculation. We knew nothing, thought nothing, of how much we ought to have. But it was very needful to know how much our customer would pay.

This strange way of conducting business had possibly worked out well enough, say in Queen Anne's time when the shop was founded. In the course of generations errors would get corrected and a reasonable charge standardised. Neighbours, with little or no competition, would find out the fair prices of things and not dream of departing from them. Even in my grandfather's day the traditional prices would often hold good. Then, there were no "overhead" expenses—rates, fire-insurance, railway carriage, office charges, and so on—to compare with those of the present century. The wages left the employer a good margin. Thus, my grandfather paid but 17*s.* a week where my father paid 24*s.* Materials cost less[1].

But by the time I dropped into the business many changes had begun. Some of the old work was growing obsolete, unexampled work was coming into vogue all round. Not only was it that "The Iron Age" (as already pointed out) was on the move again, after years of quiescence. Better roads, and imported foodstuffs too, broke up the old farm-life on which my shop had waited. Instead of waggons, vans to run twice as fast were wanted, and their springs and brakes and lighter wheels revolutionised the industry my men had taught me. At the same time the break-down of village industries was introducing changes which were reflected in my shop in the shape of butchers' carts and bread-carts—unknown of old—and in brewers' drays and in millers' vans, not to mention vehicles for bricks and other building materials.

While novelties were pouring in upon the trade from one

[1] Note M, p. 211.

side, on the other side an unexampled competition began to be felt, keeping the prices still low. Things were not as in the pre-railway days. Now, discontented customers would buy "steam wheels" from London. Lighter wheels than any that could be made in my shop—wheels imported ready-made from America—had to be kept in stock along with the ancient sort of naves and felloes. But the prices were effectually kept down also by competition of another sort, or rather of a very ancient sort. Dorset villages, Wiltshire villages, entered into the rivalry. Thanks to their lower wages and rents, and their far less costly timber, places one had never heard of were able to supply local farmers at so cheap a rate that it was worth the farmers' while to ignore, or to sacrifice, the advantage of vehicles made locally with a view to local conditions. The circle of my competitors widened out by hundreds of miles.

In all these circumstances it is not wonderful that the price of wheelwright's work by no means kept pace with the cost of it. To tell the truth, the figures in my shop in 1884 (as extracted by myself from the old books) were not much in excess of those which Arthur Young found current in the southern counties in 1767[1]. For a waggon the price had risen from about £21 then, to £29 or £30 in my father's time; but carts, which at the later date were but £12 or less, had averaged as much as £10 even a century earlier.

Conceivably a man in so small a way of business as to do much of his work himself—and this must have been the case with many a village wheelwright—could make both ends meet even at these prices, even in 1884; and this the more if he got "jobbing" work to keep him going and to confuse his calculations. I knew one man who threw up a situation he had held for years in a rival's shop—probably under the impression that it was a profitable thing to be an employer even without capital; and began building new carts for a pound or so less than the local price. I am fairly certain that he kept no accounts to show him how much less his profits amounted to now than his weekly wages had been of old. Perhaps he never would have known

[1] *Six Weeks' Tour*, etc., 3rd edition, *passim*.

this had there been plenty of repairs for him to do; but as it was, he had to close-down within twelve months, being too honest a man to profit by bankruptcy.

In these circumstances it is not surprising that I began at last to feel a need of some change or other. It is true, I knew nothing about "Costing." Methods for that were not devised until years later; but, in the simpler things, I did after four or five years—say in 1889—know well enough that some of the work was not paying its way—was even being done at a loss. Yet too often I saw work going elsewhere which I felt ought to have come to me. And one thing, if not certain, was probable: under my ignorant management the men had grown not so much lazy as leisurely. I knew this but too well; but I did not know how to mend the matter. Too early, indeed, I had realised how impossible it would be to carry out any of the Ruskinian notions, any of the fantastic dreams of profit-sharing, with which I had started. The men in the shop, eaten up with petty jealousies, would not have made any ideals work at all. But to discharge them was not to be thought of. How could I even find fault with those who had taught me what little I knew of the trade and who could but be only too well aware how little that was? Moreover, they were my friends. Business was troublesome enough even on the best of terms, but I could not have found the heart to go on with it all at the cost of the friction which must have come if I had begun trying to "speed-up" my friends and instructors. Meanwhile, none the less, the trade these friends of mine depended on for a living was slipping away, partly by their own fault.

What was to be done? How long I thought it over is more than I can at all tell now; but eventually—probably in 1889—I set up machinery: a gas-engine, with saws, lathe, drill and grindstone. And this device, if it saved the situation, was (as was long afterwards plain) the beginning of the end of the old style of business, though it did just bridge over the transition to the motor-trade of the present time.

I suppose it did save the situation. At any rate there was no need for dismissals, and after a year or two there was trade

enough—of the more modern kind—to justify my engaging a foreman, whom I ultimately took into partnership. It proved a wise move from every point of view save the point of sentiment. The new head had experience and enterprise enough, without offending the men too, to develop the new commercial side—the manufacture of trade-vans and carts—when the old agricultural side of the business was dying out. Wood-work and iron-work were still on equal terms. Neither my partner nor myself realised at all that a new world (newer than ever America was to the Pilgrim Fathers) had begun even then to form all around us; we neither of us dreamt that the very iron age itself was passing away or that a time was actually near at hand when (as now) it would not be worth any young man's while to learn the ancient craft of the wheelwright or the mysteries of timber-drying. It might be that improved roads and plentiful building were changing the type of vehicles wheelwrights would have to build; but while horses remained horses and hill and valley were hill and valley, would not the old English provincial lore retain its value? We had no provocation to think otherwise, and yet:—

And yet, there in my old-fashioned shop the new machinery had almost forced its way in—the thin end of the wedge of scientific engineering. And from the first day the machines began running, the use of axes and adzes disappeared from the well-known place, the saws and saw-pit became obsolete. We forgot what chips were like. There, in that one little spot, the ancient provincial life of England was put into a back seat. It made a difference to me personally, little as I dreamt of such a thing. "The Men," though still my friends, as I fancied, became machine "hands." Unintentionally, I had made them servants waiting upon gas combustion. No longer was the power of horses the only force they had to consider. Rather, they were under the power of molecular forces. But to this day the few survivors of them do not know it. They think "Unrest" most wicked.

Yet it must be owned that the older conditions of "rest" have in fact all but dropped out of modern industry. Of course wages are higher—many a workman to-day receives a larger income

than I was ever able to get as "profit" when I was an employer. But no higher wage, no income, will buy for men that satisfaction which of old—until machinery made drudges of them—streamed into their muscles all day long from close contact with iron, timber, clay, wind and wave, horse-strength. It tingled up in the niceties of touch, sight, scent. The very ears unawares received it, as when the plane went singing over the wood, or the exact chisel went tapping in (under the mallet) to the hard ash with gentle sound. But these intimacies are over. Although they have so much more leisure men can now taste little solace in life, of the sort that skilled hand-work used to yield to them. Just as the seaman to-day has to face the stoke-hole rather than the gale, and knows more of heat-waves than of sea-waves, so throughout. In what was once the wheelwright's shop, where Englishmen grew friendly with the grain of timber and with sharp tool, nowadays untrained youths wait upon machines, hardly knowing oak from ash or caring for the qualities of either. And this is but one tiny item in the immensity of changes which have overtaken labour throughout the civilised world. The products of work are, to be sure, as important as ever—what is to become of us all if the dockers will not sweat for us or the miners risk their lives? That civilisation may flourish a less-civilised working-class must work. Yet others wonder at working-class "unrest." But it remains true that in modern conditions work is nothing like so tolerable as it was say thirty years ago; partly because there is more hurry in it, but largely because machinery has separated employers from employed and has robbed the latter of the sustaining delights which materials used to afford to them. Work is less and less pleasant to do—unless, perhaps, for the engineer or the electrician.

But, leaving these large matters, I would speak of a smaller one. Is there—it is worth asking—such laughter about labour, such fun, such gamesome good temper, as cheered the long hours in my shop in 1884? Are we not taking industry too seriously to be sensible about it? Reading of "Scientific Management" I recall something quite different from that—something friendly, jolly, by no means scientific—which reached

down to my time from an older England. A mischievous spirit itself freshened one up sometimes. One day there came, knocking at my office-door, an innocent apprentice-boy with a message from the wheelwright who was teaching him his trade. "Please sir," the boy said, "Mr —— sent me to get a straight hook." Of course I ought to have been angry with the man for wasting time in sending the boy off on a fool's errand, and with the boy for coming to me when he must assuredly have been sent to the blacksmiths. But in fact I could not be angry. I sent the boy back. "Go and tell Mr —— if he wants a straight hook to come and ask me for it himself."

And though there cannot have been any profit in that transaction I have always valued the good temper it betokened all round, as a product of industry too much overlooked in modern times. There ought really to be a little fun in work, for the workman's sake. And I think he will insist on it, even at the cost of a little less Civilisation for the Employing Classes.

staple; and over this was linked a short piece of chain hanging down from the door. So the door was pulled tight up to the bar. But, "to make assurance doubly sure," a pinule which hung down from the pole —a small pointed piece of iron no bigger than your little finger—held this link down over the staple. When you had attended to this the front of the shop was safe for the night. After this, all you had to do was to pick your way through the dark to the back door and padlock that, and the shutting-up was done.

So it must have been accomplished for over a century and a half. And I recall it now as an example of the shifts men were put to, before the iron age had got on the move again.

NOTE K. TO PAGE 172

A leather apron (mentioned by Shakespeare in *Julius Caesar*), made of chamois ("shammy") leather, was a blacksmith's protection against the sparks that flew up under his hammer.

Neat's-foot oil (not mentioned in the text) was always called for by Will Hammond when he unshipped and dragged into the daylight his bellows to be oiled. I never bought neat's-foot oil for any other purpose and to this day I am ignorant about its advantages; but Will Hammond demanded it on these occasions and I got some for him from a local saddler.

When Will's hands chapped in the winter, his remedy was to seal up the chaps with cobbler's wax.

NOTE L. TO PAGES 43, 178

The tardiness of farmers, putting off sending to the wheelwright until the last, was no new thing. As long ago as 1641 Best unawares owned to it in his *Rural Economy in Yorkshire* (Surtees Society, 1857). He says (p. 35):

"About the time that wee beginne to cutte grasse, or howsoever the weeke afore wee intende to loade hey, wee sende worde to the wright to come and see that the axle-trees and felfes of the waines bee sownde and firme, and to put on their shelvinges, and likewise to put in stowers, wheare any are wantinge."

And again (p. 46):

"It is a good way to speake to the foreman, afore yow beginne to leade (winter corn), to see the waines bee well-greased, and alsoe to have five waines made ready, that you may always have one in readinesse, for fear that some chance to miscarry or bee defecktive, and thus doing yow shall never bee in dainger of losing a good opportunity, or seekinge the implements when you shoulde use them."

Plainly the disadvantages of being dilatory were not unknown.

NOTE M. TO PAGE 198

In his *Six Weeks' Tour through the Southern Counties* (3rd edition, 1772) Arthur Young gives the following table of prices for farm tackle in various districts he passed through:

	Waggons			Carts			Ploughs			Harrows		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Near Bury ...	25	0	0	12	0	0	1	10	0	2	0	0
Braintree to Chelmsford ...	20	0	0	6	6	0	1	10	0	...		
Crickly Hill ...	18	0	0	...			...			...		
Lanvachers ...	9	0	0	4	0	0	0	9	0	0	14	6
Devizes to Salisbury ...	20	0	0	10	0	0	0	18	0	0	7	6
Salisbury to Bruchalk ...	20	0	0	10	0	0	0	18	0	0	7	6
Ingatestone to Chelmsford	25	0	0	12	0	0	1	10	0	2	5	0

"These prices," he says, "vary from the prices of timber, iron, and workmanship."

The low prices at Lanvachers seem to point to a survival of still earlier prices in some isolated village shop. In this connection it may be noted that in October, 1701, Lady Grisell Baillie near Edinburgh paid £48 Scots (£4 sterling) for a cart at Mellersteans.

These Scottish carts may have been what Celia Fiennes at about the same date called "Dung-potts," on which "the wheeles are fastened to the axle-tree and so turn altogether."

Young gives further the following estimate for sundry farm tackle, for stocking a new farm:

	£
One broad wheel waggon	70
Three narrow ditto ...	70
Six carts	72
Three pr. harrows ...	6
Three rollers	5

Amongst my father's papers (but I have no idea where this one came from, or who "Chales Faukner" was, or who Isaac Holloway) is the following wheelwright's bill, in which the low prices are worth noting:

1790 Mr Chales Faukner to Isaac Holloway

	£	s.	d.
27 Desember for a New Duncart	1	16	0
for a ex to the Cart	0	5	6
for two doart bourds	0	0	8
for fiting the sharps	0	0	6
for a Cay stick to ye Cart	0	0	4
1 January 1791 for takeing down a waggon and puting up a fram	0	1	0
for puting two stans	0	0	6

	£	s.	d.
29 for a Bitel and Handel	0	0	7
for a ax Handel	0	0	6
23 February for a waggon Sharp	0	3	0
28 for a Handel to a plough	0	1	6
for a Broad Bourd	0	1	6
12 March for a Chrow steaf	0	0	10
19 for two pear of Heams	0	2	4
14 Aprel for a Heam	0	0	7
29 for a peal to a plough	0	0	6
5 May for a pear of Cart weeles	1	14	0
20 May for a Box to a plough	0	2	0
for a Chrow steaf...	0	0	10
for a Broad Bourd	0	1	6
3 June for two Boltes	0	1	6
for two Larg wippances	0	1	4
for a Cay in a tail Lader	0	0	8
28 for sheathing a plough	0	3	0
for steaving the plough	0	0	6
for a Broad Bourd	0	1	6
for taking down a fram and puting up a waggon ...	0	1	0
18 July for a pear of sharps	0	6	0
17 october for a Broad bourd	0	1	6
24 Nofember for a Chaf Cuting Box	0	8	0
	5	19	2
ston *s.*			
One Hog W 27 at 3 pr Ston	4	1	0
	1	18	2

Seteld this bill by
Mr ISAAC HOLLOWAY

GLOSSARY

ARM. The end of an axle on which the wheel runs.

AXLE-BED. The wooden case (usually of beech) for an axle.

AXLE-BLOCKS. Pieces of wood on top of an axle-bed to carry the waggon or cart at a higher level.

AXLE-TREE. The whole axle, inclusive of the arms, fashioned out of one piece of timber. (This was often called "wooden ex.")

BACK (of a felloe). The convex outer side, covered by the tyre.

BACK-BAND. A ridge-tie (*q.v.*).

BACK-IRON. The part of a plane screwed against the blade, to keep the shavings thin.

BAR. One of the stout cross-timbers in a dung-cart bottom. Wheel-barrows, being made on the same principle, were also framed-up with bottom bars.

BARRELLED. Shaft-eyes or other irons forged out in the shape of a barrel. The barrelling kept them strong, while it lightened them.

BAVINS. Bundles of the "sprays" or lightest branches of timber.

BEATLE or BEETLE. A heavy two-handed mallet, used with wedges for cleaving wood, where a sledge-hammer would not do.

BELLY. The inner (hollow) curved surface of a felloe.

BIT or BITT. A tool for boring wood. (See Brace and bitts.)

BODY. The part of a vehicle that receives the load.

BOLSTER. (i) A tool for fitting into a blacksmith's anvil, bearing the impression of some special shape the iron is to take.

(ii) A thick piece of timber (usually beech or elm) across under the pillars (pillows?) of a waggon, to support the head.

BOLT. (i) One of the wooden bars (there were usually two) at the back of a pair of shafts.

(ii) Bolts and nuts (once called pins) were smallish iron dowels, with head at one end, and, at the other end, a nut for tightening.

BOND. An iron ring round the stock or nave of a wheel.

BOX. (i) A pair of handles hinged together, so as to be closed on to the bottom of a pit-saw for the bottom-sawyer's use.

(ii) The hardened iron centre of a wheel, in which the arm runs.

BOXING-ON. Fitting a wheel on to its arm by letting-in and wedging the box.

BRACES. (i) Wooden pieces across right-angled corners, as between shafts and shaft-bolts. Braces lent themselves to graceful shape and much shaving.

(ii) Brace and bitts. Brace. A tool for boring. One part of it could be pressed against the waist of the workman and so held tight against the work, leaving the man both his hands free. To this part was swivelled a rotary crank, worked round and round with the right hand; a detachable boring tool or bitt being fastened into the foot of the crank.

The bitts were of three sorts:

(i) Centre-bitts, for starting holes finished by auger.

(ii) Shell-bitts. Hollow gouges.

(iii) "Twisty-bitts." Spiral tools which in course of time superseded centre-bitt and auger.

BREAST-STROKE. A line cut in while a stock was being turned, to mark the place for the front of the spokes.

BUMPER. A thick wooden end bolted to the main side or body-timber of a tip-cart, so as to take the shock and the wear of tipping. The bumper was shod with iron.

BURNER. A pointed rod of iron, heated for burning away in a hole any roughness left by the auger or bitt.

BUTTERFLY. A simple design shaved upon a piece of timber with the draw-shave.

BUZZ. A three-cornered chisel, used chiefly for clearing out the corners of mortices in a stock.

CARRIAGE. That part of a four-wheel to which the wheels are attached, forming at the same time a detachable carrier for the body. Farm-waggons had two carriages—the fore and the hind. So had timber-carriages. In vans, drays, and all "spring" vehicles the hind wheels were hung on to the body; while the fore-carriage, running on the front wheels, was the "under-carriage."

CAST. To twist or warp.

CLEAR HERSELF. A saw (always of feminine gender) was required to push out its own sawdust as it went.

CLEAT or CLETE (probably akin to clout, *infra*). A patch of iron, usually for mending broken timber, but sometimes (as in locking-cletes) put on to new timber in places likely to be worn.

CLINKER. A lump of dirt that has been pushed out, molten, from the smith's fire.

CLIP. An iron clutching the axle-arm up into the axle-bed, and fastened itself by clip-pins, these being long bolts tying the whole arrangement securely under the cart body.

CLOUT. An iron plate let into the arm of a wooden axle (on the underside) to take the wear of the box in the revolving wheel.

Lying flush with the wood, and requiring to be very smooth and exact, the clout was fastened with special countersunk nails called clout-nails.

COACH-SCREW (or nut-head). A big screw with a square head, for winding into place with a wrench instead of with a screwdriver.

COLD-CHISEL (often called hard-chisel). A chisel of specially hardened steel, for cutting cold iron.

COLLET. A special ring on an axle-arm, between the lynch-pin and the box of the wheel, to keep the push of the wheel from grinding into the lynch-pin.

COOMED-UP. Possibly gummed-up. A wheel on which the grease had gone dry and stiff was said to be coomed-up.

COPSE. (i) (for harrows, etc.) An iron turned into a loop to clutch the end of a piece of wood, so that a horse could be harnessed to it.

(ii) On the body of a cart or waggon a copse was a thin piece of iron holding the outrave at its proper distance away, the whole being held up by a stay from the strouter.

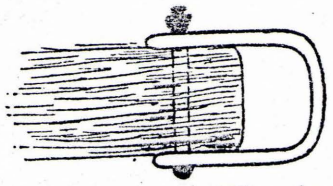
CORD-WOOD. The smaller branches of timber, stacked in "cords"; used chiefly as firewood.

COTTER-PIN. A minute split-pin, inserted through a hole close outside a nut. When its ends are then spread it cannot get out of the hole nor will it let the nut run off.

CURLY. Wavy. The surface of seasoned timber sometimes ridged up into very shallow waves and was called "curly."

CUT. The opening made by a saw.

Timber (Planks) of which a portion had been sawed away was said to be "in cut."



COPSE BOLTED TO CORNER OF HARROW. (When the whippance had been hooked into the copse, the harrow could be dragged behind a horse.)

A similar copse was used for other purposes: e.g. for attaching a drug-bat to the drug-bat chain.

DIRT-IRONS or DIRT-BOARDS. A sort of eaves standing out over the stock of a wheel from the end of the axle-bed, to keep dirt from falling down into the division between axle-bed and stock.

DISH. The convexity of a wheel on a horse-drawn vehicle.

DOATY. Affected with dry-rot.

DOG. (i) When the tongue of a spoke had snapped off in the felloe, leaving the spoke free, two small holdfasts might for an emergency hold the spoke in place again, being tacked one on each side of it. These holdfasts were called "dogs," and should not be mistaken for a Spoke-dog (*q.v.*).

(ii) Iron tools used in tyring. These were distinguished as (*a*) the furnace dog—a round bar with wooden handle for turning the tyres round in the furnace, and (*b*) stout bars of square iron for picking up a red-hot tyre pulled out of the furnace.

(iii) The Dog and Ring (not the same as Ring-dog, *q.v.*) was a special contrivance by which one end of a tie-chain having been twisted round a wheel could be easily tied into the other end.

(iv) Dog-stick. This was a stout wooden bar attached to back of the axle-bed of a two-wheel cart so as to be let down and trail under the cart going up hill, when a forked iron in the end of the dog-stick was immediately ready to dig into the road if the horse stopped or if the cart tried to run back.

DOWEL. A wooden peg, about the size and shape of a sausage, between two felloes.

DOWEL-BOUND. The state of a wheel in which the dowel-holes were not deep enough, so that the dowels kept the felloes apart instead of letting them meet.

(A wheel might be "bound" in other ways. The tyre, tightening it, ought to have forced every part up into its place. But sometimes the spokes, standing up above the felloes, prevented the tyre from tightening on the rim; and in this case the wheel was "spoke-bound." Or it was "felloe-bound," if the felloes came together in the rim before the spokes had been properly tightened into the stock.)

DRAG. A large-sized harrow.

DRAUGHT-PIN (see Pin). An iron rod for attaching the shafts of a four-wheel (waggon, timber-carriage, lorry, van, or drag) to the fore-carriage.

Sometimes there were two short draught-pins—one for each shaft. Sometimes one draught-pin spanned the whole width. In either case the draught-pin was kept from working out of its place by a split-key (*q.v.*).

DRAW-BOARD-PIN (see Pin). A wooden peg so inserted as not only to hold a tenon in a mortice but also to draw it up very tight there.

DRAW-DOWN. The blacksmiths' word for hammering a piece of iron thin.

DRAW-OUT. To extract a spoke from a stock. (Used in the same way as for a tooth.)

DRAW-SHAVE. A stout and long knife-blade, with handle at both ends, for pulling or shaving away the superfluities of timber.

DRAYEL. A strong loop of iron stapled into the outside of each shaft, near the front end, so that the chains for another horse could be hooked in.

DRUG-BAT (Drag-bat, drug-shoe, or skid-pan). A thick cast-iron shoe carried (by chain) on front of waggon or van, so that, on going down a hill, it could be let down under the near hind-wheel. So skidded, the wheel did not go round but had to be dragged forward and too great a pace was checked, while the cast-iron pan, and not the tyre that lay in it, took the wear and tear of grinding into the road.

DUMMY. A rough three-legged stool, with a long wooden bar rising from the centre. The bar was bored with holes all up, into which the workman could put his hand-lamp at any convenient height.

EXBED. The usual name for axle-bed.

FALSE-BOX. A thickish iron ring spiked to the back of a stock round the true box, and standing out so as to prevent dust or dirt from slipping into the box.

FALSE SPLINTER-BAR. If the fore-carriage, with its splinter-bar, was made for only one horse, a longer splinter-bar could be made to hang in front of it. Two horses could then be harnessed side by side. This false splinter-bar had all the fittings for double-shafts, or even for a pole and traces.

FELLOE. One of the wooden sections of the rim of a wheel.

FELLOE-BLOCK. A length of timber for cutting into one or more felloes.

FELLOE-BOUND. The condition of a wheel in which the felloes were too long, so that they tightened-up together before the spokes had gone into place. (See Dowel-bound.)

FELLOE-HORSE. A complicated implement into which a felloe could be wedged aslant on its back, while the wheelwright adzed-out the curve of its belly.

FLITCH. The half of a tree which has been sawn asunder lengthwise.

FOOT (of a spoke). The flat part or tenon mortised into the stock.

FORE-HEAVY. When a cart was badly balanced, so as to throw too much weight forward on to the horse's back, it was said to be fore-heavy.

FORE-WAY. A forward angle given to the arms of an axle, so that the wheels revolving on them were less likely to run off.

FOXY. Oak-timber is foxy hearted, when the heart of it decays into a rusty string of fibres.

FRESH. Timber not completely seasoned. Green.

FROW. Brittle. Timber (cut from a tree already ageing) was called frow, or "frow as a carrot."

FULLER. An iron tool (held in a rod) for hammering iron tyres into corrugations, so as to increase their circumference.

FUTCHELL. A coach-builder's word for the parts of a fore-carriage represented, in wheelwright's work, by hounds (*q.v.*).

GALLING-PLATES. Two small squares of iron screwed in to face one another so as to take the friction where two timbers met and might chafe. Especially was this the case where the body of a tip-cart hinged down upon the shafts. Galling-plates were therefore always fixed each side of a tip-cart, one in the body and one in the shaft, so as to meet when the former was pulled down upon the latter.

GIRT. A quarter of the circumference of a tree. In ascertaining the cubic contents of a tree, a string was passed round it and doubled, then doubled again. This (with an allowance for the thickness of the bark) gave what timber-measurers called the girt.

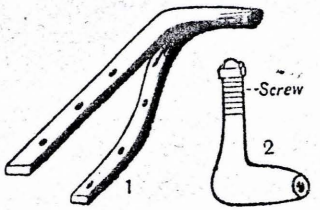
GREEN-TIMBER. Timber not yet dry but still containing sap. Fresh (*q.v.*).

GUDGEONS. Round irons (gagged where they would be driven into the wood) fixed into the two ends of a barrow wheel, or of a barley-roller, for spindles.

GUG. A small iron peg rivetted into the inner side of a clip so that, when the clip was tightened into its place the gug might give further security against slipping.

HAMES. Hames were set over a horse's shoulders and the shafts were hooked to them; so that it was the horse's shoulder-work that pulled the cart or waggon along. The hames being made of light timber—or latterly of steel or brass—would have chafed into the horse's skin, but for the padding afforded by the collar under them.

HEAD. The front cross-piece of waggon or cart holding the upper parts of the framework together.



1, HOOK-CAPPING IRON, ready for rivetting on to the end of a shaft; 2, ELONGATED EYE into which the hook of the capping is suspended, the eye itself being bolted into the body.

HOOK-CAPPING IRONS. (I have some dim memory that these were said to be a special invention of my father's.) Hook-cappings were fitted (and rivetted) over the back ends of shafts, each iron then ending in a stout crook for hooking into an elongated eye set under the cart body.

These irons made a substantial hinge between the body and shafts of a tip-cart.

HOPPER. A square receiver made of wood, and fastened over an opening to act as a funnel.

HORSE. Horses were almost as numerous as dogs amongst the old implements. Generally it may be said that, while the latter were chiefly notable

for tenacity of hold, the former simply had to support any given object's weight. Dogs were of all shapes; but horses always were framed up on four legs.

I remember of them, and describe in their proper alphabetical place, Felloe-horse, Saw-sharpening horse, Shaft-horse, Wheel-horse.

HOUNDS. Parts of the framework of a fore-carriage.

JARVIS. A hollow plane for rounding-up the sides of spokes.

KEY. (i) A slat of wood across from one side to the other of an old-fashioned long-boarded waggon-bottom or cart-bottom. Usually oak.

(ii) A similar slat for harrow or drag, or fore-carriage.

(iii) A slender piece of wood (preferably ash) uniting the sides of fore or tail-ladder.

(iv) A thin piece of iron, about as big as a knife-blade, for dropping down through a slot in the end of an iron bar or pin, thereby preventing any sideways movement. (See Split-key.)

(v) "To Key" a tip-cart was to put in the key-stick that kept it from tipping inopportunely.

KEYING-IRONS. Part of the apparatus for keeping a tip-cart rigid when it was not wanted to tip.

KEY-STICK. A slender piece of wood containing, at each end, an iron crank for "keying" the body of a tip-cart down on to the shafts.

KNOCK. The shoulder of a spoke on which the felloe should finally rest after being wedged into place.

LADDER. A strong though light framework for extending when desired the loading capacity of cart or waggon. These ladders were made with two stoutish side-pieces connected by two thin but tough slats or keys, and were chiefly used for hay. The fore-ladder, whether for cart or waggon, stretched out a foot or so higher than the horse's back. The tail-ladder (for waggons only) carried the load back beyond the farthest stretch of the opened tail-board.

LARROW. Larrows (four, or sometimes five) were the main timbers of harrows and of drags. The tines (*q.v.*) were mortised into them, and they were connected by "keys."

LAYING. Strengthening a length of iron or steel, with another piece welded into it.

LIGHTER. A thick bar of wood across the front "sides" of a dung-cart, lying just over the back ends of the shafts. One end of the lighter formed a handle for tipping the body; and through a mortice in the middle of the lighter stood up the hinged tip-stick from the shafts.

LINE. A line or "chalk-line"—a strong cord wound on a reel—was the wood-worker's instrument for marking future saw-cuts or axe-cuts on his timber.

LINE-OUT. To mark with help of a chalk line.

LINING. A blacksmith's term for adding a fresh piece to the thickness of iron or steel. Much the same as "laying" (*q.v.*).

LOCK. The turning of the fore-wheels, in relation to the hind-wheels.

LOCKING-CLETES. Two thick plates of iron nailed to a waggon-body to receive the wear of the tyres, just where the fore-wheels cut into the body when locking round.

LONG-HUNDRED. 120 or more of short spokes, reckoned as 100 full-length spokes.

LONG-PIN. A bolt long enough to tighten any wooden framework together which could not be otherwise conveniently mended.

LONG-STAPLE. A piece of round iron, the ends of which were pointed and turned down at right angles to be clenched through the fore-end of a shaft. Meanwhile the middle part of it (some eight inches long) stood about three-quarters of an inch above the upper side of the shaft, like a short railing. On this "staple" were strung the ridge-tie and the various hooks for harnessing the horse to the shafts.

LOW-TAILBOARD. A single piece of wood (about ten inches wide and one and a half inches thick) sometimes used across the tail of a tip-cart when the ordinary framed tailboard would have stood too high above the load.

MANDRIL. A cone of iron, on which the blacksmith could beat out any ring of iron to the dimensions required. Mandrils for stock-bonds were so large that they had to be hollow and to stand on the ground. Other mandrils could be slipped into the socket provided for such things at the end of the anvil.

MEETINGS. The average, or general cubic contents of a "parcel" of trees. If, for instance, a number of trees measured about ten cubic feet ("ten-foot cube") each, they would be "ten-foot meetin's."

MESHES. The parts of a stock left standing, between the mortices for the spokes.

MULLER and STONE. Implements used in grinding paint. The muller, in my shop, was heavy, and rounded at the top for two-handed pressure. The stone was a flat slab.

NEAL (ANNEAL). To take the brittleness from iron, so that the iron can be bent permanently without breaking.

NEB. An implement on two wheels, for moving a piece of timber. Sometimes called "A Pair of Wheels," or a "Timber-bob."

NEEDLE. A slender rod of iron, from 18 to 24 inches long, curved and having a hooked end like a button-hook; used in timber measuring for pulling the tape or string under a tree which lies too close on the ground.

NOSE. The front end of a stock or nave.

NUNTER. A small block tenoned at each end into a piece of timber, to hold the two pieces at the desired distance from one another. Often the nunter was bored longitudinally (like a cotton-reel) to shield a bolt passing through it from one timber to the other.

NUT-HEAD. A Coach-screw (*q.v.*).

OBLOWS. The beading worked (for ornament only) along the main "sides" of a waggon.

(This word had already gone out of use in 1884.)

OFF and ON spokes were mortised into the stock in two rows, in one row the spokes being half an inch or so farther back than those which alternated with them, in the other row.

PANE. The thin end of a hammer-head.

PILLAR. Probably pillow. Much the same as bolster (*q.v.*).

PIN. (The use of the word pins for bolts and nuts suggests that these were late introductions into the shop, replacing wooden predecessors.)

Where tenons were pinned into mortices, the pins were commonly chopped

or chiselled out of oak. Made very slender yet tapering they were hammered in until they grew tight, when the ends of them were cleanly chiselled away. For various kinds of pin see clip (pins), draught-pin, draw-board-pin, long-pin, round-pin, tail-pin.

PINCH. Of a saw that cut too narrow a cut and worked tightly in it.

PINULE (called pinnel). Any round and pointed iron, about as big as your finger or smaller, commonly chained near to its hole so that it was always ready to be dropped in when wanted.

PLOUGH-BEAM. The backbone or main timber of a plough, to which all the other parts were attached.

PLOUGH-BOLT. A large and heavy whippance.

POLE. (i) The long beam which, in timber-carriage and farm-waggon, joined together the two under parts, viz. the fore-carriage and the hind-carriage. The fore-carriage, with its round-pin (*q.v.*) going down through the front end of the pole, could pivot round on it. Not so the hind-carriage, which always had to trundle along in the rear of the other, led by its pole. In waggons the pole was fixed to the hind-carriage; but in timber-carriages it was much larger and heavier, and was made to slide to greater or less length to suit the load.

(ii) In later times a pole was used (as with omnibuses) instead of double shafts, for harnessing a pair of horses side by side.

PROPSTICK. A propstick was often hung under each shaft of a two-wheeled cart, to be let down when the cart was still, so as to take the weight and relieve the horse's back.

PUMMEL. The hinder end of the main side of a dung-cart, standing out beyond the tailboard and serving as a "bumper" in tipping the cart.

QUILER. (Perhaps coiler.) One of the fore-irons on a shaft. In later years a hook strung on the long-staple did duty for it.

RACE. A pocket clasp-knife with point turned back. It was sharpened at the turn, for scratching marks on wood.

RAIL. See Tailboard Rails.

RANGE (of wheels). To keep in the same direction.

RATCHET. A boring tool, handy for working in narrow corners.

RAVE. One of the slender side-rails in the framework of waggon or van or two-wheeled cart.

RIDGE-TIE. A chain of double links twisted into one another, for casting over a horse's back to hold up the shafts. It served the opposite purpose to the leather Wantie or Belly-band, and was sometimes called Back-band.

RIMER. A square rod of steel or hardened iron, to be turned round and round inside a metal hole until its sharp corners have enlarged the hole.

RIND-GALL. A flaw in timber, discovered only when the saw disclosed bark grown over by sound wood.

RING. The complete circle of felloes round a wheel.

RING-DOG. A heavily made hook, with ring at the end, for turning over a log of timber. The "dog" bit into the timber; the "ring" was for inserting a lever.

RING and START. An iron ring, about two and a half inches in diameter, shut (loose and dangling) into a pointed iron peg. This peg, or "start," was driven into the underside of a shaft, and through the ring dangling from it the trace was threaded when the horse was harnessed.

RINGS and GUDGEONS. The rings were two broad iron ferules for the stock of a barrow wheel, to keep the stock from splitting when the gudgeons—the iron spindles—were driven in.

RING-SHAKE. A circular shake in a tree, following one of the rings of growth, and dividing the outer part of the tree from the inner part, so that the latter was liable to come out like a pith.

RISER. An additional timber bolted to the top of a pillar or exbed, so as to raise the body higher.

ROLLER (or roller-scotch). A small cylinder hung so as to trundle along behind a waggon wheel moving up hill, to be in place for scotching the wheel immediately, if for any reason the waggon stopped.

ROLLER-CHAIN. One of the light chains by which the roller was held in place.

ROLLER-CHEEK. A slender iron into which the roller was suspended, at the end of the chain.

ROSE NAIL, or CUT NAIL. A flattish nail made of wrought-iron, very useful for its toughness before wire nails were introduced.

ROUND-PIN. The stout iron pivot that held the head of a waggon down in its place, allowing the fore-carriage underneath the head, attached to the horses, to turn freely. The round-pin answered to the perch-bolt in coach-building.

ROUTER. A tool for carving out the centre of a stock in a wheel, to admit the box.

ROUTS. The same as ruts. A waggon or dung-cart was required to "take the routs," *i.e.* to keep to the usual ruts.

(A connection between this word and route appeared when men in my shop spoke of the route-marching of soldiers from Aldershot as rout-marching.)

RUN. (i) To split easily.

(ii) To "run" a wheel was to trundle it along by hand.

RUNG. One of the rounds or steps of a builder's ladder—usually made of an old spoke.

RUNNING-DOWN. When a nut was tight (with rust or otherwise) the blacksmith had to ease it up-and-down on its bolt. This was called "running-down."

SAMSON. An implement for drawing two felloes very tight together, in readiness for nailing a strake over the joint between them.

SAW-SET. A small wrench for straining outwards or inwards the teeth of a saw.

SAW-SHARPENING HORSE. A long four-legged stool, with pegs upright in it; slotted so that a saw could be rested in the pegs while its teeth were being filed.

SCARFING. Thinning (with the hammer) any two pieces of iron where they are to be welded together.

SCRATCH-BITT. A wooden gauge with an iron tooth for scratching, as with a sharp knife, an indelible line to be followed with axe or plane or chisel.

SCRIVER. A sharply-pointed piece of iron, with handle-end turned into a loop, to be used where a "carpenter's" (wide) pencil would not go.

SHAFT-HORSE. A cross-bar, made so as to slide up or down on an upright, so that the shafts of a two-wheeled cart could be lodged on it at any desired height.

SHAFT-IRONS. The set of irons provided for a pair of shafts, for fixing the

harness. Each set of shaft-irons comprised two long staples, sundry hooks threaded on the staples, two drayels, two quilers, and two ring-and-starts.

SHARPS. The old-fashioned name for shafts.

SHOEING (to wheels). Putting on the strakes or shoes which preceded hoop-tyres.

SHOEING-HOLE. A ditch, about eight inches wide by five feet long, between sills; kept full of water for cooling tyres or strakes.

SHOOTING-BAR. The hindmost of the cross-timbers in the bottom frame of a dung-cart.

SHOULDERS. The projections making the triangular face of a spoke, preventing the spoke from being driven any farther down into the stock.

SHUT-LINK. A spare link, made like a split key-ring, for inserting into a broken chain by a carter when away from a smithy, or in any emergency.

SHUT-LOCK. (Pronounced shet-lick in West Surrey.) Either the foremost or the hindmost cross-timber in the bottom of a waggon, or of any vehicle other than a dung-cart. The function of the shut-lock was to hold the longitudinal timbers in place. (The Sussex name was Dware.)

SHUTTING. The blacksmiths' term for welding.

SIDES. The main outer timbers in the bottom framework of any vehicle, barrow or truck.

SKID-PAN. Another name for a drug-bat (*q.v.*).

SLABS. The outside pieces of a tree, which remain after the middle has been sawn into plank or board.

SOLE. The wooden surface of a wheel; the surface which would meet the ground were it not shod or protected by strake or tyre.

SOLING-DOWN. Preparing (by chopping) a new sole on a worn wheel, in readiness for a new tyre.

SPANNER. A wrench for nuts.

SPLINTER-BAR. The front cross-piece of a fore-carriage, containing the iron "eyes" for hanging the shafts.

SPLIT-KEY. Made by bending the two ends of a thin piece of iron together, so that they could be thrust, flatwise and together, through a slot in the end of a pin. Once through, they were separated and curled back, one each side, and prevented the pin from slipping out of its place.

SPOKE-BOUND. (See Dowel-bound.)

SPOKE-DOG. A tool for straining two spokes together after they have been driven into the stock, so that their tongues will be close enough for a felloe to be slipped over them.

SPOKE-SHAVE. The finishing tool for smoothing away any edges left by the draw-shave, after a timber has been sufficiently reduced in size. The spoke-shave was characteristically useful in curved places like the front of spokes, where a smoothing-plane could not be used.

SPREAD. Of the body of any vehicle. To bulge outwards beyond the intended width.

SPREADER. A light rod holding the trace-chains asunder, when horses are harnessed in a team.

SPRIG. One of three minute iron pegs driven into a stock against the bond and then bent over on the bond to fix it in place.

SQUARE TONGUES. Tenons cut at the ends of spokes, for mortising into the felloes.

STAMM. The part of the butt of a tree in the ground, where it curves outwards for the roots.

STANDS or STANDARDS. The upright bars in any wooden framework, *e.g.* in tailboards.

STAVES. The front-staff, middle-staff and hind-staff were iron supports built into waggon bodies or raved-cart bodies, to prevent the raves from spreading.

STICK. The trunk of a tree after it has been thrown.

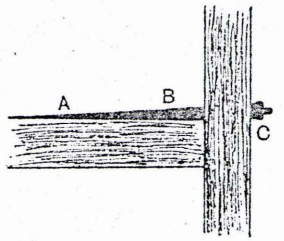
STOPPER, STOPPER-CLASP, STOPPER-HOLE. To admit the lynch-pin a slot was cut through the nose of a stock so that the lynch-pin could be dropped through into the arm. The stopper-hole was kept closed by the stopper, a small block of wood exactly fitting it. And lest the stopper should fall out when the wheel turned, that too was held in place by the stopper-clasp, which was stapled to the stock itself.

STRAKE. An iron "shoe" over the junction of two felloes, stretching from centre to centre of the felloes. (An old strake, standing on its edge, would sometimes do instead of a fender in front of a narrow fireplace.)

STRAKE-CHIMNEY. The wide brick fireplace or oven for heating strakes.

STRAP. Iron hammered thin and provided with holes, for nailing or screwing to a piece of wood.

STRAP-BOLT. A useful contrivance by which a piece of wood could have, nailed to one end by a "strap," a bolt and nut (instead of a tenon) to tighten it to a cross-piece.



A STRAP-BOLT holding two pieces of timber together. AB, strap-bolt; C, nut.

STROUTER. An upright support or strut for the side framework of waggon or cart.

STROUTER-SOCKET. An iron cup fixed to the bottom of waggon or cart, for holding the lower end of a wooden strouter.

SUMMER. One of the inner longitudinal timbers in the bottom framework of waggon or raved cart. The ends of the summers were held in place by the shut-locks.

SWAN-NECKS. Curved hooks fastened to the shafts of a dung-cart, for attaching the shafts to the body. In other carts, and in my shop, swan-necks were replaced by the costlier but steadier hook-capping irons.

SWEEP. The back-bar across the fore-carriage of a waggon or timber-carriage working round under the pole.

SWINGING A WHEEL. Putting it in free revolution, round and round on its axle, without touching the ground.

TAIL. (i) The hinder end of a waggon or cart.
(ii) The hinder end of an arm.

TAILBOARD RAILS. The top and bottom pieces of a tailboard frame.

TAIL-HEAVY. The opposite fault to fore-heavy. In a tail-heavy cart the tendency was to lift the horse off the ground.

TAIL-PIN. (i) The pin (fastened with a split-key) which held the tail of a waggon down to its place on the hind-carriage.
(ii) The strong bolt by which the tail of an arm was kept up in its place in an axle-bed.

TAP. (i) The screwed groove in a nut, fitting over the thread or worm of the bolt. In an "untapped nut" the groove had not yet been cut.
(ii) The tool for cutting it.

THREAD. The thin upstanding spiral on a bolt or screw.

THROW. To throw a tree was the West Surrey word for to fell it.

TIMBER-BOB. See Neb.

TINES. The long steel teeth in a harrow for scratching into the ground.

TIPPING-IRONS. Bent irons on the rear of a cart to serve as "bumpers" on the ground when the cart is tipped up.

TIP-STICK. (Sometimes of iron.) The upright bar in front of a dung-cart. It was hinged from the shafts through the lighter on the body; and, being perforated with holes, made it possible to keep the body tipped at any desired angle for crossing a field.

TONGUE. The end of a spoke prepared for inserting into a felloe.

TRAVELLER. The blacksmith's rotating disk for measuring round the circumference of wheels and of tyres.

TRUE OUT O' WIND. Without winding or twist. Plane, in the Euclidean sense.

TRYING-STICKS. Two small sticks placed at different ends of a surface not easily visible, so that it could be more plainly seen whether the surface was true out o' wind or not.

TUE-IRON. That end of the tube from the bellows which lies immediately under the fire on a blacksmith's hearth.

TURN. (i) To saw out with a curve.

(ii) To give to a pillar the requisite convexity or turn.

TWISTY-BITTS. Boring tools, made in a spiral, for fixing into a brace. (These excellent tools superseded augers, and, being new things, received in my shop a name which may have been unknown elsewhere.)

UPSET. A blacksmith's term for making an iron bar or rod bulge.

WANEY. The edge of a plank or board where the thickness diminishes or wanes to include a portion of the bark.

WAYZGOOSE. A bean-feast. (See page 206. The celebration described on that page was oftener called WETTING THE WAGGON.)

WHEEL-BLOCK or WHEEL-STOOL. A heavy four-legged framework on which a wheel could be thrown for repairing.

WHEEL-HORSE. A substantial framework to be used in making wheels that would have been too small to be made on the wheel-pit. This implement was not known in my shop when I first went there. One of the men eventually made one for the increasing number of van wheels.

WHIPPANCE or WHIPPLE-TREE. A wooden bar to be hooked on, by its centre, to a harrow, while its two ends were chained to a horse. (A stronger whippance for ploughing was called a plough-bolt.)

WOODLOUSE. A small pinch of skin, black with contained blood.

WORM. The same as Thread.

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of representatives of the Master Builders' Association. The joint committee was presided over by Mr Hannen, the brother of the late Lord Hannen; and the chief figures on the employers' side were Mr Charles Lucas, and Mr Bird, the secretary of their association. After two meetings the conference drew up the conditions of the resumption of work. They consisted of an immediate advance of a halfpenny per hour, a further advance of the same amount to be conceded in the following year if trade was good, and the reduction of the hours of work from fifty-six and a half to fifty-two and a half per week for nine months in the year, and to forty-seven for the remaining three months. One signal advantage gained was that work should cease at noon on Saturdays. Under the system then in force work was continued on Saturdays till one o'clock, an hour after the usual dinner-hour. A serious consequence of this custom was that the men frequently celebrated the end of the week's work with a glass of beer, and, imbibing it on an empty stomach an hour after their usual meal-time, rapidly became intoxicated. Nothing succeeds like success, and the practical capitulation of the masters on the men's terms induced many employers who had hitherto refused to recognize the Masons' Society to change their policy; some firms even going so far as to instruct their foremen to give the preference in taking on new hands to members of the Society . . .

George Sturt

*wheelwright**

George Sturt owned and managed a wheelwright's shop in Farnham, Surrey, from 1884 to 1920. The shop, originally established in 1706, had been bought by Sturt's grandfather in 1810; all five sons had entered the business, and Sturt's father, who inherited in 1865, had expanded considerably by adding a smithy and timber-yard. When he died suddenly in 1884 George, who was being educated for a profession, had to take control and learn the trade from his workmen.

His book is a detailed and deeply felt account of the skill required in making farm-carts, wagons and wheels in the days immediately before mechanization and motor transport. Chapters describe the buying and care of timber, the making of spokes, felloes and stocks, tyring and smithing, by a man who had education enough to stand back from the routine of work yet grew to love the beauty of the materials and the traditional skills that went into their manufacture.

* From *The Wheelwright's Sshop*, Cambridge Universiy Press, 1923, reproduced by kind permission of the George Sturt Memorial Fund.

Useful tail, John Burnett, ed., 1974, Allen Lane (Penguin)

When he sold the business in 1920 it was as a 'Coach and Motor Works' and 'the new machinery had almost forced its way in – the thin edge of scientific engineering'.

It was probably in 1885 that we left off on Saturdays at one o'clock instead of at four; and it may have been about the same time (but I have no recollection of it) that half-past five was substituted for six as the normal closing time. If the shop was 'making over-time' we took half an hour for tea and then went on again from six to eight. Including meal-times, this gave us a fourteen-hour day. The meal-times were, for breakfast half an hour (from eight to half-past); for dinner, from one to two. The ringing of Heath's bell across the street, was the signal. To see the shop empty at the first stroke for dinner was to know the source of that metaphor for quickness, 'To go like one o'clock'.

Though the normal hours were too long, the men were glad of over-time. In this connection it should be pointed out that in those days a man's work, though more laborious to his muscles, was not nearly so exhausting yet tedious as machinery and 'speeding-up' have since made it for his mind and temper. 'Eight hours' today is less interesting and probably more toilsome than 'twelve hours' then. But when men welcomed over-time it was because with their 24s. for an ordinary week they were underpaid and were glad to add to the money. The addition was at the rate of 6d. an hour, I think. One odd thing, which I could never understand, was that jealousy which caused the men to regard it almost as a right for all to have over-time if one did; so that however pressed the smiths might be I hardly dared ask them to work longer without giving the same treatment to the woodmen. A pack of children I sometimes thought these grown men, all older than myself.

To say that the business I started into in 1884 was old-fashioned is to understate the case: it was a 'folk' industry, carried on in a 'folk' method. And circumstances made it perhaps more intensely so to me than it need have been. My father might just possibly, though I don't think he would, have shown me more modern aspects of it; but within my first month he took ill of the illness he died of five months later. Consequently I was left to pick up the business as best I could from 'the men'. There were never any 'hands' with us. Eight skilled workmen or apprentices, eight friends of the family, put me up to all they could; and since some of them had been born and trained in little old country shops, while this of my father's was not much better, the lore I got from them was of the country through and through.

The objects of the work too were provincial. There was no looking far afield for customers. Farmers rarely more than five miles away; millers, brewers, a local grocer or builder or timber-merchant or hop-grower – for such and no others did the ancient shop still cater, as it had done for nearly two centuries. And so we got curiously intimate with the peculiar needs of the neighbourhood. In farm-wagon or dung-cart, barley-roller,

customers

St. Andrews HD 8393. A1B8

plough, water-barrel, or what not, the dimensions we chose, the curves we followed (and almost every piece of timber was curved) were imposed upon us by the nature of the soil in this or that farm, the gradient of this or that hill, the temper of this or that customer or his choice perhaps in horseflesh. The carters told us their needs. To satisfy the carter, we gave another half-inch of curve to the wagon-bottom, altered the hooks for harness on the shafts, hung the water-barrel an inch nearer to the horse or an inch farther away, according to requirements . . .

Even the mixing and putting on of the paint called for experience. The first two coats, of Venetian-red for the underworks and shafts and 'lid colour' (lead colour) for the 'body' prepared the way for the putty, which couldn't be 'knocked-up' by instinct; and then came the last coat of red-lead for the wheels and Prussian-blue for the body, to make all look smart and showy.

Not any of this could be left wholly to an apprentice. Apprentices, after a year or two, might be equal to making and painting a wheelbarrow. But it was a painful process with them learning the whole trade. Seven years was thought not too long. After seven years a young man, nearly 'out of his time', was held likely to pick up more of his craft in the next twelve months than he had dreamt of before. By then too he should have won the skill that came from wounds. For it was a saying of my grandfather's that nobody could learn to make a wheel without chopping his knee half a dozen times.

There was nothing for it but practice and experience of every difficulty. Reasoned science for us did not exist. 'Theirs not to reason why.' What we had to do was to live up to the local wisdom of our kind; to follow the customs, and work to the measurements, which had been tested and corrected long before our time in every village shop all across the country. A wheelwright's brain had to fit itself to this by dint of growing into it, just as his back had to fit into the suppleness needed on the saw-pit, or his hands into the movements that would place a felloe 'true out o' wind'. Science? Our two-foot rules took us no nearer to exactness than the sixteenth of an inch: we used to make or adjust special gauges for the nicer work; but very soon a stage was reached when eye and hand were left to their own cleverness, with no guide to help them. So the work was more of an art – a very fascinating art – than a science; and in this art, as I say, the brain had its share. A good wheelwright knew by art but not by reasoning the proportion to keep between spokes and felloes; and so too a good smith knew how tight a two and a half-inch tyre should be made for a five-foot wheel and how tight for a four-foot, and so on. He felt it, in his bones. It was a perception with him. But there was no science in it; no reasoning. Every detail stood by itself, and had to be learnt either by trial and error or by tradition.

This was the case with all dimensions. I knew how to 'line out' a pair of shafts on a plank, and had in fact lined and helped saw on the saw-pit hundreds of them, before I understood, thinking it over, why this method came right. So too it was years before I understood why a cart-

wheel needed a certain convexity although I had seen wheels fall to pieces for want of it. It was a detail most carefully attended to by the men in my shop; but I think none of them, any more than myself, could have explained why it had to be so.

Some things I never learnt at all, they being all but obsolete even in that primitive shop. To say nothing of square-tongued wheels – a mystery I still think of with some awe – there was the placing of the 'tines' in a wooden harrow that remained an unknown secret to me. The opportunities of investigating it had been too few when cast-iron harrows, ready-made, banished the whole subject from our attention. I just learnt how the harrow was put together to be hauled over the field by one corner; but the trick of mortising the teeth – the 'tines' – into it so that no two cut the same track – this was known to one elderly man but never to me. The same man also failed to teach me how to 'line out' a wooden axle. Indeed, he forgot it himself at last. So it happened that when an ancient dung-cart arrived, needing a wooden axle for its still serviceable wheels, nobody was quite sure how to mark out the axle on the bone-hard bit of beech that was found for it. It was then that my rather useless schooling came in handy for once. With a little geometry I was able to pencil out on the beech the outlines of an axle to serve (in its clumsier dimensions) the better-known purposes of iron. Yet I have no doubt that the elderly wheelwright's tradition would have been better, if only he could have remembered it . . .

The skilled workman was the final judge. Under the plane (it is little used now) or under the axe (it is all but obsolete) timber disclosed qualities hardly to be found otherwise. My own eyes know because my own hands have felt, but I cannot teach an outsider, the difference between ash that is 'tough as whipcord', and ash that is 'frow as a carrot', or 'doaty', or 'biscuity'. In oak, in beech, these differences are equally plain, yet only to those who have been initiated by practical work. These know how 'green timber' (that is, timber with some sap left in it, imperfectly 'seasoned') does not look like properly dried timber, after planing. With axe or chisel or draw-shave they learn to distinguish between the heart of a plank and the 'sap'. And again, after years of attention, but nohow else, timber-users can tell what 'shakes' are good and what bad. For not all shakes, all natural splits, in seasoned timber are injurious. On the contrary it was an axiom in my shop that good timber in drying was bound to 'open' (care had to be taken to prevent it from opening too far) and that timber must be bad, must have lost all its youthful toughness, if the process of drying developed no shakes in it . . .

The coming of the sawyers at last – I think all the summer they worked in the woods, where the temporary saw-pits were without shelter, and where the men worked at cutting posts and rails and so on for landowners – the coming of the sawyers, towards winter time, when a roof over their heads became desirable, woke up the master wheelwright to a new interest in the timber he had bought. The proof was beginning, personal to himself. His judgement in buying those trees was put to its first test now. Its

last was yet far ahead. Not until the seasoned timber was proven on the workman's bench in five or six years' time would the final verdict be given; but the first test began on the saw-pit, when the sawyers 'opened' the yet 'green' or sap-filled tree. What did it look like? The wheelwright was most eager to know how it looked, that heart of ash or oak or elm, of so many decades standing, which no eye had ever seen before. Lovely was the first glimpse of the white ash-grain, the close-knit oak, the pale brown and butter-coloured elm. Lovely, yet would it dry into hard tough timber? Was the grain as straight as had been hoped? And that knot – right through one plank – how far did it go into the next? Every fresh tree, as the sawyers cut out and turned over the planks, at last gave rise to questions like these.

The oaks under the saw had the fresh scent of the forest, nameless as their colour. Elm didn't smell nice – an unclean smell. Sometimes from the ash came fumes as of wood burning. Had the saw – it often grew too hot to touch – actually set something afire? But no. That penetrating odour, so disquieting in a woodshop until you knew its source, merely told that the ash-tree on the pit would probably turn out to be 'black-hearted'. A narrow band as if of ink-stain ran along the very core of the central planks. It was supposed to reduce their value slightly; but the wheelwright was thinking of use in his shop; and I, for my part, never grieved to see or to smell black-hearted ash. The texture of the grain told me more than the colour did.

Before ever the sawyers could begin, there was much for the owner of the timber to do, in deciding what they should cut it into. No doubt a builder or a shipwright would want different sizes and shapes, but no needs can have been more exacting or diverse than the old-fashioned wheelwright's. Length, thickness, 'turn' or curve, were all more or less fixed by traditions ever renewed, and even the sort of timber for different parts of wagon or cart or even wheelbarrow was not wholly a matter of indifference. Those portions which could not be easily replaced but might have to last for forty years or so had to be heart of oak. Nothing less durable would serve. Yet this limitation gave a sure guidance. It almost ear-marked the pick of the oak – the clean-run butts without bad knot or flaw – for the bottom framework of wagon or cart. And this gave the dimensions of the plank to be sawn, wagons taking the preference because the lengths required for them were none too easy to get.

Outside these limits there was indeed much opportunity for substituting one kind of timber for another (excepting in wheel-stuff). Tapering thicknesses of plank, to be sure, were set out for shafts ('sharps' we called them) usually in ash. But oak would do very well for this use, or even good elm, if some length or thickness or curve not prepared for in ash happened to be wanted.

Bearing in mind all the possibilities thus open, the wheelwright dealt carefully with each tree, deciding first the lengths it should be cut into, and perhaps altering his plans altogether if a bad knot after all turned out to be in the wrong place, or if the original intention would have involved too great waste in the total length. With a little pinching the measure

Useful Tail

here, and a little stretching there, it was usually possible to rescue odd and otherwise wasted inches and get them all together at the top into the two feet or so required for a 'felloe-block'. Lastly, the various points for cross-cutting the tree were scratched with a 'race' – a sort of knife with point turned back and sharpened at the bend for this especial purpose – and this done the wheelwright might pass on to the next tree. If he was really master of his timber, if he knew what he had already got in stock and also what was likely to be wanted in years to come, he kept a watch always for timber with special curve, suitable for hames, or shaft-braces, or wagon-heads, or hounds, or tailboard rails, or whatever else the tree-shape might suggest.

And when the sawyers had been instructed, still it was well to be near their work. Besides, the felloe-blocks, sawn down the middle, could often be profitably sawn again; and to pencil out the shapes on them gave the wheelwright much scope to exercise his ingenuity and his knowledge. It was in fact a fascinating task. I have spent hours at it beside the saw-pit. It must have been a cold job too. For it was always winter work; and sometimes snow lay on the felloe-blocks. It was cold, to handle them; cold to stand hour after hour trying the varying felloe-patterns on them. At least so I should suppose now; yet I have no recollection of feeling the cold at the time. The work was too interesting. The winter, the timber, the wheelwright's continuous tussle, the traditional adaptation, by skill and knowledge – all these factors, not thought of but felt, to the accompaniment of wood-scents and saw-pit sounds, kept me from thinking of the cold – unless to appreciate that too. Delightful? It was somehow better than that. It was England's very life one became a part of, in the timber-yard . . . Warm work, all this winter chopping of wheel-stuff was, and a good thing too. At six o'clock on a December morning the shop was raw cold. Men coming in out of the dark were glad of heavy work to warm them up before opening the shop to the winter day. As already explained, the windows were not glazed. As soon as the shutters were taken down – a little before breakfast at eight o'clock – the wintry air was free to come in, unless a piercing east wind or a driving snow were screened by putting up one of the shutters again. But of course this could not be effectively done during day-light; until it was dark once more the cold had to be countered by vigorous work. By half-past four or so the winter night allowed a more snug shuttering. The men kept on until six o'clock by artificial light.

'Twasn't much of a light. True, the cracks between the shutters or under the doors looked cosy enough to anyone passing outside, in the dark; but within . . . Fortunately men didn't want a very good light for felloe-chopping or spoke-dressing, for a good artificial light was not to be had in those far-off times. We worked by little hand-lamps of colsa oil. Flat wooden pegs made handles for these lamps. The pegs could be stuck into a movable stand – a 'dummy' as we called it – and the lamp set down close to the work shed a dim but sufficient light on it; otherwise the shop was not lit up . . .

sawyers

start of day

I should soon have been bankrupt in business in 1884 if the public temper then had been like it is now – grasping, hustling, competitive. But then no competitor seems to have tried to hurt me. To the best of my remembrance people took a sort of benevolent interest in my doings, put no difficulties in my way, were slow to take advantage of my ignorance. Nobody asked for an estimate – indeed there was a fixed price for all the new work that was done. The only chance for me to make more profit would have been by lowering the quality of the output; and this the temper of the men made out of the question. But of profits I understood nothing. My great difficulty was to find out the customary price. The men didn't know. I worked out long lists of prices from the old ledgers, as far as I could understand their technical terms.

Commercial travellers treated me well – Sanders from Auster and Company, Bryant from Simpson's, Dyball from Nobles and Hoare. The last-named, I remember, fearing that I was in danger of over-stocking, could hardly be persuaded to book an order for four gallons of varnish, when he was expecting it to be for only two gallons. It was not until customers had learnt to be shy of my book-learned ignorance, my simplicity, my Ruskinian absurdities, that they began to ask for estimates, or to send their work elsewhere.

The steadiness of the men was doubtless what saved me from ruin. Through them I felt the weight of the traditional public attitude towards industry. They possibly (and properly) exaggerated the respect for good workmanship and material; and I cannot blame them if they slowed down in pace. Workmen even today do not understand what a difference this may make to an employer. The main thing after all (and the men in my shop were faithful to it) was to keep the business up to a high level, preserving the reputation my father and grandfather had won for it. To make it pay – that was not their affair. Certainly they taught me how to be economical, in 'lining-out' the timber and so on; but the time came when I found it needful to curb their own extravagance, scheming all sorts of ways, for instance, to get three shafts out of a plank, where a too-fastidious workman would have cut only two. It rarely happened the other way about, rarely happened that the condemnation of a piece of timber came from me; but it did happen, not infrequently, that a disgusted workman would refuse to use what I had supplied to him.

In this temper the shop, I feel sure, turned out good work. Especially the wheels which George Cook used to make were, I am bound to think, as good as any that had been built under the eyes of two experts like my father and his father. Cook, it is pretty sure, took his own time; but what a workman he was! There was another wheelwright in the shop whose wife used to take out garden produce in a little van, and when the van wanted new wheels, this man would not make them himself but asked that George Cook might make them. Truly, it was a liberal education to work under Cook's guidance. I never could get axe or plane or chisel sharp enough to satisfy him; but I never doubted, then or since, that his tiresome fastidiousness over tools and handiwork sprang from a knowledge as valid as any artist's. He knew, not by theory, but more delicately in his eyes and fingers . . .

There was no machinery, or at any rate there was no steam or other 'power', in my father's shop in 1884. Everything had to be done by hand, though we had implements to serve machine-uses in their feeble way. I myself have spent hours turning the grindstone. It stood under a walnut tree; and in sunny weather there might have been worse jobs. Only, sometimes the grinding lasted too long – especially for a new tool, or for an axe. Cook was a terror in this respect. Time seemed no object with him; he must get his edge. And he had a word I used to wonder at. For when a new plane or chisel proved over-brittle, so that a nick chinked out of it and needed grinding wholly away, Cook used to look disapprovingly at the broken edge and mutter, 'Crips.' What was that word? I never asked. Besides, Cook was too deaf. But after some years it dawned upon me that he had meant 'crisp'.

Another implement to be turned with a handle was a drill, for drilling tyres for the blacksmiths. To put this round, under its horizontal crank, was harder work than turning the grindstone. The shaft of it went up through the ceiling to a loft, where a circular weight – a heavy iron wheel in fact – gave the pressure on the drill. Men took turn at drilling, for it was often a long job. I don't remember doing much of this; yet I well remember the battered old oil-tin, and the little narrow spoon, and the smell of the linseed oil, as we fed it to the drill to prevent over-heating.

More interesting – but I was never man enough to use it – was a lathe, for turning the hubs of wagon- and cart-wheels. I suspect it was too clumsy for smaller work. Whenever I think of this, shame flushes over me that I did not treasure up this ancient thing, when at last it was removed. My grandfather had it made – so I was told. Before his time the hubs or stocks of wheels had been merely rounded up with an axe in that shop, because there was no lathe there, or man who could use one. But my grandfather had introduced this improvement when he came to the shop as a foreman; and there the lathe remained until my day. I had seen my father covered with the tiny chips from it (the floor of the 'lathe-house' it stood in was a foot deep in such chips), and too late I realized that it was a curiosity in its way . . .

But the want of machinery was most evident in the daily task of cutting up plank or board for other work, and of planing and mortising afterwards. We had neither band-saw nor circular saw. Most of the felloes were shaped out by adze and axe; the pieces for barrow-wheel felloes were clamped to a woodman's bench (for they were too short and small for an axe), and sawed out there by a boy with a frame-saw (I hated the job – it was at once lonely and laborious); the heavy boards were cut out (and edged up) with a hand-saw, being held down on the trestles with your knee (it was no joke to cut a set of one-inch elm boards for a wagon-bottom – your arm knew about it); but all the timbers for frame-work of wagon or cart, or harrow or plough or wheelbarrow, were cut by two men on a saw-pit . . .

Useful Tool

Of the stock (the nave or hub) I hardly dare speak, such a fine product it was, and so ignorant about it do I feel. It is true that I learnt to buy stocks with confidence in my own judgement: I seasoned them, chopped them into shape, chose them at last even to satisfy Cook. Nay, he occasionally asked my opinion, if anything dubious was discovered in working. But, as I had never enough skill of hand and eye myself, I always entrusted the actual turning and mortising of stocks to a trusty man – Cook as long as he lived, and after him preferably Hole. These men, I knew, would sooner have been discharged than work badly, against their own conscience. So I left the stocks to them, only liking to look at each stock when it was brought from the lathe, and to 'weight' it (poise it) in my arms and hear the wheelwright say, 'Rare stock that.' His enthusiasm was catching. I felt a glow of pride in having ministered, however humbly, to so noble a tradition. Then I left the stock again to the workman.

A lumpish cylinder in shape – eleven or twelve inches in diameter and twelve or thirteen inches from end to end – a newly turned stock was a lovely thing – to the eyes, I thought, but more truly to sentiment, for the associations it hinted at. Elm from hedgerow or park, it spoke of open country. Well seasoned, it was a product of winter labour, of summer care in my own loft under my own hands. Long quiet afternoons it had lain there, where I could glance from the stocks across the town to the fields and the wooded hills. I had turned it over and over, had chopped the bark away, had brushed off the mildew while the quiet winter darkness had stolen through the shed, and at last I had chosen the stock for use, and put it into Cook's hands . . .

So, when I had had my look, the wheel-maker – Cook or another – carried the stock to his bench, there to mark on it with straddling compasses the place for the first auger-holes, preliminary to mortising it for the spokes. A tricky job this. One young man, I remember, marking out his stock, prepared for an odd number of spokes – eleven or thirteen; though, every felloe requiring two, the spokes were always in even numbers; which error he did not detect until he had bored his stock and spoilt it. Too big for the fire, and too cross-grained to be easily split and thrown away, it lay about for months, an eyesore to the luckless youth who had spoilt it and a plain indication that it is not quite easy to mark a stock correctly.

Likewise was it not altogether a simple thing, though the skilled man seemed to find it easy enough, to fix the wobbly stock down for working upon. It was laid across a 'wheel-pit' – a narrow trench with sills, about three feet deep – where iron clamps, themselves tightly wedged into the sills, held the stock steady back and front. Then the mortices were started, with auger-holes. How easy it looked! In my childhood I had heard the keen auger biting into the elm, had delighted in the springy spiral borings taken out; but now I learnt that only a strong and able man could make them.

The holes being bored, and before the actual mortising could begin, a gauge was attached to the front end of the stock, to be a guide for the

coming operations. This gauge was a slender bar of wood, almost a lath – swinging round like one hand of a clock, but extending three feet or so beyond the stock. At the outer end of it a thin sliver of whalebone projected just so far as the front of the spokes would come if they had the right 'dish'. Note that. The spokes would have to lean forward a little bit; and the gauge was set so that this might be attended to even in mortising the stock. Before ever a spoke was actually put in the wheelwright tested the place for it, shutting one eye and squinting down with the other to see that the front edge of the mortise was properly in line with the whalebone sticking out from the gauge. The principle was very much like a marksman's taking his aim by foresight and backsight. One mortise having been cut, the stock was levered round with an iron bar so that the opposite mortise could be cut, and thus it was done all round, splinters or borings often dropping clear, right through the stock from one side to the other into the wheel-pit. The uncut ribs of wood left between the mortises were called 'meshes' – a word that will be wanted again. I do not think we shall want again the word 'buzz' – the name for the strange three-cornered chisel used for cleaning out the mortices of a stock and, to the best of my belief, used for nothing else, unless for enlarging the central hole in the stock. And now – how dare I go on to describe that swinging drive of the wheelwright's action, fixing the spokes into the stock? Prose has no rhythm for it – the spring, the smashing blow recurrent at just the right time and place. The stock is to be imagined, ready at last, clamped down across the wheel-pit. From the front of it the gauge slants up; the dozen or fourteen spokes are near at hand, each with its tenon or 'foot' numbered (in scribbled pencilling) to match the number scribbled against its own place in the stock. For although uniformity has been aimed at throughout, still every mortise has been chiselled to receive its own special spoke, lest the latter should by chance have had any small splinter broken away after all. The true wheelwright would not take that chance. He intended that every spoke should really fit tight; and there he has the spokes all numbered, to his hand.

He picks up one in one hand, and with sledge-hammer in the other, lightly taps the spoke into its own mortise. Then he steps back, glancing behind him belike to see that the coast is clear; and, testing the distance with another light tap (a two-handed tap this time) suddenly, with a leap, he swings the sledge round full circle with both hands, and brings it down right on the top of the spoke – bang. Another blow or so, and the spoke is far enough into the mortise to be gauged. Is it leaning forward a little too much, or not quite enough? It can be corrected, with batterings properly planted on front or back of top, and accordingly the wheelwright aims his sledge, swinging it round tremendously again and again, until the spoke is indeed 'driven' into the stock. It is battered over on the top, but the oak stands firm in the mortise, to stay for years.

For an hour or so, until all the spokes had been driven into a wheel, this sledge-hammer work went on, tremendous. I have seen nothing else like it. Road-menders greatly smite an iron wedge into the road they are

breaking up; blacksmiths' mates use a ponderous sledge at some of their work; foresters, cleaving, make great play with beetle and wedges; but so far as I have noticed, these men (like the 'Try-Your-Strength' men at a country fair) do not really know how to use sledge or beetle. They raise it up above their heads and bring it down, thump, with all the force of strong arms; but a wheelwright driving spokes, though not necessarily a very strong man, was able, with knack, to strike more powerful blows, and many of them too, in succession. With one hand close under the head he gave the sledge a great fling, then slipped the same hand down the handle, to help the other hand hold it in and guide it truly round its circle. By the time it reached the spoke the sledge had got an impetus. With the momentum of a stone from a sling, it was so to speak hurled down on its mark, terrific . . .

Paul Evett

*compositor**

Paul Evett was born at St Peters, Jersey, in 1886, the son of a battery sergeant-major in the Royal Artillery. The family later moved to Dukinfield, Cheshire, where he attended school to the age of eleven, leaving to work in a rope-and-twine factory. Having acquired an interest in printing, he was apprenticed to a printing firm in Colchester for six years, and on becoming a journeyman compositor in 1906 began to move about southern England in search of experience and variety of scene. The extract describes his progress up to 1912, by which time he was becoming an active member of the Typographical Association and was involved in a strike in Newport, Monmouthshire in 1911 over the employment of a woman monotype-operator. After the war he became an assistant reader and took a correspondence course from Ruskin College, Oxford, in English grammar; after a spell of unemployment in the early 1930s, he became the reader of the *Law Times* and for the *Financial Times* until 1940.

The extract is an interesting comment on the printing trade at the beginning of the century. Although a long-unionized industry, only 40 per cent of printers were trade unionists in 1911, and outside the great cities the union had limited influence. The Typographical Association was trying to enforce the rule that there should not be more than three compositors' apprentices in any shop, however large, and for this reason Evett, like many others, learned

* From *My Life In and Out of Print:* unpublished autobiography.

his trade in non-union shops, in country towns. His memoir also illustrates the slow adoption of recent mechanical inventions – for example, the linotype machine which had come to England in 1889, though Evett did not see one until 1907. The extract may be compared with the important mid-nineteenth-century autobiography of C. M. Smith, *The Working Man's Way in the World*, 1853 (republished 1967).

My first introduction to the printing industry was in Stalybridge, Cheshire, in 1898 when I was about twelve and a half years old. We lived in Dukinfield. I had left school about twelve months before and had been working in a rope-and-twine factory. The reason for leaving school at so early an age was that I had reached the fourth standard and thus qualified to enter an examination entitling me to leave school and take up full-time employment. I passed this examination. I might mention that I am slightly lame, one leg being considerably smaller and a little shorter than the other, due to infantile paralysis, though in other respects I was then quite healthy and robust. The work in the rope-and-twine factory was proving somewhat too strenuous for me, for I had to run along the length of the rope-walk holding the ends of the newly made twine (or bant, as it was locally called), while my gaffer turned the frame on which the skeins were wound at a speed to suit himself rather than out of consideration for my lack of running power . . . Ever since a visit to a Stalybridge printer I had occupied my spare time in cutting type from cork and rubber, and bought myself a little rubber type-set and played about with these with very poor results, even by my own uninformed standards. I would put oil on newspaper pictures and obtain dim transfers therefrom. These occupations induced my parents to apprentice me to a printer.

We had now moved to Colchester and I was bound apprentice to Trinity Printing Works, for six years, to learn the art and mystery of the trade, and to keep out of taverns and houses of ill-repute, etc. The pay for the first six months was 2s. a week; for the second six months 3s. a week; second year 4s., third year 5s., fourth year 6s., fifth year 7s., sixth year 9s. A journeyman's wage was 6d. an hour; 25s. for fifty hours, 26s. for fifty-two hours. We worked fifty hours, and sometimes, when I grew a little older, I did surreptitious over-time.

At first, of course, I was the 'devil' in the machine room, and after learning the mysteries of washing-up and the art of becoming daubed with a variety of oily inks and stinking of paraffin and lye,[1] I learnt to use a lumbering treadle platen[2] without guards, now and again catching my fingers, without serious injury, for the platen seemed to be on springs, or was so loosely fitted that a slight squeeze was almost impossible. I did hurt my knee occasionally, if I kept my leg too straight, as then it got a bang on some underpart of the machine as the treadle reached its highest

[1] A caustic solution made from ashes, used for cleaning ink from type.
[2] A small printing press.

XXII

COOK

George Cook, so often mentioned in these pages, was not a very singular man in his own time, but he was of a type almost forgotten nowadays. I recall nobody like him in any English book at all. What comes to my mind in thinking of Cook is a village flavour—the flavour preserved in some of the tales of Alsace in various Erckmann-Chatrian books. His attitude was that of a very efficient if very unsophisticated provincial, keeping close to the materials of his own neighbourhood and in touch with the personal crafts of his own people. The craft in which he himself specialised had made him rather round-shouldered; he was narrow chested too and a little inclined to bronchitis. By no means a large man, and slightly bandy-legged and slightly stooping, with toes tending to turn in, he moved nimbly—you couldn't call it exactly fast—always at one quite respectable pace. His sallow face had but a few thin hairs for beard and whiskers. His speech, so quiet, was just a trifle "blobby," as if he had something in his mouth, and to be sure he often was chewing a quid. The consequent spitting—anywhere and often—was not pleasant, but otherwise it was always agreeable to be where George Cook was. I never but once saw him angry—it was over some affair in his own family which he chose to confide to me—and even then he was not loud. I think his idea was to slip through life effective and inconspicuous, like a sharp-edged tool through hard wood. It was worth while to see him on a Sunday in most respectable black. I don't know what he wore on weekdays. He took his breakfast and dinner at "The Seven Stars"; then, the day's work done, he went padding off home—it was a sort of jog-trot—to Compton. Being rather deaf, he never had a companion; but, away from the shop, he had a pipe. Smoking, it hardly needs saying, was not countenanced in the shop.

Of course my acquaintance with him was chiefly at work—at his bench or his chopping block, at the wheel-pit or the lathe



GEORGE COOK IN 1900

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or the timber stack. From the front edge of his bench a small point of steel stuck out about an eighth of an inch. Very bright it shone, because he pivoted his spokes tightly upon it when shaving them. The other end of the spoke was pressed against his waist. For this purpose he wore, strapped round him, a thick leather pad. I never knew anybody else have such a thing, but I suspect it was a part of a wheel-maker's outfit, and only partially effective. During my father's last illness a hard place on his waist, puzzling to the doctor, was explained as due to spoke-shaving, but perhaps he used no pad. In later years Cook adopted some revolving clamps for this purpose.

He was a left-handed man. Other workmen might be annoyed by apprentices or ignorant boys using their sharp axes; but you didn't do that twice with George Cook's axe—it was too dangerous a trick. Why did the confounded tool, albeit so keen-edged, seem to avoid the hard wood and aim viciously towards your thigh, or try to chop your fingers off? The reason was that in making the "shaft" for it (every good wheelwright put the ash shaft or handle to his own axe) Cook gave to his a slight bias for the left hand instead of for the right. The blade too was ground on the unaccustomed side. And though you might not have noticed these peculiarities before, you soon were scared into learning something about them if you foolishly tried to use the axe. Cook smiled. Besides his axe, of course he put in the shaft for his adze and handles for his hammers. He made his own mallets and gauges, and the "pegs" for his chisels. Truly it would not have been easy to put him out with an edged tool. I have seen him filing a sharper "nose" to an auger. It needed a sharp auger for some of his work. When he was boring inch-and-a-quarter holes in a set of dung-cart felloes the sweat would pour in streams from his pale face; but he used to look round with a deprecating smile, as who should say, "I'm sorry, but it can't be helped." He had a little grease-box—that too hand-made—hanging amongst the row of chisels over his bench. But, come to think of it, every bench had this. A big auger-hole in a shaped-out block of tough beech served the purpose admirably. You could thrust your finger (I wonder why I

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preferred the middle finger?) into the grease-pot close at hand and easily take out grease for anointing both sides of your saw or the face of your plane.

Cook was, as I have said, deaf, and if you wanted to attract his attention when his back was turned it was useless to call to him. The best plan was to toss a little chip either to touch him or to arrest his sight. I laughed to myself once to see him and Will Hammond—far more deaf even than Cook—searching for something in a heap of felloe-patterns. Probably the blacksmith wanted a pattern for strakes. At any rate it was odd to see these two with their heads together making some sort of friendly conversation by involuntary signs, since neither could have heard the other's mutterings. When Cook wanted a felloe-pattern for himself, he did not hunt long for a ready-made one. It was easier to him to strike out a new one that should be exactly what he required. But it must be said that no mere pattern, newly made out of thin board, equalled the felloes he afterwards got out in accordance with it. When he had finished with a felloe, the belly of it (the inner curve) hewn out with his adze, was as smooth, to the exact dimensions too, as if it had been polished.

So much for his skill as a craftsman. But when he got home he became, rather, a villager, accomplished in genial rustic arts. The hamlet of Compton was a little nook of heath and scrubby oaks, tucked away warm and secluded between Culverlands and Waverley woods, an outlying end, I think, of Farnham Common. No high-road even now has found it. You get to it by narrow tracks of carts, up and down bosky hillocks, and I fancy the place is less populous to-day than it was forty years ago—which isn't saying much. It was probably a haunt of squatters, like its more out-at-elbows neighbour, The Bourne (Bettesworth's home), a mile away. Here dwelt Cook with his big family, in a little brick cottage, his mother (a widow then) living with him. Probably she was the owner of the cottage, and of the tiny hop-kiln adjoining it.

The hop-kiln, when I saw it, chiefly interested me as the quiet scene of George Cook's annual labours. Every autumn, namely in September, he used to tell me he should be away from

the shop for about a week, drying his (or perhaps he said his mother's) hops. I wondered chiefly at his having the staying power to do this—for it was an unsleeping sort of job. Seeing it was Cook I did not so much wonder at his ability; yet it was by no means every working man in Farnham who had the sense —the judgment—to dry hops, even when the hop trade was at its best and everybody looked upon a good dryer with a sort of friendly admiration. George Cook's turn at it was probably a holiday for him. I like to think of him in that little quiet kiln with the pungent scent of the hops all about him—their golden dust looking like the September sunshine grown solid. To be there at home, with your pipe whenever you wanted, and no wearisome walking—it was a pleasant change from making wheels to order. Here, in the kiln, a man was his own master. The hops alone had any claim on him. If his arduous duty to them would allow—and Cook would enjoy it the better for its being arduous—he might trot up the ladder to the upper floor whenever he liked; and there, with the sleepy-scented hops on the floor behind him, he could stand at the open doorway and see over the little hamlet—the tiny hop-ground, his garden, the autumn woods—could watch the neighbours and his own family down there in the pleasant light, and feel himself a man of importance amongst them, forgetting his daily wage-earning. An acceptable break in his long year's work this week must have made for him.

Of his garden I remember nothing. But I can surmise that the seasonal interests of it were his all the year round. Did he keep a pig, I wonder? That there was a donkey—of course with stable, hay, and all manner of country accessories—I do happen to know, for his mother's donkey-cart was sometimes mended in the old shop.

But of all his country crafts the most real part to me was the making of elderberry wine. I surmised his gardening and his keeping of donkey and pigs; I heard of his hop-drying; but of the elderberry wine I had personal knowledge.

It was like this. One winter Cook was ill for weeks with some eye trouble that would not yield to the treatment of the

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club doctor and in the end had to be treated at Moorfields Hospital. During that time I used to go to his cottage about once a week to make enquiries. This was after work was done. The walk out of Farnham up the hill into the night, then down the steeper hill under the pitchy darkness of Culverlands trees into the all but unknown murk of Compton—this mile and a half or so which was Cook's daily portion when he was in health —found its goal when at last the cottage door was opened and, momentarily dazzled, I was let in from the night to the little warm-lit living room. Of all this, however, little or no recollection remains. Save for the light I cannot recover any memory of the room or its inmates. I only remember that I was expected to drink, and therefore did drink, about three parts of a tumblerful of hot elderberry wine. It was "the thing" to do for keeping out the cold, and it did keep out the cold. The Cooks evidently looked upon it as the natural reward after my walk and a proper preparation for the return. Two or three times this must have happened, and I surmise that the winter nights were cold as well as dark—that the ruts in the road were frozen hard under one's feet, and so on. But the point now is this elderberry wine. It gives a provincial air. Anything less suggestive of the London suburbs can hardly be imagined. It means that the Cooks knew how to live in a country hamlet. Where a city dweller would be helpless this family profited by centuries of tradition, and they were keeping old England going ("old" England, not modern England) when they made their elderberry wine and warmed some of it up for a friend on a cold winter night.

I cannot remember when Cook left Compton and came to live in Farnham. It seemed a good thing for him; good to be able to get to and from his work without that long hill. For the hilly walk used to set him coughing convulsively and for a long time, and during a fit of coughing the water would stream from his eyes. I was glad for him to be spared this exhaustion morning and night. Now, there were but three or four minutes of level street between his home and his work.

But who shall judge the cost of this change—from woodlands to the neighbourhood of gas-works, from old English rusticity to

the state of the proletariat of the eighteen-nineties? I suppose that Cook's mother had died and that her little property had to be shared amongst her several sons and daughters; but anyhow it was a come-down for Cook, not financially only, when he had to leave Compton. I begin to think it was a come-down for me too, little though I dreamt of such a thing at the time. My intercourse with him underwent a profound though unnoticed change. Precisely where he got to in Farnham I never learnt. There was no need for me to go to see him. When at last, after many years, he took to his bed and died, I not only left him alone: I didn't even go to his funeral. It's true I was myself down with bronchitis at that time; but the fact remains —and I am not proud of it—that I had unawares allowed a gulf to widen between George Cook and myself.

I did not know it at the time. I always chatted with him for a minute or two every day. I never failed to sympathise with his winter desire for the return of cuckoo-time, or to laugh at his assumed dismalness (so characteristic of an ageing villager) before any cheerful prospect. Thus if, in mid December, I happened to remark "We shall soon have Christmas here," then he, assenting, was sure to add gloomily, "Whoever lives to see it!" whereat we smiled as if we liked one another. Yet, for all this, we were no longer on the old terms. I was not in touch, through him, with the quiet dignified country life of England and I was more of a capitalist. Each of us had slipped a little nearer to the ignominious class division of these present times— I to the employer's side, he to the disregarded workman's. The mutual respect was decaying. Nor yet might Cook, for his part, view his own life with the earlier satisfaction. From being one of a community of rustics, he was becoming more and more a mechanic—a cog in an industrial machine. Those were not yet the days of "Unrest." The stealthy changes which were destined, after thirty years, to oust the old skill altogether seemed to Cook, if he discerned them at all, due to his advancing years. If life was meaner, less interesting, than of old, was it not chiefly because he had been born too soon? He would have said so. He remained an opinionated Conservative and read *The Standard* every day.

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SCOTLAND

Scotland FOR THE Birdwatcher

Golden Eagle



IMMENSE VARIETY OF SPECIES AND SCENES

Scotland's appeal to the general holidaymaker and tourist lies in the immense variety of scenery and interest to be found in this small country.
So it is, also, for the birdwatcher, for whom, with its wonderful scenery and vast areas of unspoiled countryside, Scotland is an immensely rewarding country.
Its variety of habitats and its long list of resident and migrant birds, astonishing in so comparatively small an area, have long attracted ornithologists from Britain and all over the world.

There are about 160 breeding species in Scotland, of which about 15 breed only in this country in the British Isles. These include the **Crested Tit,** commonly seen in the Speyside area, and the **Osprey,** whose re-establishment as a breeding species in Scotland makes a fascinating story. **Scottish Crossbill, Greenshank, Dotterel, Capercaillie** and **Ptarmigan** are fairly widespread breeding species north of the Highland line and virtually nowhere else in Britain. Several species of duck, seabirds and divers are also unique to Scotland or much commoner in the Highlands than anywhere else. The **Snowy Owl** has also recently re-established as a breeding species in Fetlar, Shetland.

There are few references herein to the most famous of all Scottish birds, the **Golden Eagle.** Few who know of their eyries will reveal to strangers exactly where they are; but there are vast tracts of the Highlands and Islands where there is a very good chance that the visitor will see one!

Birdwatching interest is by no means confined to the spring and early summer. Winter may be even more enthralling: a total of about 150 species may be seen—in the Isle of Islay alone no fewer than 97 species were seen in two days' winter watching! Whether the visitor is interested in the Highlands or the Lowlands—and he should certainly not ignore the latter—whether in some special aspect of ornithology or merely " tally-hunting," Scotland offers endless interest.

This brochure does not seek to replace the standard works on the birds of Scotland, but is intended only to indicate what the birdwatcher may reasonably expect to see, and where to look for it. Further information will gladly be given by the organisations listed on the back cover.

For Further Information

This booklet is produced by The Scottish Tourist Board, 2 Rutland Place, Edinburgh EH1 2YU. Tel.: 031-229 1561,
which is glad at all times to give advice and information on every aspect of Holidays in Scotland. The Board also maintains an office at 2 Academy Street, Inverness, Tel.: Inverness 34353, where also information will be gladly given.

Useful addresses for Bird and Nature lovers in Scotland include:

The Scottish Centre for Ornithology and Bird Protection
17 and 21 Regent Terrace, Edinburgh, EH7 5BS. Tel.: 031-556 6042.
This is the headquarters of the Scottish Ornithologists Club, and the Scottish Office and Sales Department of the Royal Society for the Protection of Birds. It houses the most comprehensive ornithological library in Scotland and the Scottish Bird Bookshop where the fullest range of bird and nature books may be purchased.
R.S.P.B. local representatives:
Shetland: R. J. Tulloch, Reafirth, Mid Yell. Tel.: Mid Yell 19.
Orkney: E. Balfour, Isbister House, Rendall. Tel.: Finstown 275.

The Fair Isle Bird Observatory Trust
Secretary: George Waterston, 21 Regent Terrace, Edinburgh, EH7 5BS. Tel.: 031-556 6042.

The Nature Conservancy
12 Hope Terrace, Edinburgh, EH9 2AR. Tel.: 031-447 4784.
Established in 1949, the Nature Conservancy provides scientific advice on the conservation of the natural flora and fauna of Britain. It manages over 115 National Nature Reserves covering 245,000 acres of land and water, of which 37 (182,000 acres) are in Scotland. Chief headquarters: 19 Belgrave Square, London.

The Scottish Wildlife Trust
The Trust, formed in 1964, is the Scottish equivalent of the County Naturalists' Trusts in England and Wales. It aims to promote the conservation of plant and animal life in Scotland. It has at present 16 reserves, largely in the Lowlands, created to preserve particular species or habitats or to safeguard areas of natural history interest. Generally these are open only to Trust members, except Loch of Lowes which has car park and OP for all visitors.
Visitors to Scotland can support the Trust by becoming members. Secretary: 8 Dublin Street, Edinburgh, EH1 3PP.

The National Trust for Scotland
5 Charlotte Square, Edinburgh, EH2 4OU. Tel.: 031-225 2184.
The National Trust for Scotland has a special interest for—and in—ornithologists. In addition to the stately homes, castles, historic sites and beauty spots in its care, the Trust owns some of the most interesting bird-islands off the British coast—the St. Kilda group and Fair Isle. Details of membership, etc., from the above address.

The Countryside Commission for Scotland
Branklyn House, Perth.
This body, set up by the Government in 1968, is concerned with the conservation and enhancement of the natural beauty and amenity of the Scottish countryside and with the provision, development and improvement of the facilities for its enjoyment.

The Scottish Tourist Board gratefully acknowledges the assistance of the above organisations in the preparation of this booklet. Particular thanks are due to Mr. Michael Everett of the R.S.P.B. who drew the line drawings of birds and gave invaluable help in the preparation of the material. The cover picture of the Golden Eagle was taken by Mr. Charles Palmar, and all the other colour photographs were by Mr. C. K. Mylne.

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Where to go • What to see



1 **Caerlaverock** *NNR NC*
Wildfowl; large winter flocks of pink-foot and barnacle geese.
Chief Warden: E. L. Roberts, Tadorna, Hollands Farm Road, Caerlaverock, by Dumfries. Tel. Glencaple 275.

2 **Castle Douglas area** *OP*
Winter gatherings of geese including greylag, pinkfoot and Greenland white-fronted.

3 **Loch Ken** *OP*
Wildfowl; Greenland whitefront and whooper swan in winter.

4 **Ailsa Craig** *Private NR*
Seabirds, including razorbill, guillemot and one of largest gannetries in the world. Access from Girvan; enquiries to Information Office, Town House, Girvan.

5 **Horse Island** *RSPB*
Breeding terns and gulls. Permit: RSPB, Edinburgh.

6 **Loch Lomond** *NNR NC*
Breeding wildfowl; geese in winter.
Warden Naturalist: E. T. Idle, 22 Muirpark Way, Drymen. Tel. Drymen 428.

7 **Mull of Kintyre** *OP*
Large numbers geese and divers along west coast in winter.

8 **Islay** *OP*
Chough.

9 **Loch Gruinart** *OP*
Wildfowl and waders; barnacle geese in winter.

10 **Rhum** *NNR NC*
Sea birds; largest Manx shearwater colony in UK; eider, red-breasted merganser and other Hebridean birds.
Chief Warden: P. Wormell. The White House, Kinloch, Isle of Rhum. Tel. Rhum 6.

11 **Loch Druidibeg** *NNR NC*
Breeding ground of greylag geese; waterfowl.
Warden: M. MacRury, Stilligarry, Lochboisdale, South Uist. Tel. Grogarry 202.

12 **Balranald** *RSPB*
Breeding waders and duck; red-necked phalarope, corncrake.
Enquiries: The Warden, Houghary, North Uist.

13 **St. Kilda** *NNR NTS NC*
Largest gannetry in the world (30,000—40,000 nests); largest and oldest fulmar colony in UK; largest puffin colony in UK; Leach's and storm petrel; St. Kilda wren. Cruises, working and research parties arranged by NTS. Natural history enquiries: NC, Edinburgh.

14 **Beinn Eighe** *NNR NC*
First NNR in UK. Highland birds.
Warden: R. Ballantyne, Anancaun, Kinlochewe, Ross-shire. Tel. Kinlochewe 204.

15 **Inverpolly** *NNR NC*
Moorland and mountain birds.
NC Warden: R. Tweddle, Strathpolly, Inverpolly, Ullapool, Ross-shire. Tel. Lochinver 204.

16 **Handa Is.** *RSPB*
Vast seabird colonies; shag, fulmar, kittiwake, auks.
Contact RSPB Edinburgh or warden, A. Munro, Tarbert, Foindle, by Laing, Sutherland.

17 **North Rona and Sula Sgeir** *NNR NC*
Large colonies gannet, fulmar and Leach's and storm petrel. Largely inaccessible.

18 **Invernaver** *NNR NC*
Birds of northern moorland.
Warden: W. Mackay, 89 Invernaver, Bettyhill, Sutherland.

19 **Dunnet and Duncansby Heads**
Good OPs for seabirds including puffin, auks and skuas.

20 **Hoy** *OP*
Seabirds including vast fulmar colony; skuas.

21 **Noss Ronaldsay**
Good OP for seabirds including breeding Sandwich tern. All northern Orkneys are good OPs for seabird cliff colonies.

22 **Fair Isle** *NTS*
Important migration point, with more "firsts" than any other in UK. Bird Observatory and Ringing Station.
Breeding seabirds include petrels, fulmar and skuas; Fair Isle wren. Details from G. Waterston, 21 Regent Terrace, Edinburgh, 7; or Warden, Fair Isle.

23 **Noss** *NNR NC RSPB*
Biggest colony of great blackbacks in UK; gannet and fulmar colonies; skuas, Gunista, Bressay, Shetland. Tel. Bressay 217.

24 **Hermaness** *NNR NC*
Big seabird colonies; skuas, fulmar, gannet. Enquiries: NC, Edinburgh.

25 **Loch Garten** *RSPB*
Only established breeding area of osprey in UK. Capercaillie, crested tit. Public OP 10-8, April 1—mid-August.

26 **Cairngorms** *NNR NC*
With Speyside, one of the most rewarding areas in Britain for the birdwatcher. Breeding species include crested tit, crossbill, siskin, capercaillie in the pine forests; black grouse on forest fringes; buzzard, golden eagle on pines or crags; osprey on Loch Garten (see 25); greenshank on moors; peregrine, ring ouzel on cliffs and in corries; ptarmigan on high tops.
Chief Warden: A. MacDonald, Kinakyle, Aviemore. Tel. Aviemore 250.
Wardens: D. H. Rose, Lilybank, Braemar. Tel. Braemar 284; and D. B. Holland, Achnagoichan Cottage, Rothiemurchus, Aviemore. Tel. Aviemore 287.

27 **Sands of Forvie** *NNR NC*
Wildfowl; large eider colony; terneries.
Permit required from NC.
Warden: G. Kemp, Bridgefoot, by Ellon, Aberdeenshire, or Cross Roads, Slains. Tel. Collieston 230.

28 **Montrose Basin** *OP* Waders.

29 **Tentsmuir** *NNR NC*
Wildfowl including geese in winter; terneries. Wheeled transport on the sands in the Reserve, and access to Abertay Sands, prohibited.
Warden: M. Smith, Chesterhill, Newport-on-Tay, Fife.

30 **Loch Leven** *NNR NC RSPB*
Important freshwater area for breeding and migratory wildfowl. Pinkfoot and greylag geese in winter. Three Public Access points; RSPB Reserve Vane Farm, on south shore.
RSPB, Warden: J. Swan, Vane Farm.

31 **Isle of May** *NNR NC*
Bird observatory. Seabird and migration station. Enquiries: NC, Edinburgh.

32 **Inchmickery, Firth of Forth** *RSPB*
Breeding common, arctic, Sandwich and roseate terns. Permit: RSPB, Edinburgh.

33 **Duddingston Loch,** Edinburgh. Wildlife Ministry of Works Bird Sanctuary.

34 **Aberlady Bay.** *NR* of E. Lothian C.C. Wildfowl.

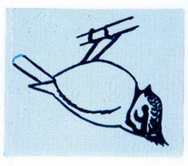
35 **Fidra, Eyebroughty and The Lamb** *RSPB*
Islands in the Firth of Forth: 4 species breeding terns on Fidra; eider and gulls on Eyebroughty; cormorant and small numbers seabirds on The Lamb.
Permit: RSPB, Edinburgh.

36 **Bass Rock** *Private NR*
Large and oldest-recorded (15th cent.) gannetry; other seabirds. Summer boat trips from North Berwick.

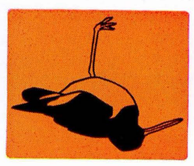
37 **St. Abb's Head** *OP*
Seabirds cliffs; fulmar colony.

38 **Loch of Lowes,** Dunkeld. Wildlife Trust *NR* Water and woodland birds. *OP*

NC Nature Conservancy
NR Nature Reserve
NNR National Nature Reserve
NTS National Trust for Scotland
OP Observation Point
RSPB Royal Society for the Protection of Birds



Long Tailed Duck



Oystercatcher



Puffin



Black Guillemot



Eider Duck

Crested Tit

DIVERS

The **Great Northern** is a winter visitor but odd birds remain well into spring and may be seen all along the west coast. **Black-throated** nest on the larger stretches of water in remote areas of the Highlands and Islands; the smaller **Red-throated** on lochans and hill tarns in considerable numbers, often within sight of a road. **Great Crested Grebes** breed on many suitable waters, mostly in the Lowlands, and **Dabchick** are frequently seen. The **Slavonian Grebe** breeds sparingly on a few lochs in Inverness-shire.

SEA BIRDS

The large numbers of sea-birds nesting along the Scottish coast include **Storm Petrel, Leach's Petrel** and **Manx Shearwater:** these nest only on remote and often inaccessible islands, but Shearwaters may be seen, however, from boats in the firths of Forth and Clyde, and Petrels are not infrequently encountered in western and northern waters. **Fulmars** have expanded their range considerably in recent years and not only nest on all the well-known colonies but in many other places on the west and east coasts. **Gannets** are confined as breeding birds to a series of colonies around Scotland, the largest being St. Kilda, Ailsa Craig, the Bass Rock, Sule Stack and Sula Sgeir; there are smaller outposts on the Scaur Rocks, Wigtownshire, and in the Shetlands. But they may be seen from the shore around the coast. **Cormorants** are rather restricted in their breeding stations but are nonetheless very familiar in Scotland; the smaller **Shag** is even more numerous, nesting in large numbers all along suitable rocky coasts. Breeding Auks include **Guillemot, Razorbill** and **Puffin:** they nest in vast numbers on many well-known sea-bird islands and are not uncommon elsewhere, breeding on mainland cliffs such as St. Abb's Head and Dunnet Head. The **Black Guillemot** or Tystie eschews large colonies but is very familiar on western and northern seaboards.

GEESE, DUCK, SWANS

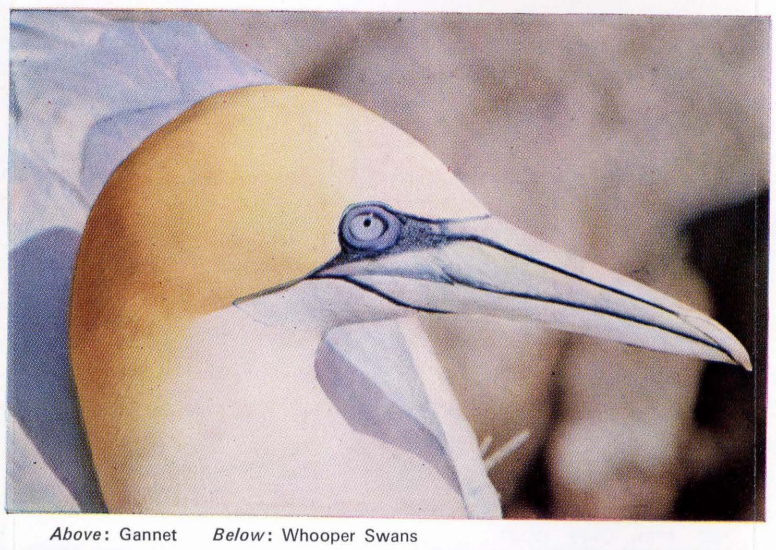
Wild Geese are almost entirely winter visitors, although **Grey Lag** breed here and there in the Outer Hebrides. **Pinkfoot** winter over much of the country, as do **Grey Lag**: both species are present in large numbers. **Greenland Whitefronts** are mainly concentrated in the Solway and a few other areas such as Kintyre. **Barnacle** are not widespread but are found in the Western Isles and the Solway.

Of the wild swans, **Bewick's** is an unpredictable species in winter, but the **Whooper** is both abundant and widespread at that time of the year.

Almost all the duck known in Britain can be seen in Scotland in winter, including **Long-tailed Duck** and **Velvet Scoter.** Breeding species include **Eider,** very common all around the coast, **Goosander,** confined to freshwater lochs and rivers, and **Red-breasted Merganser,** which occurs both on salt and fresh water.



Above: Black-throated Diver



Above: Gannet *Below*: Whooper Swans



BIRDS OF PREY

Scotland has long been famous for the diversity of its birds of prey population. First on the list is, of course, **Golden Eagle,** the bird all tourists hope to see but the one which, in fact, so few of them do!
It is not common; its eyrie sites are largely confined to the wilder areas of the Highlands—but as often as not it may be seen from any road which winds through typical eagle country.

Buzzards (often mistaken for Golden Eagles) and **Kestrels** are the commonest birds of prey in Scotland, but in mountain country, and on a few sea cliffs, the magnificent **Peregrine,** although scarce, may still be seen easily enough, and on moorland the tiny **Merlin** and the **Hen Harrier** are not uncommon. In suitably wooded areas, the **Sparrowhawk** still holds its own. Challenging the Golden Eagle for pride of place among Scotland's predators is the **Osprey,** now re-established as a breeding bird after an absence of nearly half a century. A visit to the R.S.P.B. Reserve at Loch Garten in Inverness-shire, where this wonderful bird can be seen at close quarters, is a " must " for all bird-lovers.

Excluding a very rare but surprisingly regular winter visitor, the **Snowy Owl,** five species of owl occur in Scotland. The **Little Owl** is confined to very few pairs in the Borders and, although widespread, the **Barn Owl** cannot be called a common bird. The **Tawny Owl,** however, is very numerous, and where there is sufficiently thick cover the **Long-eared Owl** is by no means uncommon. The **Short-eared Owl** is the species most readily seen, as it hunts over moorlands and rough pastures by day.

WADERS

A great many species of waders occur in winter or as passage migrants, and several are known as breeding birds, including two most familiar and ubiquitous species, the **Curlew** and the **Oystercatcher. Snipe, Redshank, Dunlin, Ringed Plover** and **Golden Plover** also breed in some numbers. The beautiful **Greenshank** nests in some areas, notably in the Cairngorms, and in recent years the **Wood Sandpiper** has nested in very small numbers in one or two localities.

Another very rare bird, the **Dotterel,** nests on high barren mountain tops. Due to tourist pressure, it has largely retreated from its better-known Cairngorm haunts, but survives in some numbers in remoter areas. The **Whimbrel** breeds in good numbers in Shetland, where also the **Red-necked Phalarope** occurs locally: the latter also breeds in a few spots in the Outer Hebrides.

Almost every rocky burn and river, or stony loch-shore, has its complement of **Common Sandpipers.** Thick woods abound in parts of Scotland and here the **Woodcock** may be seen, especially around dusk when " roding."



Above: Roseate Tern



Above: Dotterel *Below*: Dipper



GULLS AND TERNS

The five common species of gull may be encountered almost anywhere; **Kittiwakes** are present, in vast numbers, in most of the well-known sea-bird colonies and are commonly encountered around much of the coast.

Scotland is probably the only part of Britain where **Glaucous** and **Iceland** Gulls can safely be regarded as regular winter visitors.

Terns also breed in large numbers; among the most famous terneries are the R.S.P.B. Forth Islands Reserves.

In addition, many terneries exist on the mainland. **Common, Arctic, Little** and **Sandwich** Terns nest in many areas, while **Roseate** Terns are abundant on the Forth islands.

In Orkney and Shetland, and on parts of the extreme north-east coast, the piratical Skuas breed. The **Arctic Skua** is very numerous, and numbers of the **Great Skua** —the Bonxie—are on the increase. Both species can be seen from the shore at John o' Groats.

GAME BIRDS

The sporting tradition in Scotland has done much to ensure a large population of game birds. The **Red Grouse,** a well differentiated race, is very numerous on the heather moors; less numerous but by no means uncommon is the handsome **Black Grouse,** a bird which prefers the fringes of moors, especially with cover near by.

In the old pine forests of the Highlands lives the mighty **Capercaillie,** one of the most spectacular of the birds for which Scotland is famous. The **Ptarmigan** is a bird of the high mountains, rarely venturing below 3,000 ft. except in winter.

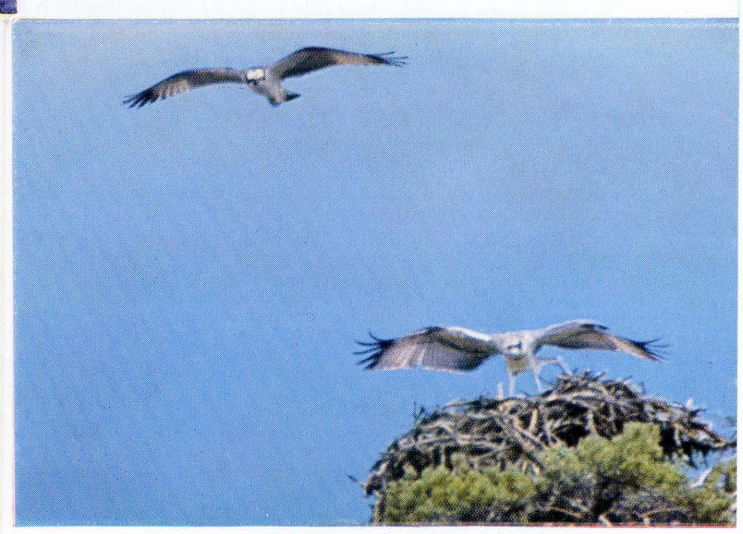
Although not a game bird, the **Corncrake** should be mentioned: not so common as it once was, it can still be found in parts of Western Scotland and in the Western and Northern Isles. It is, of course, a bird more often heard than seen.

PASSERINE BIRDS

Passerine birds of many species abound in Scotland, and one Woodpecker, the **Great Spotted,** is tolerably common: the **Green Woodpecker** is by no means unknown. " Specialities " include the **Dipper,** common throughout the country where there are suitable streams, two northern Crows—the **Raven** and the **Hoodie**—and the **Crested Tit,** which is restricted to the pine forests of the Spey Valley, where it is quite common.

Siskins nest in many parts of the Highlands, and **Twite** breed in a few areas of the west and north. The **Snow Bunting,** fairly common as a winter visitor, also nests in a few areas in high mountainous country.

Passerine birds commonly seen include: **Coal Tit, Tree Creeper, Ring Ouzel, Wheatear, Whinchat, Stonechat, Redstart, Wood Warbler, Goldcrest, Grey Wagtail** and **Redpoll.**



Above: Osprey eyrie at Loch Garten



Above: Redstart *Below*: Manx Shearwater



Slater's
St. A DA 869. 56

Details - Nethermuir

AUCHTERHOUSE,

WITH LUNDIE, FOWLIS EASTER, AND TEALING.

THE parish of AUCHTERHOUSE lies in the south-west corner of the county, about 7 miles N.W. from Dundee, its post town, and on the south of the Sidlaw hills, bounded on the east by Tealing, on the south-east by Mains and Strathmartine, on the south by Liff, on the west and south-west by Lundie and Fowlis, on the north-west by Newtyle, and on the north and north-east by Glamis, and is a station on the Dundee and Newtyle railway. There is a parish church (erected in 1775), also a Board school. The road from Dundee to Meigle (in Perthshire) passes through the parish, which comprises 5,708 acres, chiefly of arable land. Sandstone lies at or near the surface of almost the whole extent of the parish, which in 1881 contained a population of 661.

LUNDIE parish lies in the western part of the county, and at the head of the valley of the Dighty, bounded on the north by the Sidlaw hills, which divide it from Kettins and Newtyle, on the east by Auchterhouse, and on the south and west by Fowlis Easter; Admiral Lord Viscount Duncan, whose name is familiar to every reader of British history, lies interred in the churchyard of this parish. The parish of FOWLIS EASTER, in Perthshire, was united to Lundie ecclesiastically in 1618, but parochially is a separate parish. Its length is about 3 miles, and its breadth a mile and a half, commanding a beautiful view of the Carse of Gowrie, near the eastern extremity of which it lies, the Firth of Tay, and the opposite shores of Fife. In point of situation, and for natural, beauty and rich and varied scenery in every direction, few places can excel it. Conjointly the district forms a well-cultivated and productive tract of country, embellished with plantations and irragated by several small lakes, of which Lundie Loch is one. The church of Fowlis, which was founded by Sir Andrew Gray, for a provost and some prebendaries, is still perfectly entire, although it was built in the year 1143. The parish, which comprises 7,012 acres, abounds in grey freestone of good quality, and in 1881 had a population of 628.

TEALING parish situated about 6 miles N. from Dundee, its post town, and lying on the south side of the Sidlaw chain, is about 6 miles in length and 3 in breadth. It is watered by the small river Fithie, a tributary stream to the Dighty, and is bounded on the east and west by Murroes and Auchterhouse, and a line drawn nearly along the summits of the hills above mentioned would divide the parish from Glamis on the north. In this parish are found grey slate, moorstone, and freestone. John Glass, founder of the sect appropriately designated "Glassites," was minister of Tealing anterior to his open separation from the Church of Scotland. The places of worship are the parish and a Free church, and there is also a Board school. Acreage of parish, 7,227; population in 1881, 757.

POST OFFICE, AUCHTERHOUSE, Jane Christie, *Post Mistress*.—Letters from all parts arrive (from Dundee), at 9 0 a.m., and are despatched thereto at 2 30 p.m.——The nearest *Money Order Office* is at NEWTYLE, distant about 4 miles.

POST OFFICE, Balgray, TEALING, William Marr, *Post Master*.—Letters from all parts arrive (from Dundee) at 8 30 a.m., and are despatched thereto at 2 30 p.m.——The nearest *Money Order Office* is at DUNDEE, 6 miles distant.

POST OFFICE, LUNDIE, Duncan Jamieson, *Post Master*.—Letters from all parts arrive (from Dundee) at 9 45 a.m., and are despatched thereto at 10 15 a.m.——The nearest *Money Order Office* for LUNDIE and FOWLIS EASTER is at LOCHEE.

Letters for all the above places should be addressed "*near* DUNDEE"

BLACKSMITHS.

Anderson Peter, Newton of Tealing
Fenwick David, Auchterhouse
Fraser James, Fowlis
Fyffe John, Newbigging, Tealing
Rennie Alex. South Baludderon, Tealing
Tarbit William, Lundie
Thomson Robert, Auchterhouse

BOOT AND SHOE MAKERS.

Anderson David, Auchterhouse
Cant David, Auchterhouse
Cant George, Lundie
Crockatt Andrew, Balgray, Tealing
Edwards James H. Fowlis Easter
Murray John, Auchterhouse

GROCERS AND GENERAL DEALERS.

Bennet Alexander, Balkello, Auchterhouse
Bryson John, Auchterhouse
Christie Jane, Auchterhouse
M'Farlane James, Lundie
Marr William, Balgray, Tealing
Palmer William, Auchterhouse
Steele Agnes, Fowlis Easter

JOINERS.

See Wrights.

MILLERS.

Hunter Andrew, Dronley, Auchterhouse
Jack Henry, Fowlis Easter Mill
Lowson William, Millhall, Fowlis Easter
M'Gibbon David, Lundie Mill
Stirrock Wm. Burnhead Mill, Auchterhouse
Taylor David, Tealing Mill, Tealing

SCHOOLS.

BOARD SCHOOLS:—
Auchterhouse—John Robertson, master
Fowlis—George Colston, master
Lundie—Duncan Jamieson, master
Tealing—Peter M. M'Kenzie, master

STONE MERCHANTS AND QUARRY OWNERS.

Fyffe James, Parkside Quarry, Auchterhouse
Gentle James, Leoch Quarry, Auchterhouse

TAILORS.

Cochrane William, Auchterhouse
Rae David, South Baludderon, Tealing

WRIGHTS.

Anderson William, Lundie
Forbes James, Newbigging, Tealing
Hill Robert, Auchterhouse
Rae Peter, Auchterhouse
Salmond James, Newton, Tealing
Soutar James, South Baludderon, Tealing
Steele David (& millwright), Fowlis Easter

MISCELLANEOUS.

Duncan George, wood merchant, Thriepley, Lundie [Tealing
M'Nicoll Walter, land steward, Home Farm,

Public Buildings, Offices, &c.

PLACES OF WORSHIP AND THEIR MINISTERS.

ESTABLISHED CHURCHES:—
Auchterhouse—Rev. William M. Inglis, M.A
Fowlis Easter—Rev. Peter L. Burr
Lundie—Rev. Peter L. Burr
Tealing—Rev. William Elder
FREE CHURCH, Tealing—Rev. Neil Elder, M.A.

PAROCHIAL BOARD AND RATE OFFICERS

FOR THE PARISHES OF

Auchterhouse—John Robertson, inspector collector
Fowlis Easter—David Crabb, inspector and collector, Fowlis Cottage
Lundie—Duncan Jamieson, inspector and collector, School House
Tealing—Peter Mitchell M'Kenzie, inspecto

REGISTRARS

OF BIRTHS, DEATHS, AND MARRIAGES FOR THE PARISHES OF

Auchterhouse — John Robertson, School House
Fowlis Easter—David Crabb
Lundie—Duncan Jamieson, School House
Tealing—Peter Mitchell M'Kenzie

Public Library, Auchterhouse — Thomas Bryson, secretary
School Board, Auchterhouse—Andrew Whitton, chairman; Thomas Braid, clerk and treasurer

CONVEYANCE BY RAILWAY,

ON THE DUNDEE AND NEWTYLE BRANCH OF THE CALEDONIAN LINE.

Station, AUCHTERHOUSE — Thomas M'Kay, station master [master
Station, DRONLEY—Joseph Cameron, station

CARRIERS.

To DUNDEE, George Low, from Auchterhouse, Tuesday and Friday; James M'Farlane, from Lundie, Friday, and David Malcolm, from Tealing, Tuesday & Friday

BRECHIN,

WITH THE PARISH OF FARNELL.

BRECHIN is a royal burgh the seat of a presbytery, the see of a bishop, and the capital of its parish; 70 miles N. from Edinburgh, situated on the north bank of the Southesk, and on a branch line of the North-Eastern section of the Caledonian Railway, for which there is a station here. Brechin more than once suffered by the incursions of invaders and broils of civil wars; it was burnt by the Danes in 1012, and in 1645 was subjected to a similar calamity by the Marquis of Montrose; two years afterwards it was nearly depopulated by that dreadful scourge, the plague. Formerly the city was walled, but the gates have been long removed, and in the present day it exhibits the appearance of a busy manufacturing town with several excellent public buildings. It has been greatly improved during the last few years, and is now well supplied with gas and water. Flax spinning and the manufacture of linen, and a paper mill, employ numerous hands. There are also two distilleries and a brewery. Branches of the Royal Bank of Scotland, British Linen Company Bank, the Clydesdale Bank, Limited, the Union Bank of Scotland, Limited, the National Bank of Scotland, Limited, and Bank of Scotland are established here. There are several excellent family and commercial hotels, the principal being the Commercial, the Dalhousie, and the Crown. A newspaper, established in 1848, published on Tuesday morning, entitled the *Brechin Advertiser*, is conducted with much talent. The antiquity of Brechin as a royal burgh is of remote date; it is governed by a provost, two bailies, a dean of guild, treasurer, hospital master, and seven councillors, who are also police commissioners. The burgh joins with Forfar, Montrose, Arbroath, and Inverbervie in returning one member to Parliament; the present representative is John S. Will, Esq., Q.C. A burgh or bailie court is held every Wednesday, and oftener when necessary; the magistrates are the judges. A justice

of the peace court is held on the first Wednesday in every month, and a sheriff court on the third Tuesday of January, March, May, July, September and November; the two last-mentioned courts are for adjudicating small debt claims.

In ancient times the Abbey of Culdees existed here; and in 1150 when Brechin was constituted an episcopal see by David I., it is supposed that the site of this establishment was that selected for the foundation of the Cathedral. An interesting fragment remains of the hospital of Maison Dieu, founded by William Brechin in 1264. The cathedral of St. Ninian, which now forms the parish church, stands on the north verge of a precipitous ravine, which separates the burgh lands from those of Brechin Castle; it was originally a stately Gothic structure, but its architectural symmetry has been materially injured by the injudicious taste displayed in modern repairs. The length is 116 feet and the breadth 61 feet; the steeple is a square erection, 70 feet in height, surmounted by an hexagonal spire of 50 feet. The cathedral of Brechin was one of the few places of worship in which the service of the liturgy was for some time performed without interruption after its promulgation in 1637. The bishop was a man of singularly strong and daring character, and ascended the pulpit with a pair of pistols under his gown, determined to carry the behests of royalty into execution at whatever risk. The places of worship are the parish church (cathedral), East parish church, two Free churches, and three United Presbyterian, a Scotch Episcopal, Roman Catholic, and Evangelical Union chapels, and a meeting house in Bank Street for Plymouth Brethren. Contiguous to the cathedral stands the round tower of Brechin, similar to those in Ireland. It is supposed to have been erected about the year 1010; it is built of freestone, 85 feet in height to the cornice, and 25 feet more to the pinnacle of a modern spire. It has several windows—four in particular, at the top, facing the cardinal points. The entrance to the tower is by a door 5 feet from the ground, on the outside; the whole edifice has been repaired by the Commissioners of Woods and Forests, and new wooden ladders erected. Numerous figures in an antique style of carving and a rude representation of the crucifixion, are the surrounding ornaments to the door. The diameter of the tower at the bottom is 16 feet. Formerly there were two small bells in it, which were removed to the large steeple, where they now hang. Between the town and the river, and only separated from the former by the ravine before mentioned, stands Brechin Castle, an ancient seat of the Maules of Panmure, now represented by the Earl of Dalhousie; it is built on a precipitous rock overhanging the stream. It sustained a siege of twenty days in 1303 from the English army under Edward I., but Sir Thomas Maule, its commander, being killed, it surrendered. The south front, towards the river, consists of some remains of the original structure, with some more recent erections, including a handsome square tower; the west front is formed with regularity, in the style of the seventeenth century, with round towers at the angles.

Brechin has the advantage of numerous educational seminaries, and these have stimulated even the humble classes to the acquisition of knowledge, which is ministered to them by means of several excellent public libraries, the volumes of which are in active demand. One of the chief architectural ornaments of the town is the Mechanics' Institution, containing an excellent library, reading room and billiard club. The front is in the Tudor style, with castellated parapet ornamented with pinnacles: a fine tower rises in the centre to the height of eighty or ninety feet, from the summit of which there is an enchanting prospect. This elegant structure was erected at the sole cost of the late Lord Panmure, who also presented to the institution numerous valuable paintings, which grace the fine hall of the Institution. His Lordship's munificence also granted £1,000 to be invested at interest, which yields about £40 a year, and is appropriated to enriching the library with books and the support of courses of lectures; and the subscribers are entitled to the benefit of the whole, for a very small payment annually. A very handsome building for the Young Men's Christian Association has been erected in Bank street at a cost of £1,500, and was opened in 1878, the money being raised by public subscriptions. Also in the same year was erected the Almshouse, on the hill in Infirmary street, at a cost of £3,000; the old poorhouse, in City road, has been converted into a model lodging house, and is the property of the town council. This town has given birth to more men of genius and literary distinction than any town, in proportion to its size, in Scotland, among whom may be enumerated Maitland, the laborious historian of Edinburgh and London; Dr. Gillies, the historian of Greece; his brother, Lord Adam Gillies, Dr. Thomas Guthrie, and Colvin Smith, the eminent artist to whom Sir Walter Scott sat on five different occasions, and numerous others. Trinity Muir, one mile north of the town, besides being the site of several great fairs, is resorted to by cricket and golf players during the summer. The market is held on Tuesday, and the fairs (held on Trinity Muir), the third Wednesday and Thursday in August, and the Tuesday before the last Wednesday in September. The great sheep, cattle, and horse fair (on Trinity Muir), which commences on the second Wednesday in June, and continues for three days, is one of the largest in Scotland. "Croft" markets, for cattle, are held in the town, and horse markets, also, towards the end of February and beginning of March. Brechin parish embraces an area of 14,313 acres, and in 1881 had a population of 10,499, the town containing 9,031.

FARNELL is a parish 4 miles S.S.E. from Brechin, its post town, and 6½ S.W. from Montrose; it is about three miles in length and two in breadth, bounded on the north by Brechin, on the south by Rossie Muir, on the east by Maryton, and on the west by Kinneil and Brechin. Kinnaird Castle, the family seat of the Earl of Southesk, is acknowledged to be one of the most superb seats of the Scottish nobility, and is built in the style of a French chateau; it contains a good collection of paintings, and has an imposing and princely appearance, with its beautiful grounds and other ornamental appendages, being situated in a deer park of about 1,300 acres in extent. Acreage, 5,703; population in 1881, 613.

POST OFFICE, BRECHIN, David Tindal Webster, *Post Master*.—Letters arrive from the South at 7 and 9 40 a.m. and 6 30 p.m., and are despatched thereto at 1 15 noon and 4 50 p.m.—Letters arrive from the North at 9 40 a.m. (from Aberdeen only), and 2 50 and 6 30 p.m., and are despatched thereto at 8 a.m. 1 15 p.m. (to Montrose and Aberdeen only) and 10 p.m.—*Money Order and Telegraph Office and Savings Bank*.

POST OFFICE, Railway Station, FARNELL, William Davidson, *Post Master*.—Letters arrive from all parts (from Brechin) at 8 30, and are despatched thereto at 11 10 a.m.—The nearest *Money Order Office* is at BRECHIN.

ACADEMIES.

See Schools.

AGENTS.

(See also Factors and likewise Insurance Offices and Agents.)

Black & Johnston (advertising & emigration), 40 High st
Burns David (for ordnance survey publications & Cunard line of steamers), 8 Latch rd
Clark Andrew (to the Scottish Legal Burial & Loan Society), 4 Newington st
Croll James (carting agent for North British Railway Company), Railway station
Ferguson & Hood (for bicycles & tricycles; for Thomas Bradford & Co. Manchester, washing, &c. machines; and for Henry Laurance's spectacles), 26 Swan st
Hodgeton David (for W. & A. Gilbey, wine & spirit merchants, London), 8 High st
Hood John (carting agent for Caledonian Railway Company), 63 Southesk st
Jack James (for the Great Britain & United Kingdom Industrial Friendly Society), 19 Southesk st
Milne George (for Blaydon Manure Company), Swan st
Shiell John, S.S.C. (for the Land, Loan, and Enfranchisement Company), 14 St. David st
Watt William & Son (house), 5 Union st
Whitson William (for Land Securities Company & Caledonian Property & Investment Society), 46 St. David st

ARCHITECT.

Fettis William, 31 St. David st

AUCTIONEERS.

Anderson George, 42 City rd
Bell Alexander, Broomfield
Bean David (corn caster), 13 Market st. and Maison Dieu lane
Brechin Auction Company, Limited, 4 Swan st—William M. Vallentine, secretary; Alexander Bell & George Anderson, auctioneers

BAKERS.

Belford Alexander, 28 High st
Brechin Equitable Co-operative Society, Limited, St. David st. 17 River st. 25 Montrose st. & 71 High st—Frederick M'Leod, manager; John Sandeman, secretary
Brechin United Co-operative Association, Limited, Witch Den rd. 26 River st. High st. and 9 St. David st—John Morrison, secretary
Campbell David, 24 St. David st
Christie Alexander, 45 High st
Hutton David, 7 Union st
Kerr George, 47 Montrose st
Laing Robert W. 12 Montrose st
Milne Thomas H. 31 High st
Ritchie James, 26 Montrose st
Ritchie William, 65 Montrose st
Smith David, 112 High st

BANKS.

BANK OF SCOTLAND (Branch), 16 Panmure st; head office, Edinburgh—draws on Bank of England, Smith Payne & Smiths, Coutts & Co. and own branch, London—James Will and Alexander Philip, joint agents; D. Mackenzie, accountant
BRITISH LINEN CO. BANK (Branch), 5 Clerk st; head office, Edinburgh—draws on own branch, London—Wm. M. Vallentine, agent; Thomas Gardner, accountant
CLYDESDALE BANK, LIMITED (Branch), 22 Swan st; head office, Glasgow—draws on own branch, London—John Black, agent; John M'Geachin, accountant
NATIONAL BANK OF SCOTLAND, LIMITED (Branch), 14 St. David st; head office, Edinburgh—draws on London office—John Shiell & James Don, agents; Gregor Cumming, accountant
ROYAL BANK OF SCOTLAND (Branch), Swan st; head office, Edinburgh—draws on Coutts & Co. Bank of England & own branch, London—David Guthrie & Sons, agents; Robert S. Cargill, accountant
UNION BANK OF SCOTLAND, LIMITED (Branch), Swan st; head office, Glasgow—draws on own branch, London—Gordon & Lamb, agents; Robert Pitblado, accountant
NATIONAL SAVINGS BANK, 13 Church st; open on Tuesdays 11 to 1 & 6 30 to 8 30, Fridays 6 30 to 8 30—David Prain, actuary; William Anderson, secretary

BLACKSMITHS.

Bisset & Douglas, 50 City rd
Boyle John, Fithie, Farnell
Cowie Robert, Little Keithock
Davidson Alexander, River st
Kidd John, Aldbar
M'Omie Alexander, East Inchock
Oswald John & Son, Damacre rd
Sherrat David, 6 Clerk st
Wilson J. Ardovie

BLEACHERS.

East Mill Co. Limited (& flax spinners), Southesk Bleachfield—J. W. Chalmers, manager, East Mill
Inch Bleaching Co. Inch, Brechin

BOOKSELLERS, STATIONERS, AND NEWSAGENTS.

Alexander W. & D. 41 High st
Alexander Wm. (& bookbinder), 25 St. David st
Black & Johnston (& music sellers), 40 High street
Mackie David B. 56 Montrose st
Waterson Blyth (& music seller), Swan st

BOOT AND SHOE MAKERS.

Addison James, 15 Union st
Brechin Equitable Co-operative Society, Limited, 5 and 7 St. David st—Frederick M'Leod, manager; John Sandeman, secretary
Brechin Mary Ann (dealer), 5 Church st
Brechin United Co-operative Association, Limited, High st—John Morrison, secretary

BOOT & SHOE MAKERS—*continued.*

Burnett Andrew, 29 Montrose st
Clark John, 17 High st
Collie John, 36 Market st
Cooper J. 11 Bridge st
Duncan James, 25 Market st
Fenton David, Trinity village
Ferguson Thomas, 6 Swan st
Gall George, 12 High st
Glass James, High st
Harris George, 81 Montrose st [st
Keir David, 8 Caldwell's buildings, Montrose
Kidd Ramsay, 75 High st
Mitchell William, 29 St. David st

BUILDERS.
(See also Joiners.)

Baillie Alexander, Westgate, Farnell
Baxter James, Park road
Crabb James, Southesk st
Crockett Alexander, Montrose st
Hunter William, Southesk st
Walker Robert, Gallowhill

CABINET MAKERS & UPHOLSTERERS.

Black William & Sons, 20 Clerk st
Bruce Walter, jun. (upholsterer), Bank st
Christie & Cameron, 12 Clerk st
Davidson William, St. Andrew st
Watt William & Son, 5 Union st

CARTWRIGHTS.

Dures James (& millwright), Damacre rd
Reid Joseph, 88 Market st

CATTLE DEALERS.

Reid & Barrie, 56 & 58 High st
Reid J. & C. 5 High st

CHEMISTS AND DRUGGISTS.

Ferrier Walter M. 4 St. David st
Hodgeton David, 8 High st
Mackie George, 51 High st

CHINA, GLASS AND EARTHENWARE DEALERS.

Barrie William, 7 Bridge st
Low David, 25 River st
Meldrum James, 59 High street
Sharples Joseph, 28 Bridge st
Whitlaw David, 28 St. David st

COACH BUILDERS.

M'Gregor John, Panmure st
Simpson Andrew, 16 Clerk st

COAL MERCHANTS.

Brechin Equitable Co-operative Society, Ltd. Railway station—Frederick M'Leod, manager
Brechin United Co-operative Association, Railway station—John Morrison, secretary
Croll James, Railway station
Hood John, Railway station
Smith John, Railway station
Taylor Robert, Railway station

CONFECTIONERS.

Angus William, 54 High st
Belford Alexander, 28 High st
Brown Alexander, 78 High st [st
Campbell David (& pastrycook), 24 St. David
Christie Alexander, 45 High st
Corral James, 97 High st
Laing Robert W. 12 Montrose st
M'Kay G. 62 High st
Milne Thomas H. 31 High st
Peterkin James, 9 High st
Ritchie James, 26 Montrose st
Smith David, 112 High st
Soutter Margaret, 64 High st
Stewart B. 61 High st

DENTISTS.

Bower David, 83 Market st
Grant John S. 55 Southesk st

DISTILLERS.

Glencadam Distillery Company, Glencadam, Brechin
Guthrie, Martin & Company (pure malt whisky for home use or otherwise—**Established A.D. 1820**), **Brechin Distillery**

DRAPERS.
See Linen, &c. Drapers.

DRESSMAKERS.
Marked thus † are also Milliners.

Brown Jane, 27 Church st
†Christie James, 3 High st
†Dakers Ann, 33 St. David st
Edwards A. 53 Southesk st
Edwards H. M. 5 Union st
†Ferguson Eliza, 12 Swan st
Fraser Isabella, 32 High st
†Gardyne John, 14 Market st
†Hendry & Gardiner, 8 St. David st
†Hillocks Elizabeth, Montrose st
†Lorimer Robert, 17 Market st
Mitchell Brothers, 20 Swan st
†Morgan Robert, 15 High st
†Shaw Mary, 15 St. David st
†Willocks Jane, 35 High st
†Young Margaret & Jessie, 29 High st

DYERS.

Britcher James R. 20 Market st
Campbell P. & P. (Perth)—Margaret Young, 29 High st; Peter M. Bisset, 35 St. David st; & John Gardyne, 14 Market st. agents
Pullar J. & Sons (Perth) 70 Market st—David Lawson, agent
Stevenson Brothers (Dundee), 24 High st—J & W. Ford, agents

ENGINEERS AND IRONFOUNDERS.

More & Dargie, Montrose street

FACTORS.

Carnegie Alexander (for the Right Hon. the Earl of Southesk), Forebank House, Farnell
Shiell John, S.S.C. (for Earl of Dalhousie's tutors), 14 St. David st
Will Jas. (for Miss Helen Carnegy Arbuthnott, of Balnamoon, and for Easter & Wester Balhall estates), 16 Panmure st

FIRE, &c. OFFICE AGENTS.
See Insurance Offices and Agents.

FISHING TACKLE MAKERS.

Clift Alexander, 40 St. David st
Murray David, jun. (& gun), 42 St. David st

FISHMONGERS.

Cooper Jonathan, 77 High st
Corral James, 97 High st

FLAX SPINNERS.

East Mill Company, Limited, East Mill—J. W. Chalmers, manager

FLESHERS.

Brechin Equitable Co-operative Society, Limited, 42 High st—Frederick M'Leod, manager
Brechin United Equitable Co-operative Beef Stores, Limited, 33B Montrose st—George Buick, manager
Davidson John, 53 Montrose st
Hunter James, 111 High st
M'Intosh James, 15 Market st
Reid & Barrie, 56 & 58 High st
Reid J. & C. 5 High st
Strachan Charles, 16 High st

FRUITERERS AND GREENGROCERS.

Stewart B. 61 High st
Tosh William, 11 City rd
Young John, 34 Church st

GAME AND POULTRY DEALERS.

Cooper Jonathan, 77 High st
Corral James, 97 High st
Findlay John (attention to all orders), 10 Market street

GROCERS AND GENERAL DEALERS.

Marked thus * are also Wine & Spirit Dealers.
(See also Shopkeepers, &c.)

Anderson David F. 2 City rd
Anderson John (wholesale), 69 Market st
Barron Harriet, 9 City rd
*Beadie Jane, 24 River st
Brechin Equitable Co-operative Society, Limited, 1 St. David st. 17 River st. 51 Montrose st. 71 High st. & Southesk st—Frederick M'Leod, manager; John Sandeman, secretary
Brechin United Co-operative Association, Limited, River st. & 9 St. David st. 115 High st. & 1 Witch Den rd; Coal depôt, Brechin station—John Morrison, secretary
Cairncross William H. 37 St. David st
*Doig James, 47 Market st
Dun Peter, 2 St. Mary st
Fraser David, 75 Montrose st
*Fraser Peter, 100 High st
*Gow Charles, 11 Market st
*Grant Stephen, 17 Union st
*Hampton Robert, 1 High st
Kinnear Mary C. 28 Market st
*Knowles David C. Market st
London & Newcastle Tea Company, 87 High st
M'Laren Mary Ann, St. James's place
*Matthew William, 44 High st
*Mitchell C. & Son, 3 Swan st
*Mitchell Peter, 4 High st
Scott James, 46 Bridge st
*Scott John G. 27 High st
*Scott William, 55 High st
*Smart William N. 69 High st
*Thomson Mary, 38 Union st
Thomson Robert 159 Montrose st
*Wishart David, 17 City rd

HAIRDRESSERS.

Clift Alexander, 40 St. David st
Renny Charles, 101 High st
Scott John, 15½ Union st
Spence David, 8 Swan st
Sutherland Neil, 30 Market st

HORSE HIRERS.

Greig James, 60 Market st
Knowles Mary Ann, St. David st
Manson William, Panmure street
Pirie Alexander, Panmure st—*See advertisement*
Taylor James, Panmure st

HOTELS & INNS.
(See also Inns under the head Spirit Dealers, &c.)

Alma Hotel, Patrick A. Sinclair, 1 Church st
Brown Horse Hotel, James Greig, 60 Market st
Crown Inn & Hotel, Mary Ann Knowles, 11 St. David st
Dalhousie Hotel (commercial), James Wood, Market st
Jolly's Hotel, Barbara Jolly, 10 Clerk st
Star Inn, David Steele, 47 & 49 Southesk st
The Commercial Hotel (family, commercial & posting; hot & cold baths), Alexander Pirie, Clerk st. & Panmure st—*See advertisement*
Trinity Hotel, Charles Wood, Trinity village

INSURANCE OFFICES AND AGENTS.

ALLIANCE—Blyth Waterson, Swan st
BORDER COUNTIES (fire)—William Johnston 40 High st
CALEDONIAN—William Anderson 10 St. Mary st. & James Guthrie, Royal Bank, Swan st
COMMERCIAL (fire)—David Guthrie & Sons, Swan st [14 St. David st
EDINBURGH PLATE GLASS—Gregor Cumming,
ENGLISH & SCOTTISH LAW (life)—C. & J. Will & Philip, 16 Panmure st
EQUITABLE (fire)—W. M. Valentine, 5 Clerk st
GREAT BRITAIN (life)—James Jack, 19 Southesk st
INSURANCE COMPANY OF SCOTLAND—W. M. Vallentine, 5 Clerk st. & James D. Winton, 6 High st
LANCASHIRE—William Fettis, 51 St. David st; Gregor Cumming, 14 St. David st; & Patrick W. Watt, 5 Union st
LIFE ASSOCIATION OF SCOTLAND—William Johnston, 40 High st. & Gregor Cumming, 14 St. David st.
LONDON, EDINBURGH AND GLASGOW—William Watson Watt, 5 Union st [Swan st
LONDON AND LANCASHIRE—James Guthrie,
NATIONAL GUARANTEE—William Whitson, 46 St. David st
NORTH BRITISH AND MERCANTILE—James Craig, Swan st. & John Black, 2 Market st —*See advertisement opposite Insurance Offices, &c. in Edinburgh Classification of Trades*
NORTHERN—David Guthrie & Sons, Swan st. & William Whitson, 46 St. David st
NORWICH AND LONDON (accident)—William Watt & Son, 5 Union st
PATRIOTIC—William Fettes, 31 St. David st
PHŒNIX—C. & W. Anderson, 10 St. Mary st
QUEEN (fire)—James Will, 16 Panmure st
RAILWAY PASSENGERS' (accident)—Robert Elliot, Railway station
RELIANCE (life)—Patrick W. Watt, 5 Union st
ROYAL—James Guthrie, Royal Bank, Swan st
SCOTTISH (accident)—William M. Vallentine, 5 Clerk st
SCOTTISH AMICABLE HERITABLE INVESTMENT Co.—John Shiell, S.S.C. 14 St. David st

INSURANCE OFFICES, &c.—*continued.*

SCOTTISH EMPLOYER'S LIABILITY & ACCIDENT —William Whitson, 46 St. David st
SCOTTISH EQUITABLE (life)—Shiell & Don, 14 St. David st
SCOTTISH LEGAL (life)—William Burnett, 33 City rd
SCOTTISH METROPOLITAN (fire)—Hew Morrison, Andover hill
SCOTTISH PLATE GLASS—William Watson Watt, 5 Union st
SCOTTISH PROVIDENT—James Guthrie, Royal Bank, Swan st
SCOTTISH PROVINCIAL—J. & J. Will & Philip, 16 Panmure st
SCOTTISH TEMPERANCE—James D. Winton, 6 High st
SCOTTISH UNION & NATIONAL—Shiell & Don, 14 St. David st
SCOTTISH WIDOWS' FUND—Charles William Anderson, St. Mary st
SICKNESS & ACCIDENT—William Watson Watt, 5 Union st
SOUTH BRITISH—W. W. Watt, 5 Union st
STANDARD—W. M. Vallentine, 5 Clerk st
SUN (fire)—John Don, 14 St. David st
UNITED KINGDOM—Jas. Jack, 19 Southesk st
WEST OF ENGLAND—William Watson Watt, 5 Union st
YORKSHIRE—William Whitson, 46 St. David st

IRONMONGERS.

Duncan William H. 13 High st
Ferguson & Hood (wholesale and retail), 26 Swan street
Napier William, 21 High st
Samson James, 104 High st

JOINERS.

Marked thus † are also Builders.

†Black William & Son, 20 Clerk st
Bruce Walter, junr. Bank st
Buchan Alexander, 3 St. Mary st
Coutts James, 44 Union street
†Dures James, Damacre rd
Jamie James, Aldbar
Ogilvie George, 58 Montrose st
Reid Joseph, 90 Market st
Watt William & Son, 5 Union st
Wilson J. L. City rd

LAND & BUILDING SOCIETIES.

See Property & Investment Societies.

LINEN AND WOOLLEN DRAPERS.

Bisset Peter M. 35 St. David st
Brechin Equitable Co-operative Society, 5 & 7 St. David st—Frederick M'Leod, manager; John Sandeman, secretary
Brechin United Co-operative Society, Limited, 49 High st—John Morrison, secretary
Callendar George, 6 Bridge st
Christie James, 3 High st
Dakers David, 92 High st
Ford J. & W. 24 High st
Gardyne John, 14 Market st
Hendry & Gardiner, 8 St. David st
Hillocks Elizabeth, 42 Montrose st
Kennedy Isabella, 102 High st
Lawson David, 70 Market st
M'Kenzie Alexander, 14 High st
Mitchell Brothers, 20 Swan st
Morgan Robert, 15 High st
Scott James, 44 Bridge st
Scott James, 44 Market st
Whyte W. & Son, St. David st

LINEN MANUFACTURERS.

Dakers David (& wincey), 92 High st
Duke D. & R. Den Burn Works, Montrose st
Lamb & Scott (all home or foreign orders entrusted to our care receive special and prompt attention), Caldham Works, Southesk street
Smart J. & J. 45 River st

MANURE MERCHANTS.

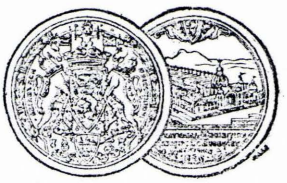
Brechin Agricultural & Trading Co. Park rd —Couper & Cowper, managers

MARKET GARDENERS.

Duncan James, Montrose st
King John, St. Andrew st
Low James, Pearse st
Paterson Charles, Latch rd

METALLIC KEG AND CASK MANUFACTURERS.

Ferguson & Hood (patentees and



manufacturers of metallic kegs, casks, cisterns, buckets, &c. for oil, naphtha, tar, turpentine, paint, colours, printing inks, &c.), City Road Works, Brechin

MILLERS.

Cowan Robert V. Balbirnie Mill
Low William, Blaikie Mill
Robertson Alexander & David, Farnell

MILLINERS.

See Dressmakers.

MUSIC SELLERS.

See Booksellers & Stationers.

NEWSPAPER.

Brechin Advertiser (Tuesday)—David H. Edwards, publisher, Swan street

NURSERYMEN, SEEDSMEN, AND FLORISTS.

Dickson & Turnbull, 2 St. David st—David Jackson, manager
Henderson & Sons, Den Nursery, Trinity rd
Joss William, St. Andrew st
Young James, Swan st

OIL MERCHANTS.

Ferguson & Hood, 26 Swan st

PAINTERS—HOUSE, &c.

Bruce William, 43 Market st
Hutcheon David, Swan st
Middleton James, 12 Market st
Williamson David P. 15 Clerk st

PAPER MANUFACTURERS.

Guthrie, Craig, Peter & Co. Brechin Paper Mills

PHOTOGRAPHERS.

Gillam Joseph, Park rd
Milne J. Southesk st

PLASTERERS.

Farquharson George, 5 Chanonry wynd; yards, Clerk st. & Damacre rd
Gibson James, Clerk st

PLUMBERS, GASFITTERS, &c.

Cuthbert George, Union st
Duncan William H. 13 High st
Kinnear James & Sons, 27 Market st
Middleton C. & Sons, 32 Market st

POTATO MERCHANTS.

Allison Donald, Damacre rd
Cobb William, City rd
Fraser David, City rd
Laing James (and pork), 141 Montrose street

PRINTERS—LETTERPRESS.

Alexander William & David, 41 High st
Black & Johnston (& engravers), 40 High st
Edwards David H. Swan st

PROPERTY AND INVESTMENT SOCIETIES.

Caledonian Property & Investment Society (Dundee), 46 St. David st—Wm. Whitson, agent
Land, Loan & Enfranchisement Co. 14 St. David st—John Shiell, S.S.C. agent
Land Security Co. 46 St. David st—William Whitson, agent

QUARRY MASTERS.

See Stone Merchants, &c.

RAG DEALERS.

Low David, Damacre rd
Whitlaw David, 28 St. David st

REFRESHMENT ROOMS.

Brown Alexander, 78 High st
Bruce J. & M. 26½ St. David st
Campbell David, 24 St. David st
Hutton David, 7 Union st
Strachan James B. 46 High st

REGISTRY OFFICES FOR SERVANTS.

Gardyne John, 14 Market st
M'Laren Mary Ann, St. James's pl
M'Omie Robert, 57 Market st

ROPE MANUFACTURER.

Finlay Robert, Park road

SADDLERS AND HARNESS MAKERS.

Braid Henry & Co. 6 Panmure st
Gallacher Hugh, 7 Market st
M'Queen Alexander, 19 St. David st
Morrison Andrew, 34 St. David st

SCHOOLS.

BOARD SCHOOLS:—
Bank street—James M. Bain, master; William Lyall, assistant master; Margaret Carnegee, mistress; Jane Robertson, assistant mistress
Aldbar—Alexander C. Robertson, master
Damacre road—Robert M'Lellan, master; Samuel Cruicksbank, assistant master; Jane Bruce, mistress
Farnell—William Lothian, master; Agnes Millar, mistress
High School, St. Andrew's place—A. R. Maclean Murray, head master; J. B. Young, John Buchanan, Agnes Mitchell, Mary Glen, Emily Smart, and Mary Ewing, assistants; Andrew Robertson, classical master; Jane & Jessie Houston, modern languages and music teachers
Little Brechin—Robert Cameron, master
Tenements' Schools, Andover hill—R. Adamson Scott, M.A. master; Harry M. Rodgers, Christina Grimm, Maggie Cables, J. N. Morrison, and M. G. Doig, assistants
Union street (half time)—James D. Ross master; Mary Anderson, mistress
Rickard Clementina & Catherine (ladies'), Post Office buildings, St. David st

SEWING MACHINE MAKERS AND DEALERS.

Clift Alexander, 40 St. David st
Ferguson & Hood, Swan st
Singer Manufacturing Co. 66 High st—*See advertisement*

SHOPKEEPERS AND DEALERS IN SUNDRIES.

(See also Grocers, &c.)

Anderson Robert, 73 Market st
Anderson William, Trinity village
Balfour Isabella, 9 Church st
Barrie William, 7 Bridge st
Callender Robert, 108 High st
Dinnie Margaret V. 47 High st
Duncan James, 33 Montrose st
Dunn Peter, 2 St. Mary st
Forbes Elizabeth F. 37 Montrose st
Fraser Mary, 6 Union st
Gilbert James, 40 Union st
Hunter William, 145 Montrose st
Johnson Archibald, 3 Montrose st
Kerr George, 47 Montrose st
Kinnear Mary C. 28 Market st
Laing James, 141 Montrose st
Mitchell David, 6 River st
Ogilvie Grant, 19 Market st
Parker William, 6 Montrose st
Patterson Marjory, 4½ Union st
Robinson Mary, Castle st
Smith David, River st
Taylor Mary A. 5 Southesk st
Thomson Betsy M. 83 Market st
Thomson James, Trinity rd
Tosh William, 11 City rd
Wallace Elizabeth, 33 Church st

SLATERS.

Davidson John, Southesk st
Leslie James, 10 Montrose st
Scott James, 48 Market st

SOLICITORS.

Marked thus * are also Notaries Public.

*Anderson Charles (C. & W. Anderson—& treasurer of Burgh School Board, & clerk to commissioners of assessed taxes for the district of Brechin), 10 St. Mary st
*Anderson Charles & William, 10 St. Mary st
Anderson William (C. & W. Anderson—& clerk to the Guildry Incorporation, burgh treasurer, secretary to the Savings Bank, & J.P. procurator fiscal for Brechin district of the county), 10 St. Mary st
Black John, 2 Market st
Craig James (Gordon & Craig—& clerk to School Board), Swan st
*Don James (Shiell & Don—& clerk to Southesk Board of Salmon Fisheries), 14 St. David st
Gordon & Craig, 2 Market st
Gordon James L. (Gordon & Craig—& town clerk, & clerk to the Police Commissioners), 2 Market st
Philip Alexander (C. J. Will & Philip—& clerk to Menmuir School Board), 16 Panmure st
*Shiell & Don, 14 St. David st
*Shiell John, S.S.C. (Shiell & Don—& factor for the Earl of Dalhousie's tutors), 14 St. David st
*Whitson William (& secretary to the Gas Company), 46 St. David st
*Will C. J. & Philip, 16 Panmure st
*Will James (C. J. Will & Philip—& clerk to the justices of the peace, to the Brechin district Road Trustees, & to the Brechin parish School Board), 16 Panmure st
*Winton James D. 6 High st

SPIRIT DEALERS AND PUBLIC HOUSES.

(See also under the head Grocers, &c.)

Christie Walter C. (Red Lion), 49 Montrose st
Campbell James (West End Bar), 44 St. David street
Duthie James (Eagle), 105 High st
Fearn James (Rob Roy), 127 River st
Fraser Duncan (Thistle), 13 River st
Greig James (Brown Horse), 60 Market st
Jolly Barbara, 10 Clerk st
Kidd James, 73 Montrose street
M'Arthur George (North Port), 13 Trinity rd
Mitchell Mary C. 8 Montrose st [st
Mowatt Alexander (Exchange), 8 & 10 Church
Ross John (Plough 11 Church st
Rutherford Hugh, 57 High st
Sinclair Patrick A. (Alma), 1 Church st
Smith Robert (South Port Bar), 1 Bridge st
Spark Alexander (City Royal), City rd
Steele David (Star), 47 & 49 Southesk st
Stevenson George (Railway Tavern), 5 & 7 Damacre rd
Traill John (Cross Guns), 22 Market st

STONE MERCHANTS AND QUARRY OWNERS.

Baxter James, Park Road and Bridge End Quarries [Quarries
Crockett Alexander, Andover Hill & Ardovie

STONEMASONS.

See Builders.

SURGEONS AND PHYSICIANS.

Anderson John, M.B., C.M. Aberd. 95 High st
Brewster Alexander, M.B., C.M. 18 St. Mary st
Leishman Thomas Arthur, M.B., C.M., L.R.C.P.S. Edin., L.F.P.S. Glas., Beare Hill Villa
Mackie John, M.D. Edin., Westwood House Castle st
Myles Thomas Patrick, M.B., C.M. Edin. 8 Castle st
Thomson John W. M.D. Aberd. 37 Church st

TAILORS.

Marked *a* are also Clothiers.

Adams William, Damaire rd
Birse John, 10 Market st
aBowman Alexander, 26 St. David st
Brechin United Co-operative Society, Lmtd. 49 High st—John Morrison, secretary
aEaton Charles, Montrose st
Glen David, 34 High st
Hampton Alexander, 23 Montrose st
aHodge William & Son, 2 Swan st
aJamieson John & Co. 20 High st
Jarron John, 14 Swan st
Kean James, 29 River st
Mitchell Brothers, 29 Swan st
aScott John, 9 Market st
Strachan Alexander K. 63 High st
aWhyte W. & Son, 19 St. David st

TIMBER MERCHANTS.

Black William & Son (& saw mills) 20 Clerk st
Ogilvie George, 58 Montrose st

TINPLATE WORKERS.

Cooper William, 115 River st
Duncan William H. 13 High st
Ferguson & Hood, Swan street
Napier William, 21 High st
Samson James, 104 High st

TOBACCONISTS.

Fraser Isabella, 32 High st
Oswald John, 39 High st
Renny Charles, 103 High st
Smith William, 75 High st
Spence David, 8 Swan st
Walker William, 11 High st

UNDERTAKERS.

Black William & Son, Clerk st
Christie & Cameron, 12 Clerk st
Duers James, Damacre rd
Watt William & Son, 5 Union st

UPHOLSTERERS.

See Cabinet Makers, &c.

WATCH AND CLOCK MAKERS AND JEWELLERS.

Bower David, 29 Market st
Christie David, 16 Swan st
Clift James, 36 St. David st
Duncan James, 4 St. James's pl
Willocks John, 35 High st

WIRE FENCING MANUFACTURERS.

Ferguson & Hood (estimates on application), City Road Works

WRIGHTS.

See Joiners, and also Cabinet Makers, &c.

WRITERS.

See Solicitors.

MISCELLANEOUS.

Angus William, manager, 207 Montrose st
Bean David, furniture dealer, &c. 13 Market st. & Maison Dieu la
Bisset Benjamin M. veterinary surgeon and inspector of markets, 50 City rd
Burness John, manager, 7 Southesk st [rd
Burnett John Carnegie, beer retailer, 1 Park
Christison James, clock cleaner, 35 Market st
Duncan George, brick & tile maker, Carcarry, Farnell, & Pugiston, near Montrose
Ferrier James, distiller, 65 Southesk st
Fyffe William, cooper, Bishop's close [pl
Gardner Thomas, accountant, 2 St. James's
Grant David, furniture dealer, 45 Montrose st
Grant James, aerated water manufacturer, 32 City rd
Hood John, cart owner, Bank st
Ireland Thomas, brewer, North Port Brewery
Jack James, tea dealer, 19 Southesk st
Johnston William, sub-distributor of stamps & sub-collector of taxes, 40 High st
Lawson David, wool dealer, 70 Market st
Mackay John, cathedral keeper & bill poster, 26 Church st
M'Ormie Robert & Son, tarpaulin & net makers, 57 Market st
Meldrum Robert, inspector of poor, collector of rates, and registrar of births, deaths, and marriages, 2 Panmure st
Milne George, corn merchant, Swan st. & at Montrose
Morrison Allan, church officer, Farnell
Murray David, jun. gunsmith, 42 St. David st
Nicol Richard L. hatter, 85 High st
Pattulo Alexander, accountant, Spring Bank Villa, Latch rd
Pyott Alexander, pawnbroker, 19 River st
Reid William, dairyman, Trenchy village
Sharples Joseph, general dealer, 28 Bridge st
Stewart G. chimney sweeper, 16 City rd
Taylor John J. cashier, Southesk st
Tod David, reed maker, 12 Damacre rd
Wood Alexander, tanner, 16 River st

Public Buildings, Offices, &c.

PLACES OF WORSHIP AND THEIR MINISTERS.

DIOCESE OF BRECHIN.

Bishop—Right Rev. Hugh Willoughby Jermyn, D.D. (Primus). Ordained 1843; consecrated 1871. Residence, Forbes Court, Broughty Ferry, Dundee
Dean—The Very Rev. James Nicolson, M.A., T.G.G. St. Salvador's, Dundee
Synod Clerk—Rev. James Gabb, M.A., T.G.G. St. Andrew's, Brechin
Chancellor—Alexander Forbes Irvine, of Drum & Chivas
Diocesan Registrar—W. J. Small, Dundee
Diocesan Auditor—Robert Sturrock, Broughty Ferry
Diocesan Secretary—Walter Shepherd, Union Mount, Dundee

ESTABLISHED CHURCHES:—
Brechin Cathedral—Rev. James Mackay, M.A. and Rev. Alexander Gardner, M.A.
City Road (East Parish)—Rev. Robert Paisley
Farnell—Rev. Thomas Cameron, M.A.

FREE CHURCH, Brechin (West)—Rev. John Fraser
FREE CHURCH, Brechin (East)—Rev. Donaldson Rose, M.A. Rev. Thomas L. Ritchie, assistant & successor
SCOTCH EPISCOPAL CHURCH (St. Andrew's)—Rev. James Gabb, M.A.

UNITED PRESBYTERIAN CHURCHES:—
Bank street—Rev. Robert W. Orr
City road—Rev. Hugh Aird, M.A.
Maison Dieu lane—William Gray, M.A.

EVANGELICAL UNION CHAPEL, City road—Rev. Alexander Mitchell
PLYMOUTH BRETHREN MEETING HOUSE, Bank st
ROMAN CATHOLIC CHAPEL, St. Andrew st

BURGH OF BRECHIN,

Guildhall, Church Street.

Provost and Chief Magistrate—John Lamb
Bailies—Charles Mitchell & Wm. Lawrence
Councillors—Seven
Dean of Guild—Alexander Clift
Hospital Master—James Don
Burgh Treasurer—William Anderson
Town Clerk—James L. Gordon
Burgh Surveyor—William Stewart
Police Clerk—James L. Gordon
Police Treasurer—James Stevenson
Police Superintendent—Lewis Gordon
Town's Officer—George O'Neil
Justice of the Peace and Procurator Fiscal for the Brechin District of the County—William Anderson
Clerk to Justices—James Will

INCORPORATED TRADES.

DEACONS.

Hammermen—George Black
Glovers—James B. Hodge

GUILDRY INCORPORATION.

Dean—James B. Hodge
Treasurer—J. Scott Lindsay
Clerk—William Anderson
Officer—John Lindsay

MECHANICS' INSTITUTION,

Castle Street.

President—W. M. Valentine
Treasurer—Gregor Cumming
Secretary—W. E. Baxter
Librarian—Thomas M. Short

INFIRMARY AND DISPENSARY,

Infirmary Street.

Surgeons—John Mackie, M.D., and Alexander Brewster, M.B., C.M.
Treasurer & Secretary—James Fraser
Matron—Miss Fraser

JUSTICE OF PEACE SMALL DEBTS COURT.

(Held in the Court-room first Wednesday in every month.)

Judges—Justices of the Peace for the district
Clerk Depute—James Will
Procurator Fiscal—William Anderson
Officers—W. Wyatt and George O'Neil

PUBLIC BUILDINGS, &c.—*continued.*

SHERIFF'S SMALL DEBT COURT.

(Held on the third Tuesday in January and every alternate month.)

Sheriff—John Comrie Thomson
Sheriff Substitute—Alexander Robertson
Clerk Depute—James Will
Officer—W. W. Watt

INLAND REVENUE OFFICE,
Gallow Hill.

Supervisor—George Clarke Suttie
First Station—Albert Long
Second Station—George Douglas and John Michie

STAMPS AND TAXES OFFICE,
40 High Street.

Sub-distributor and Sub-collector — William Johnston

RIFLE VOLUNTEER CORPS.

Brechin detachment (2nd Angus) Volunteer Battalion, The Black Watch (Royal Highlanders)
Colonel—William Scott
Major—John Duke
Captain—David Duke
Lieutenants—Charles Mitchell, David Lamb, Alexander Philip, George Scott
Sergeant Instructor—William Allen

PAROCHIAL BOARD,
Brechin Poorhouse, Infirmary Street.

Chairman—Charles Anderson
Matron (of Almhouse)—Eliza Ford
Inspector—Robert Meldrum
The Board meets at the office, in Panmure street, on Mondays at 7 p.m. and the Visiting Committee of the house on the last Wednesday of each month

PAROCHIAL BOARD & RATE OFFICERS
FOR THE PARISHES OF

Brechin, 2 Panmure st — Robert Meldrum, inspector and collector; William Lesslie, jun. assistant
Farnell — Alexander Robertson, inspector of poor & collector of rates

REGISTRARS
OF BIRTHS, DEATHS AND MARRIAGES FOR THE PARISHES OF

Brechin, 2 Panmure st — Robert Meldrum, registrar; William Lesslie, jun. assistant
Farnell—Alexander Robertson, registrar

SCHOOL BOARDS.
BRECHIN (Burgh.)

Chairman—James Smart
Clerk—James Craig
Treasurer—Charles Anderson

BRECHIN (Parish.)

Chairman—Alexander Carnegie
Clerk and Treasurer—James Will

FARNELL.

Chairman—Alexander Carnegie
Clerk and Treasurer—John Denholm

Baths, Inchfield—George Smith, keeper
Bowling Club—G. Cumming, sec. & treasurer
Brechin Lawn Tennis Club, Park rd—Thos. Gardner, treasurer
Burgh Treasurer's Office, St. Mary st—Wm. Anderson, treasurer
Cemetery, Panmure st — Robert Meldrum, superintendent; James Gray, keeper
City Hall, Swan st—George O'Neil, keeper
Conservative Electoral Association — The Right Hon. the Earl of Kintore, president; William Anderson, secretary; Joseph S. Whyte, treasurer
Constabulary Station (County), 59 Southesk st—Alexander Hendry, sergeant
Curling Club—John Shiell, S.S.C. president; William Ferguson, secretary & treasurer
Fire Engine House, Castle st—Wm. Stewart, captain
Gas Works, Witchden rd—William Whitson, secretary; James B. Terrace, manager; John Soutter, assistant collector
Guildhall, Church st—G. O'Neil, keeper
Liberal Electoral Association —John Lamb, president; Hew Morrison, secretary and treasurer
Masonic Hall, Church st—John Mackay, keeper [keeper
Mechanics' Hall, Castle st—Thomas Short,
Model Lodging-house, City rd—George Milne, keeper
Mutual Improvement Class, River st
Police Station, Church st—Lewis Gordon, superintendent
Public Park, Park rd—George Ferrier, keeper
Public Steelyard, St. Ninian's sq — Peter Philip, weigher [Smith, keeper
Public Washing House, Inchfield — George
Shambles and Weigh-house, High st—George O'Neil, weigher
Temperance Hall, City rd—Hugh Edwards, keeper
Town Clerk's Office (Union Bank of Scotland, Limited), Swan st—James L. Gordon, clerk
Trinity Muir Cattle Market, Trinity Muir—William Cobb, superintendent
Waterworks Office, Dalhousie st—William Stewart, superintendent
Young Men's Christian Association and News Room, Bank st—James Bruce, secretary; James Lindsay, treasurer
Young Women's Christian Association, 57 Southesk st—Mary Bruce, secretary

CONVEYANCE BY RAILWAY,

ON A BRANCH OF THE NORTH-EASTERN SECTION OF THE CALEDONIAN LINE.

Station, PARK ROAD—Robert Elliot, superintendent [master
Station, FARNELL—William Davidson, station
Carting Agent—John Hood, 63 Southesk st

NORTH BRITISH LINE.
Goods only.

Station, PARK ROAD—James Kye, agent
Carting Agent—James Croll

CARRIERS.

To EDZELL, Henry Johnston, from Clerk st. Tuesday and Thursday, and A. Silver, from Clerk st. and D. Raig, from Clerk st. daily
To FARNELL, J. Taylor, from Montrose st. daily
To GLENESK, James Corral, High st
To MENMUIR, Andrew Garvie, from Cross Guns, Market st. Tuesday and Friday
To MONTROSE, John Young, from Montrose st. daily (except Thursday), and Hugh Hunter, from Damacre rd. daily

BROUGHTY-FERRY,

WITH THE PARISHES OF MONIFIETH AND MURROES, AND THE HAMLETS OF BARNHILL AND NEWBIGGING.

BROUGHTY-FERRY is a considerable modern town and police burgh, seated on the Firth of Tay, about 4 miles E. from Dundee, nearly opposite to Ferry-Port-on-Craig, or Tayport, and on the Dundee and Arbroath railway. The place takes its name from the old ruined castle of Broughty or *Burgh Tay* (the defence of the Tay, situated on its south-eastern extremity), on a rocky eminence jutting into the water. The castle until lately was in ruins, but is now restored, and made into a formidable defence for the mouth of the Tay. Broughty is divided into two districts, EAST FERRY and WEST FERRY—the former is in the parish of Monifieth, the latter in that of Dundee; it is regularly built, and has improved very considerably during the last few years, having become the place of residence of many of the principal bankers and merchants of Dundee, whose pleasant houses and cottages are thickly scattered on the hill side. Branches of the Royal Bank of Scotland and the North of Scotland Bank, Limited, and a Savings Bank are established here. The town is governed by commissioners of police and police magistrates, under the provisions of the Police Act of 1862. At one time the East Ferry comprised only a few fishermen's huts, built along the beach; the population is now considerable, while people from various parts of the country visit it during the summer months to enjoy its pleasant scenery, pure air, and for the sake of its excellent bathing accommodation. There are no public works here, the inhabitants being chiefly composed of fishermen, tradesmen, and private residents. A new pier and harbour was constructed in 1871, at a cost of about £3,800, projecting in the river about 200 feet due south, with a width of 30 feet. At the outer end of the pier is a wooden platform and slip, supported on piles secured and braced together by horizontal and diagonal timbers, forming an angle running eastward in the direction of the North British railway pier, which gives it a semi-dock like appearance. There is berthage for four or five small vessels. The slip is of a uniform breadth of 20 feet, running from the top of the pier down to low water, partly under the platform at a gentle declination; this arrangement will accommodate vessels at low water, and the landing and embarking of passengers from small steamers at any state of tide. Storehouse, office, and steelyard have also been added. About half a mile to the north of Broughty-Ferry is Fort-hill, where were lately some remains of fortifications erected by the English in 1548, during the reign of Henry VIII., and regency of the Earl of Arran, when they ravaged Dundee and the surrounding country; in 1550 the works on this hill being surrendered to an allied army of Scots, Germans, and French, under M. Des Thermies, were dismantled, and at the present day they present merely shattered relics, the plough having occasionally been driven over a part of the ground which they once covered. There are ten places of worship—two Established, three Free, two United Presbyterian, one Episcopal, one Independent, and one Baptist. The East Free church, built in 1865, is a very handsome Gothic structure. There are also three Board schools, one of which —the Eastern—has been built since the new Education Act came into operation, and the other two have been enlarged and much improved. Besides these there is a secondary or collegiate school, and a few ladies' schools. There are also two Public Halls. Population of the town in 1881, 6,487.

MONIFIETH is a parish lying on the shore of the Firth of Tay, extending inland about 4½ miles from south to north, and the breadth from 1½ to 3½ miles, embracing 5,952 acres. It is bounded on the south by the Firth of Tay, and on the east by the parishes of Barry and Monikie, on the north by Monikie, and on the west by Murroes and Dundee. The name is understood to be derived from the Gaelic appellation of *Monifuith* or the "stag moss." The village of Monifieth is situated about two miles E. from Broughty-Ferry, on a brae with a southern exposure, and within a short distance of the sea. It contains some very fine villas, a machine works, and a large jute spinning mill. It has a parish and two Free churches. The parish church, though plain in appearance, is a conspicuous edifice, surrounded by a burying ground, containing a variety of finely-carved antique tombstones. There are also two Board schools. There is a station in the village, on the Dundee and Arbroath joint line of railway. Population of the parish (which includes the greater portion of Broughty-Ferry) in 1881, 9,521.

BARNHILL, one mile E. from Broughty-Ferry, in the same parish, is a station on the Dundee and Forfar direct line, opened for passenger traffic November 14th, 1870, which has facilitated the opening out of this locality in building sites, and it has now become a favourite place of residence. Here is a Convalescent Home in connection with the Dundee Royal Infirmary, erected in 1876, and opened in March, 1877, from funds left by the late Sir David Baxter, Bart.

NEWBIGGING is a small hamlet in the parish of Monikie, about 7 miles N.E. of Dundee (its post town). It contains a United Presbyterian church, a very neat building, also a Board school. Population returned with the parish.

MURROES, a parish in the southern part of the county, is 3 miles in length by 2 in breadth, bounded by Dundee and Mains on the south, Monifieth on the east, Mains and Tealing on the west, and Inverarity and Monikie on the north, lying on the road from Brechin to Dundee, its post town, from which latter it is about 5 miles N.E. distant. The greater part of the parish is arable, and it is adorned with some plantations. There are quarries producing quantities of pavement and other kinds of stone. The parish church is the only place of worship. A public school, with a house adjoining for the master, has been erected. The nearest railway station is at Kingennie on the Dundee and Forfar line of railway. Acreage, 5,298. Population in 1881, 749.

Details - Nethermuir

Slater's

on Friday. This burgh is united with St. Andrews, Cupar, Crail, Kilrenny, Anstruther West, and Pittenweem, in returning one member to Parliament. It is worthy of note that Dr. Chalmers, the celebrated orator and divine, and Professor Tennant, author of "Anster Fair," were natives of this town, and also Professor Goodsir, of the Edinburgh University. In addition to the Established church, there are a Free church, an United Presbyterian church, and Evangelical and Baptist chapels; also public schools and a private seminary for young ladies. The chief educational establishment here is the Waid Academy, which was opened September 6th, 1886. It was endowed mainly from funds mortified by Andrew Waid, lieutenant in the Royal Navy, a native of Anstruther Easter, who died in 1803. His will, which was dated in the year 1800, narrates that he had through life entertained a very favourable opinion of the Royal Navy and been much attached to its prosperity, and that he had for several years deliberately entertained a resolution, after making some provision for his relations and connections, to appropriate his whole heritable and moveable estate for the building of an academy for the accommodation of orphan boys and seamen's boys in indigent circumstances, and for their maintenance, clothing and such education as would instruct them in the great principle of the Christian religion, and fit them for serving in the British Navy with reputation, to the end that religion and the Navy might flourish and advance to the end of time. The trustees acting under the will were of opinion that the funds left by the deceased were inadequate for the full accomplishment of his design, and besides, that under the changed conditions of naval warfare, a hospital at Anstruther, for the purpose contemplated by Lieutenant Waid, would now be of comparatively little value. The amount of the Trust estate at his death was about £5,000, but at the time of the transfer to the governors of the academy it was of the value of about £15,000. Accordingly a scheme promoted by the Trustees and by the School Board of Anstruther Easter and others was laid before the commissioners under the Education Endowments (Scotland) Act, 1882, and with some amendments was adopted by them, and approved by Her Majesty the Queen in Council on August 11th, 1884. Lieutenant Waid in his will expressed a hope that his intentions might be greatly aided and extended by the charitable contributions of many good members of society, and in accordance with that anticipation Stephen Williamson, Esq., M.P., has contributed £1,000 towards the funds. The school, which is built of stone with a tower in the centre, has a fine commanding appearance. The population of the burgh, parliamentary and royal, was in 1881, 1,349. 1,349.

ANSTRUTHER WEST, which adjoins Anstruther East, is also a parish and royal burgh, and holds its charter of incorporation from James IV., in 1587. A bridge connects the two burghs. It is bounded on the north by other land in the parish of Anstruther West, on the south by the Frith of Forth, on the east by Anstruther East, and on the west by Pittenweem. This burgh was disfranchised in 1853, when three managers were appointed by the Court of Session. In 1869 it again recovered its municipal status, and is now governed by a chief magistrate, one bailie, a treasurer, and nine councillors. The inhabitants are principally employed in agricultural pursuits. Great improvements have been effected in this town within the last forty years; among these must be noticed the widening of the main street from thirteen to thirty feet, its being macadamised, and the formation of a neat footway or pavement, at an expense of £450, contributed equally by the burgh and the county. The place is supplied with water, the streets well lighted, common sewers and other conveniences constructed, whereby the public thoroughfares and lanes are kept in a clean and orderly state. A parish church manse and offices for the clergyman, and a parochial school and dwelling house for the schoolmaster, were also erected. Population in 1881, 673.

KILRENNY is a parish and royal burgh; the former is situated one mile from Anstruther, and three from Crail. The parish approaches a circular form, having a diameter of about two miles. It is bounded on the north by Carnbee, on the south by the Firth of Forth, on the east by Crail, and on the west by the two Anstruthers. The coast here is one continued range of rocks, with two small creeks, which form the harbour of Anstruther, and the port of Cellardyke, or Nether Kilrenny. Here is an Established church, and there are a *quoad sacra* church at Cellardyke, and two public schools. This burgh is governed by a provost, two bailies, a treasurer, and six councillors, and in conjunction with the Anstruthers, and other places before named, returns one member to Parliament. The population of the entire parish in 1881 was 3,270, 101 of this number being included in the parliamentary burgh of East Anstruther.

The village of CELLARDYKE (or NETHER KILRENNY) is an extensive fishing village in the above parish, and is contiguous to Anstruther, before described, forming part of the burgh of Kilrenny. There is a small harbour for fishing boats here. The three burghs are so contiguous to each other that to a stranger the separation is not discernible. It takes its name from the circumstance of containing cellars or store houses for lodging fish. The greater number of the inhabitants are fishermen, about 200 boats belonging to the place. There has recently been erected and presented to the burgh by Stephen Williamson, Esq., and the representatives of the late Jas. Fowler, Esq., natives of Cellardyke, a handsome Town Hall, which includes council, reading and amusement rooms. The nearest railway station is at Anstruther, about half a mile distant.

POST OFFICE, EAST ANSTRUTHER, William Fortune, *Post Master*.—Letters from all parts arrive at 9 15 a.m., and 12 30 and 6 45 p.m., and are despatched at 6 0 a.m., and 12 40 and 3 40 p.m.——*Money Order and Telegraph Office and Savings Bank.*

POST OFFICE, KILRENNY, William Dewar, *Post Master*.—Letters from all parts arrive (from Anstruther) at 10 a.m., and 7 30 p.m., and are despatched at 12 noon, and 3 0 and 8 30 p.m.——The nearest *Money Order Office* is at CELLARDYKE.

POST OFFICE, CELLARDYKE, David Bruce, *Post Master*.—Letters from all parts arrive (from Anstruther) at 10 30 a.m., and 7 30 p.m. and are despatched at 3 and 9 p.m.——*Money Order and Telegraph Office and Savings Bank.*

Letters for East and West Anstruthers should be addressed "FIFESHIRE;" and for Kilrenny and Cellardyke should be addressed "near ANSTRUTHER, FIFESHIRE."

ACADEMIES.

See Schools.

AGENTS.

Brown William (house), East Green
Bruce Margaret (for P. & P. Campbell, dyers, Perth), Cellardyke
Buick Margaret (for Maclure & Son, dyers, Cupar Fife), 41 Shore st
Cook David (consular agent for Belgium and Liberal agent for East of Fife), Anstruther
Duncan James M. (sewing machine), High st
Gray Alexander (for W. & A. Gilbey), High st
Marr Alexander (for Soute's patent net hauler), Cellardyke [st
Marr John (to P. & P. Campbell, dyers), High
Martin John & Co. (for Lion net hauler), Cellardyke
Munro Annie M. (for J. Pullar & Sons, dyers, Perth), Rodger st
Sharp & Murray (for Morrison's patent net haulers), Cellardyke
Watson Robert & Co. (for Manchester and American cotton canvas and champion net hauler), Cellardyke—*See advertisement*

AUCTIONEERS.

Bonthron John & Son (and cod liver oil manufacturers), Anstruther

BABY LINEN AND BERLIN WOOL WAREHOUSES.

Buick Margaret N. 41 Shore st
Munro Annie M. Rodger st
Robertson Margaret, Tolbooth st
Worrall Margaret, 11 Rodger st

BAKERS.

Bayne William, 35 Rodger st. Cellardyke
Beveridge William, 19 Shore st
Braes David & Son, Cellardyke
Butters George, High st
Donaldson Betsy, Cellardyke
Ewing Philip, Shore st
Grubb James, Cellardyke
Hamilton David, Cellardyke
Lindsay Robert, 6 Shore st
M'Connell James, 31 High st
Methven Colin, High st
Morton William, 37 Shore st
Smith William, 23 Cunzie st
Swinton Thomas S. Cellardyke
Taylor George, Cellardyke

BANKS.

CLYDESDALE BANK, LIMITED (Branch), Anstruther; head office, Glasgow—draws on London branch, 30 Lombard st—David Cook, agent; James Smith, accountant
COMMERCIAL BANK OF SCOTLAND, LIMITED (Branch), Anstruther; head office, Edinburgh—draws upon London office, 123 Bishopsgate st. Within, & London & Westminster Bank, London—W. T. Jamieson and W. Oliphant, joint agents
NATIONAL BANK OF SCOTLAND, LIMITED (Branch), Anstruther; head office, Edinburgh—draws on own branch, London—H. B. Mackintosh, agent; H. Watson, accountant. Sub-branch, Cellardyke (open from 11 to 1 daily; Saturday 11 to 12)—H. B. Mackintosh & A. C. Macintosh, joint agents
SAVINGS BANK (Anstruther & district), at National Bank. High st; open Monday evenings from 7 to 8—H. B. Mackintosh, manager
SAVINGS BANK, Cellardyke—open every Friday evening, from 7 to 8—Hugh B. Mackintosh, manager; H. Watson, cashier

BLACKSMITHS.

Anderson James, Anstruther
Brodie Robert, West Anstruther
Brodie Robert, jun. School rd. Cellardyke
Dobie John, Spalefield
Donaldson David, Kilrenny
Gow John, East Green
Patterson John, Anstruther

BOAT BUILDERS.

Jarvis William, Anstruther
Millar John A. Shore, West Anstruther
Thomson Alexander, Cellardyke

BOOKSELLERS AND STATIONERS.

Barnes Robert D. (& fancy goods), 27 High st
Bruce David, Cellardyke
Gourlay George, High st
Mitchell Alexander, Shore st
Russell William (& printer & publisher of the *East of Fife Record*, every Friday), Shore st

BOOT AND SHOE MAKERS.

Donaldson David, 13 Shore st
Gilchrist John, Cellardyke
Gray Robert, Cellardyke
Jamieson John, Rodger st
Lindsay Thomas, Kilrenny
Lumsdaine John, West Anstruther
Millar David, Rodger st
Ramsay David, Cellardyke
Robertson Charles (dealer), 18 Cunzie st
Thomson Peter (dealer), Cellardyke
Thomson Thomas & Son, 14 Shore st. and Cellardyke
Wilson Alexander, 9 Shore st
Young James, Rodger st
Young William, High st

BREWER.

Key William (and maltster, ale and porter bottler, and aerated water manufacturer), Anstruther

BUILDERS AND MASONS.

Clark John, Ellice st. Cellardyke
Lawrie James, Anstruther

CABINET MAKERS & UPHOLSTERERS.

Birrell Robert, West Anstruther
Bonthron Robert, High st
Boyter Robert, Crail rd
Herd John, Cellardyke

CARTWRIGHTS.

See Joiners.

CHEMISTS.

Fortune Robert, Rodger st
Reid David S. & Co. 27 Shore st

CHINA, GLASS, &c. DEALERS.

Dalzell Thomas A. 46 High st
King Thomas, West Anstruther
Whyte Thomas, West Anstruther
Wood Andrew, Shore st

COAL MERCHANTS.

Bell James, Anstruther Wester
Brown James, Railway station
Elder Andrew, Railway station
Harrow John, Cards wynd
Fortune Robert, Railway station

CONFECTIONERS.

See Bakers.

CORK UTTER.

Johnson Oliphant G. (wholesale, retail, and for export), Anstruther

DRESSMAKERS.

Marked thus * are also Milliners.

Buick Margaret, 41 Shore st
Cunningham Robert & John, 31 Shore st
Donaldson Jessie, Kilrenny
Duncan Alexander, Shore st
Fairweather Marion & Jessie, Tolbooth st
*Keay Jessie, Crail rd
Motion Jessie, West Anstruther
*Munro Annie M. Rodger st
*Robertson Margaret, 15 Tolbooth st
Taylor Janet & Catherine, Anstruther
*Thomson Peter, Cellardyke
Wilkie & Melville, East Green st

FACTORS.

Jamieson & Guthrie (to Col. Monypenny, Pitmilly & Balcomie, to P. H. Cunningham, Esq. Pittarthie & Craigloon, & T. A. Hog, Esq. Kellie, &c.), Anstruther

FIRE, &c. OFFICE AGENTS.

See Insurance Offices and Agents.

FISH CURERS AND COOPERS.

Bonthron John & Son, Crail road, Anstruther
Brown Thos. & Son, Anstruther, & Lowestoft
Cormack Thomas, Cellardyke
Cunningham James & Sons (bloater, herring and other cut wood for fish curers), Elbe street, Leith—Established 1850
Darsie John T. Anstruther
Donaldson Robert, Anstruther
Hepburn John N. (cooper), 51 Shore st
Keith David, Cellardyke
Melville Charles, Cellardyke
Melville Robert, Cellardyke
Sharp & Murray (and general merchants), Cellardyke
Thaw Oliver, East Green
Thomson David (fish curer and cooper), West Forth street, Cellardyke
Windram Robert, Anstruther

FLESHERS.

Addison William, Cellardyke
Cormack Thomas, 1 East Green
Dingwall Peter & Son, Shore st
Fraser & Co. 11 Shore st
Henderson George, 17 Tolbooth st. Cellardyke
Henderson William, 35 High st
Scott Alexander, Cellardyke

FRUITERERS AND GREENGROCERS.

Anderson William L. Anstruther
Scott John Fraser, 9 Shore st
Taylor Alexander, West Anstruther
Wood Andrew 47 Shore st

GROCERS.

Marked thus * are also Spirit Dealers.

Addy Emma M. Rodger st
*Bell James, West Anstruther
*Bisset Alexander, 17 Shore st
Bruce John, Cellardyke
Bruce Margaret, Cellardyke
Brydie Jane, Rodger st
Butters John, Cellardyke
*Calley Thomas, Shore st
Clark Agnes, 10 Shore st
*Dryburgh Archibald, 29 Shore st
Fowler Robert & Co. Cellardyke
*Hay Alex. 50 High st
*Hay David, 35 Cunzie st
Henderson William, Kilrenny
Imrie Alexander, Cellardyke
*Lees William & Co. West Anstruther
*Leslie William, Cellardyke
Lyall William, 12 Rodger st. Cellardyke
Marr Alexander (and general merchant), Cellardyke
Martin George, Cellardyke
*Murray Alexander C. Cellardyke
Nelson William, East Green st
*Parker Alexander, 38 Cunzie st
Peebles Ann, 8 Rodger st. Cellardyke
Pratt David, 38 Rodger st. Cellardyke
Robertson Charles, 18 Cunzie st
Sharp & Murray (and general merchants), Cellardyke
*Skinner James, Cellardyke
*Smith David, High st
*Stewart Daniel & Co. 36 Shore st
Taylor Alexander (& game dealer), West Anstruther
*Walker William, Cellardyke
Watson Robert & Co. (& general merchants Cellardyke, Fifeshire—*See advertisement*
*White Jessie Ann, West Anstruther
Wood Andrew, 47 Shore st

HAIRDRESSERS.

Harrow John, 34 Shore st
Smith James, Cellardyke

HOTELS AND INNS.

Commercial, William Kirkaldy, High st
Masons' Arms, Donald Fraser, 12 Shore st
Royal Hotel (and posting), William Donaldson, proprietor, Rodger street, Anstruther
Salutation, Margaret Forrester, 28 Shore st

INSURANCE OFFICES AND AGENTS.

CALEDONIAN—George Sharp, Cellardyke; William Russell, Shore st; & Wm. T. Jamieson, Anstruther
ENGLISH & SCOTTISH LAW (life)—George Dickson, 7 Rodger st
GUARDIAN—Alexander Marr, Cellardyke
IMPERIAL (fire)—Geo. Dickson, 7 Rodger st
LANCASHIRE—George Dickson, 7 Rodger st. & Peter Thomson, Cellardyke
LIFE ASSOCIATION OF SCOTLAND—David Cook, Anstruther, & James Fortune, Cellardyke
LONDON ASSURANCE CORPORATION—George Dickson, 7 Rodger st. & Peter Thomson, Cellardyke
NATIONAL PROVINCIAL PLATE GLASS—A. Graham, Anstruther
NORTH BRITISH & MERCANTILE—David Cook, Anstruther, & John Guthrie, Anstruther
NORTH BRITISH FISHING BOAT—George Dickson, 7 Rodger st
NORTHERN—Robert Fortune, Rodger st
RELIANCE MUTUAL (life)—Peter Thomson, Cellardyke
ROYAL—Alex. Bisset, Shore st. Anstruther, A. C. Macintosh, Anstruther, & Thomas A. Dalzell, High st
SCOTTISH (life)—Peter Thomson, Cellardyke
SCOTTISH AMICABLE (life)—William Russell, Shore st
SCOTTISH FISHERMAN'S ACCIDENT—Peter Thomson, Cellardyke [lardyke
SCOTTISH IMPERIAL—Alexander Marr, Cel-
SCOTTISH LEGAL—George Peebles, West Anstruther
SCOTTISH METROPOLITAN—Robert Fortune, Rodger st
SCOTTISH PROVIDENT—W. T. Jamieson, Anstruther [struther
SCOTTISH PROVINCIAL—David Cook, An-
SCOTTISH UNION AND NATIONAL - Jamieson & Guthrie, Anstruther, & H. B. Mackintosh & Son, Anstruther
SCOTTISH WIDOWS'—H. Watson, Anstruther
SICKNESS AND ACCIDENT—H. B. Mackintosh & Son, Anstruther
STANDARD (life)—Alexander C. Macintosh, Anstruther

IRONMONGERS.

Butters John, Cellardyke
Dalzell Thomas A. 46 High st
Hutton David, East green, Anstruther
Purvis George, East green
Watson Robert & Co. Cellardyke—*See advt*

JOINERS.

Birrell Robert, West Anstruther
Bisset John, Castle st
Brown William, East green
Henderson William, Kilrenny
Herd John, Cellardyke
Ireland Andrew, Cellardyke
Lyell Thomas, Anstruther
Thomson Alexander, Cellardyke
Wilson Andrew, West Anstruther

LINEN AND WOOLLEN DRAPERS.

Anderson Philip, 44 Shore st
Cunningham Robert & John, 31 Shore st
Duncan Alexander, Shore st
Duncan James M. High st
Fortune James, Cellardyke
Marr John, 19 High st
Thomson Peter, Cellardyke
Sharp & Murray, Cellardyke

NET MANUFACTURERS.

Duncan & Black, (fishing nets), Cellardyke Factory
Sharp & Murray (and fishermen's outfitters), Cellardyke
Watson Robert & Co. (and fishermen's outfitters), Cellardyke, Fifeshire—*See advertisement*

NEWSAGENTS.

Gourlay George, High st
Russell William, Shore st

OIL MANUFACTURERS.

Bonthron John & Son (cod liver), Anstruther
Cormack Thomas (cod liver), Cellardyke

PAINTERS AND PAPERHANGERS.

Brown George, Cellardyke
Elder Jas. (& glazier), Rodger st
Lister John, 22 Shore st
Smith James, 55 High st

PLUMBERS AND GASFITTERS.

Dalzell Thomas A. 46 High st
Hutton David, East Green, Anstruther
Purvis George, East Green

ROPE AND SAIL MAKERS.

Mitchell David, Rodger st
Sharp & Murray, Cellardyke
Watson Robert & Co. Cellardyke—*See advt*

SCHOOLS.

WAID ACADEMY, Anstruther:—
Head Master—John Masson, M.A.
Classics—The head master & P. Harrower, M.A.
Mathematics, Arithmetic and Science—W. B. Crawford, M.A., B.SC.
English—The head master, Robert Jackson, M.A. and P. Harrower
French and German—The head master and Miss Johns
Vocal and Instrumental Music—Charles E. Windridge
Drawing and Needlework—Miss Johns
Drillmaster—Sergeant Bryce
Gordon Elizabeth and Margaret (ladies'), Anstruther
PUBLIC SCHOOLS:—
East Anstruther—Wm. Arbuckle, master
East Anstruther (infants')—Anne Shepherd, mistress [master
West Anstruther — William P. Wilson,
Cellardyke—John Barbour, master; Anne White, mistress; C. P. Danks, infants' mistress
Kilrenny—Robert Forsyth, master; Ellen Gilchrist, mistress

SEEDSMEN.

Calley Thomas, Shore st
Hay Alexander, High st
Hay David, Anstruther
Leslie William, Cellardyke
Scott John Fraser, 9 Shore st
Wilson James (& florist), 96 Market street, St. Andrew's; nursery, Greenside place, St. Andrews
Wood Andrew, Shore st

SHIP CHANDLERS.

Cunningham Thomas, Harbour head
Marr Alexander, Cellardyke
Sharp & Murray, Cellardyke
Watson Robert & Co. Cellardyke—*See advt*

SLATERS.

Gilmour Thomas (and plasterer), West Anstruther
Williamson Robert, Tolbooth st. Cellardyke

SMITHS.
See Blacksmiths.

SOLICITORS.
Marked thus * are also Notaries.

*Cook David (and clerk and treasurer to Anstruther West and St. Monance School Boards, and to the Governors of Waid Academy; deputy justice of peace clerk; consular agent for Belgium; Liberal agent for East of Fife, and collector of school and road rates for Anstruther West and poor and school rates for Anstruther East), Anstruther
Guthrie John (Jamieson & Guthrie—and clerk to Carnbee and Crail School Boards, and collector of county road rates), Anstruther and Crail
Jamieson & Guthrie (and agents for Scottish Trade Protection Society), Anstruther
*Jamieson William T. (Jamieson & Guthrie—and assessor under Lands Valuation and Registration of Voters Act for the burghs of East and West Anstruther, town clerk to the burghs of East and West Anstruther, Kilrenny and Crail, and clerk to Police Commissioners of Anstruther East and Kilrenny, and to Kilrenny School Board), Anstruther
*Mackintosh Alexander C. (H. B. Mackintosh and Son—joint clerk to Anstruther Union Harbour Commissioners, and clerk to heritors of West Anstruther), Anstruther
*Mackintosh H. B. (H. B. Mackintosh & Son—notary public and joint clerk to the Anstruther Union Harbour Commissioners, to the School Board of East Anstruther, and depute sheriff clerk to Sheriff's Small Debt Circuit Court), Anstruther
Mackintosh H. B. & Son, Anstruther

SPIRIT DEALERS & PUBLIC HOUSES.
(See also under the head Grocers.)

Anderson John, 52 Shore st
Bell James, West Anstruther
Dunsire Thomas, 49 Shore st
Gardner Phillis, Cellardyke
Watson Margaret, Cellardyke
Wilson Henry, Cellardyke
Wotton David, West Anstruther

STONEMASONS.
See Builders & Masons.

SURGEON.
M'Callum Colin, M.B., C.M., Elm Lodge

TAILORS AND CLOTHIERS.
Anderson Alexander, High st
Duncan Alexander, Shore st
Grubb David, East Green, Anstruther
Grubb Philip, Cellardyke
Peebles George, West Anstruther
Thomson Peter, Cellardyke
Westwood James, West Anstruther

TINPLATE WORKERS.
Dalzell Thomas A. High st
Hutton David, East Green
Oswald David, Cellardyke

TOBACCONISTS.
Barnes Robert D. 27 High st
Harrow John, 34 Shore st
Mitchell Alexander, 1 Shore st

WATCH AND CLOCK MAKERS AND JEWELLERS.
Lumsden David, Rodger st
Lumsden George, Rodger st

WATERPROOF OIL CLOTHING & FISHING MATERIAL MANUFACTURERS.
Butters John (dealer in herring nets and all kinds of fishing material), Cellardyke
Duncan & Black, Cellardyke
Martin John & Co. (manufacturers of waterproof oil clothing and fishing material – Five prize medals awarded), Cellardyke, Fifeshire
Sharp & Murray (manufacturers of oilskins, herring nets and fishing gear of all kinds), Cellardyke, Fifeshire
Watson Robert & Co. (general merchants and manufacturers of waterproof oil clothing, herring nets, and fishing material), Cellardyke, Fifeshire—*See advertisement*

WRITERS.
See Solicitors.

MISCELLANEOUS.
Cairns James, veterinary surgeon, Rose Bank
Dickson George, session clerk of Anstruther East, 7 Rodger st
Foster John & Co. saddlers, Rodger st. Anstruther [st
Greig Philip, ale and porter dealer, 23 Shore
Ireland David, carter, Anstruther Wester
Lonie Jas. coach builder, West Anstruther
Mair William, inspecting officer of the Fishery Board of Scotland, Anstruther
Martin George, ale and porter dealer, Cellardyke
Myles Alexander, cart owner, Cellardyke
Ramsay John, miller, Anstruther Mill
Robb Alexander, chimney sweep, West Anstruther
Robson William, master mariner, Crail rd
Webster Alexander, master mariner, Shore st
Wright William, photographer, 30 Shore st

Public Buildings, Offices, &c.

PLACES OF WORSHIP
AND THEIR MINISTERS.

ESTABLISHED CHURCHES:—
East Anstruther—Rev. Thos. Murray, M.A.
West Anstruther—Rev. Jas. Butchart, M.A.
Cellardyke—Rev. James Ray, M.A.
Kilrenny—Rev. George S. Anderson
FREE CHURCH, East Anstruther — Rev. Andrew G. Macalpine
EVANGELICAL UNION CHAPEL, East Anstruther—Rev. John Whitson
FREE CHURCH HALL, Cellardyke—Ministers various
BAPTIST CHAPEL, Anstruther—Rev. William Mackintosh
UNITED PRESBYTERIAN CHAPEL, East Anstruther—Rev. Gabriel Smith

MUNICIPAL OFFICES AND OFFICIALS
FOR THE FOLLOWING BURGHS:—

EAST ANSTRUTHER,
Town Hall, East Anstruther.

Provost—John T. Darsie
Bailies—David Lumsden and John Bonthron
Councillors—Nine
Town Clerk—William T. Jamieson
Burgh Treasurer—James M. Duncan
Burgh Assessor—William T. Jamieson
Police Treasurer—James Brown
Police Collector—William T. Jamieson
Procurator Fiscal—George Peebles
Inspector of Weights and Measures—James Brown
Town Officer—Henderson Elliot

WEST ANSTRUTHER,
Town Hall, West Anstruther.

Chief Magistrate—Andrew Wilson
Bailie—William Donaldson
Councillors—Nine
Town Clerk—William T. Jamieson
Burgh Treasurer—George Peebles
Burgh Assessor—John Guthrie
Procurator Fiscal—George Peebles
Town Officer—James Allison

KILRENNY,
Town Hall, Cellardyke.

Provost—John Martin
Bailies—James Smith and George Sharp
Councillors—Nine
Town Clerks—William T. Jamieson and John Guthrie
Burgh Treasurer—Peter Thomson
Burgh Assessor and Police Treasurer and Collector—James Brown
Burgh Fiscal—George Peebles
Town Officer—John Mitchell

SHERIFF'S SMALL DEBT COURT,
Held Quarterly in the Town Hall, East Anstruther.

Sheriff Substitute—A. E. Henderson
Clerk Depute—Hugh B. Mackintosh

WAID ACADEMY,
Anstruther.

Governors:—The provost of Anstruther Easter, Rev. Thos. Murray, M.A. chairman, William Morton, elected by School Board of Anstruther Easter; William T. Jamieson, elected by School Board of Anstruther Wester; David Edie, elected by School Board of Kilrenny; Principal Donaldson, LL.D. elected by *Senatus Academicus* of the University of St. Andrews; and Hugh F. C. Cleghorn, M.D.; LL.D. nominated by the Lord Lieutenant of Fife
Clerk and Treasurer—David Cook

PAROCHIAL BOARD & RATE OFFICES
FOR THE FOLLOWING PARISHES:—

East Anstruther—James Brown, inspector; David Cook, collector
West Anstruther—James Budge, inspector
Kilrenny—George Dickson, inspector and collector

REGISTRARS
OF BIRTHS, DEATHS AND MARRIAGES FOR THE FOLLOWING PARISHES:—

East Anstruther—James Brown
West Anstruther—James Budge
Kilrenny—George Dickson

Custom House, Shore st — James Fraser, principal coast officer
Fishery Office, East Green—William Mair, officer
Gas Works, Anstruther and Cellardyke—Thomas A. Dalzell, manager
Harbour and Shore Dues Office, Anstruther—William Lyall, harbour master; David Pringle, collector
Library and Reading Room, High st—John G. Gray, secretary
Life Boat Station, Anstruther — William Parker, keeper
Masonic Hall, Shore st — Donald Fraser, treasurer
Police Station, East Green st
Stamp Office, Anstruther—William Fortune, sub-distributor

CONVEYANCE BY RAILWAY,
ON THE EAST OF FIFE BRANCH OF THE NORTH BRITISH AND ON THE ANSTRUTHER AND ST. ANDREW'S LINES.

Station, ANSTRUTHER—John Smart, station master

CARRIERS.
To KIRKCALDY, LEVEN, &c. A. & J. Pattison, from Anstruther, Wednesday and Saturday

St.A DA 869.56

Directory, 1889

CARNOUSTIE,

WITH THE PARISHES AND VILLAGES OF BARRY, MONIKIE, PANBRIDE, MUIRDRUM, NEWTON OF PANBRIDE, AND EAST AND WEST HAVEN.

CARNOUSTIE is a thriving village, post town and station on the Dundee and Arbroath Joint railway, in the parish of Barry. It is a pleasant sea bathing place, situated on the east coast of the German Ocean, about 10 miles E. from Dundee, and 7 S.W. from Arbroath, and is much resorted to in the summer months by visitors from Dundee and other parts of Scotland. Since the introduction of a supply of pure water, and a thorough system of drainage, it is considered one of the best seaside resorts on the east coast. On the extensive links or downs in the neighbourhood of the village is a battery, where the naval reserve exercise with heavy guns. The village is well supplied with gas. There are several handsome villas in and near the village, and many respectable lodging houses; also the large linen manufactory of Messrs. Smieton & Sons, who employ upwards of 400 hands; an extensive vitriol works, belonging to Messrs. Tennant & Co. of Glasgow; a Savings Bank, and branches of the North of Scotland Bank, Limited, and the Bank of Scotland. The places of worship are a church of the Establishment and others for the Free, United Presbyterians, Original Seceders, and an Episcopal church. There are also public schools. Population in 1881, 3,321.

BARRY, or BARRIE, is a parish, bounded on the north and west by Monikie and Monifieth, on the east by Panbride, on the south by the German Ocean and the Firth of Tay; extending about three miles from east to west, and four miles from north to south. The village is 9 miles E. from Dundee, and not quite that distance south-west from Arbroath on the road from the latter town to Broughty Ferry, and contains the parish church, a Free church, and a public school. The southern half of the parish is generally sandy, and used principally for the grazing of sheep and cattle; the northern half contains many large farms, all of them in the highest state of cultivation. The Dundee and Arbroath Railway has a station near the village. At BUDDONNESS, on the southern extremity of the parish are two lighthouses to guide vessels on their entrance into the Tay. The parish of Barry comprises an area of 5,328 statute acres, and in 1881 had a population of 3,283.

MONIKIE is a parish seven miles in length by five in breadth, having an area of 8,921 statute acres, bounded on the south by the parishes of Barry and Monifieth, 9 miles N.E. from Dundee, 6 N.E. from Broughty Ferry, and about 5 miles N.W. from Carnoustie (its post town). There is a station here on the Dundee and Forfar section of the Caledonian Railway. The land is well cultivated, much of the produce being required for the Dundee market. Whinstone, freestone, sandstone, and pavement stone abound in the parish. It contains the parish church, a Free church, and a church at the village of NEWBIGGING for the United Presbyterians, there are also public schools. About half a mile south of the parish church, on the Hill of Downie, stands a monument 100 feet in height, which was erected in 1839, during the lifetime of the late Lord Panmure, by his tenantry as a testimonial for the many favours they had received at his hands. Population of the parish in 1881, 1,412.

PANBRIDE is a parish which joins Barry and Monikie on the west, Carmylie on the north, Arbilot on the north-east, and a detached part of St. Vigeans on the south-east; it runs about 4½ miles inland from the German Ocean, and in width is about 2 miles, embracing an area of 5,199 statute acres. It contains the village of MUIRDRUM and NEWTON OF PANBRIDE, the last being now considered as forming part of Carnoustie, from which it is divided by the Lochty burn. A mile further to the east are the Panbride Bleach Works, belonging to Mr. J. F. Dickson. In the northern part stands the house of Panmure, with its extensive enclosures and plantations. The parish is watered by a streamlet that runs through a valley called Battie's Den, over which is thrown a high bridge on the turnpike road from Dundee to Arbroath. The inhabitants are principally engaged in fishing and agricultural pursuits. The coast is flat and rocky, but has two open harbours at the fishing villages of EAST and WEST HAVEN. At the former is a station on the Dundee and Arbroath Railway. Population of the parish in 1881, 1,395.

POST OFFICE, CARNOUSTIE, John Lowson, *Post Master*.—Letters arrive from all parts at 6 30 and 10 a.m. and 4 p.m., and are despatched at 6 a.m., 12 10 noon, 2 40 p.m. and to Arbroath at 3 20, 5 20 and 7 50 p.m.——*Money Order and Telegraph Office and Savings Bank*.

POST OFFICE, BARRY, John Scott, *Post Master*.—Letters arrive from all parts (from Carnoustie) at 8 a.m. and 5 p.m., and are despatched thereto at 1 35 and 5 15 p.m.——The nearest *Money Order Office* is at CARNOUSTIE.

POST OFFICE, MUIRDRUM, David Smith, *Post Master*.—Letters from all parts arrive (from Carnoustie) at 8 a.m. and 6 p.m., and are despatched thereto at 5 30 a.m. and 2 p.m.——The nearest *Money Order Office* is at CARNOUSTIE.

POST OFFICE, MONIKIE, James Constable, *Post Master*.—Letters from all parts arrive (from Dundee) at 11 40 a.m., and are despatched thereto at 2 40 p.m.——The nearest *Money Order Office* is at CARNOUSTIE.

POST OFFICE, NEWBIGGING (MONIKIE), William Kinnear, *Post Master*.—Letters from all parts arrive (from Dundee) at 7 45 a.m., and are despatched thereto at 1 p.m.——The nearest *Money Order and Telegraph Office* is at MONIFIETH.

POST OFFICE, CRAIGTON (MONIKIE), Andrew Sturrock, *Post Master*.—Letters from all parts arrive (from Carnoustie) at 10 35 a.m., and are despatched thereto at 11 55 a.m.——The nearest *Money Order Office* is at CARNOUSTIE.

Letters for Carnoustie should be addressed "CARNOUSTIE, FORFARSHIRE," and for Muirdrum, Monikie, &c., "*near* CARNOUSTIE."

ACADEMIES.

See Schools.

AGENTS.

Marked thus * are Commission Agents.

*Barry William Cooper, The Willows
Cruden Joseph (carting), Railway station
*Fotheringham James, Yeaman st
High John C. (for J. Pullar & Son, dyers, Perth), Dundee st
Lowson John (for Stevenson Bros. dyers, Dundee), Dundee st
Martin Margaret (for P. & P. Campbell, dyers, Perth), Lochend House, Dundee st
*Murdoch A. J. Newton Lea
Nicol William (for W. & A. Gilbey's wines), Dundee st
Reid Alexander (for Anchor line of steamers and for P. & P. Campbell, dyers, Perth), Carnoustie
*Strachan David, Sea Beach
Summers Robert (for the Royal Association for the Promotion of Fine Arts), Church st

APARTMENTS.

Anderson Elizabeth, Church st
Barber Mary, Ireland st
Black Elizabeth, Dundee st
Chapman Mrs. E. W. Newton of Panbride
Dewars Mrs. —, Ireland st
Duncan Alexander, East Sea a
Edward Barbara, Ireland st
Fowler James, Seafield House
Gibb Elizabeth, Terrace rd
Hampton Mackay, The Beach
Harris —, Ireland st
Kydd Helen, Oak Villa, Newton of Panbride
Lowson Isabella, West path
M'Ritchie Alexander, Newton of Panbride
Mill Isabella, Rose Cottage, Dundee st
Miller Catherine, 3 Douglas pl
Mitchell William, Moss Bank
Nicoll Robert, Beach Cottage
Ogilvie Jane, West path
Osler the Misses —, Caithness Cottage
Poraz Mrs. —, Dundee st
Richardson Peter, Station Villa
Robertson Jessie, Ireland st
Robertson David, Newton of Panbride
Samson Ann, Panmure Bank House
Smith Betsy, Dundee st
Strachan David, Newton of Panbride

ARCHITECT.

Fraser David (to the Dalhousie estates), East Path rd

BAKERS.

Carnoustie Co-operative Association, Ltd. Carnoustie
Nicoll William, Dundee st

BANKS.

BANK OF SCOTLAND (Branch), Carnoustie; head office, Edinburgh—draws on branch office, London—David A. M'Corquodale, agent; William Menzies, teller
NORTH OF SCOTLAND BANK, LIMITED (Branch) Carnoustie; head office, Aberdeen—draws on Union Bank of London, London—Robert Summers, agent; J. P. Morison, accountant
SAVINGS BANK (Barry & Panbride), Kinloch st—John Lowson, treasurer

BLACKSMITHS.

Anderson David, Scryne
Ewan David, Barry
Gray Alexander, Crook Hill
Kidd Andrew, Pitarlie, Monikie
M'Inroy John, East Path, Carnoustie
Martin James, Guildy, Monikie
Scott George, Loanhead, Monikie
Shields James, Muirdrum
Strachan David, Newton of Panbride
Tormont George, Kinloch st

BLEACHER.

Dickson John F. Panbride

BOOKSELLERS, STATIONERS, AND NEWSAGENTS.

Hogg Mary, Dundee st
Lowson John, Dundee st
Reid Alexander (& printer), Dundee st

BOOT AND SHOE MAKERS.

Cameron James, Dundee st
Duncan James, Point la
Edward William, Barry
Fyfe David, Craighton, Monikie
Kinnear William, Newbigging, Monikie
Lowe James, Netherslap, Monikie
Luke James, Barry
Mann James, Muirdrum
Nicoll William, Dundee st
Norrie John, Gibson Hall, Monikie
Oswald James, Dundee st
Ramsay James, Dundee st
Ramsay William, Church st [noustie
Winter John (wholesale, and currier), Car-

BUILDERS.

See Stonemasons, &c.

CHEMISTS—MANUFACTURING.

Tennant Charles & Co. (vitriol and chemical manure), Carnoustie

CHINA, GLASS, AND EARTHENWARE DEALERS.

High John C. Dundee st
Lawrie Arthur, Barry rd
Wilson A. Dundee st

COAL MERCHANTS.

Balfour Alexander (& lime), Railway station
Constable James, Railway station, Monikie
Ness Thomas (lime agent), Railway station
Paris John, Railway station
Sturrock James, Railway station

CONFECTIONERS.

Anderson Susan, Dundee st
Bell Annie, Dundee st
Dair John, Dundee st
Gibson William, Dundee st
Hay Thomas, Dundee st
Nicoll William, Dundee st
Wilson A. Dundee st

CONTRACTORS—CARTING.

Mackay William, Laburnum
Rennie Alexander, Ferrier st
Walker James, Ravensby Feus
Wilson Charles, Carnoustie

DAIRY KEEPERS.

Christina Andrew, Panbride
Cowie James, Philip st
Cumming Robert, Ravensby Feus
Gray Donald, Dundee st
Grieve William, Newton of Panbride
Rattray Charles, Scryne
Robertson David, Newton of Panbride

DRESSMAKERS.

Marked thus *a* are also Milliners.

*a*Archer Jane, Dundee st
Duncan Catherine, Dundee st
Fox George F. Dundee st
*a*High Catherine, Dundee st
*a*Martin Margaret, Lochend House, Dundee street
*a*Nicoll Jane, Dundee st
Peter Elizabeth & Margaret, Dundee st
Prain Helen, Dundee st
Robb J. & J. Miller st
Samson Ann, Panmure Bank, Newton of Panbride
Watson Ann, East path

FACTOR.

Shiell John(to the Earl of Dalhousie's tutors), Dundee st. Carnoustie

FIRE, &c. OFFICE AGENTS.

See Insurance Offices & Agents.

FLESHERS.

Black Ann, Brown st
Boath & Simpson, Dundee street
Millar G. & Sons, Dundee st
Reid Peter, Dundee st

GROCERS.

(*See also Shopkeepers.*)

Marked thus * are also Spirit Dealers.

Brown Margaret, East Path rd
Carnoustie Equitable Co-operative Association, Limited, Carnoustie — W. H. Stivens, manager
Carnoustie Co-operative Association, Limited, Carnoustie—James Anderson, manager
*Dick James B. Dundee st
Fairweather George Ireland, Dundee st
Henry John, Barry rd
*High John C. Dundee st
Kerr John, Dundee st
Low Alexander, Dundee st
Lowson John, Dundee st
Paris Jane, Dundee st
*Robertson James, Dundee st
*Smith Alexander, Ireland st
*Smith David, Dundee st

HOTELS AND INNS.

(*See also Spirit Dealers.*)

Bruce's Hotel, Mary Bruce, Newton of Panbride
Kinloch Arms (and posting establishment), William Greenhill, Carnoustie
Panmure Arms (and posting establishment), Angus Fletcher, Carnoustie

INSURANCE OFFICES AND AGENTS.

CALEDONIAN—G. J. Fairweather, Dundee st
LANCASHIRE—David A. M'Corquodale, Bank of Scotland
LIFE ASSOCIATION OF SCOTLAND—Robert Summers, Church st
NATIONAL PROVINCIAL PLATE GLASS—Robert Summers, Church st
NORTHERN—Robert Summers, Church st
QUEEN (fire)—Alex. Reid, Carnoustie [st
SCOTTISH ACCIDENT—Robt. Summers, Church
SCOTTISH EQUITABLE (life) — David A. M'Corquodale, Bank of Scotland, and Alex. Reid, Dundee st
SCOTTISH METROPOLITAN—William Nicoll, Dundee st
SCOTTISH UNION & NATIONAL—Robert Summers, Church st

IRONMONGERS.

Carnoustie Equitable Co-operative Association, Limited, Carnoustie—W. H. Stivens, manager
Carnoustie Co-operative Association, Limited, Carnoustie—James Anderson, manager
Fairweather George Ireland, Dundee st
Kerr John, Dundee st

JOINERS.

See Wrights, &c.

LINEN DRAPERS.

Archer Jane, Dundee st
Carnoustie Co-operative Association, Ltd. Carnoustie
Fairweather George Ireland, Dundee st
Fox George F. Dundee st
High Catherine, Dundee st
Nicoll Jane, Dundee st
Williamson Mary, Victoria st
Young George, Dundee st

LINEN MANUFACTURERS.

Fairweather George Ireland, Dundee st
Martin George 6 Philip st
Robb John (wincey), East path
Smieton James & Sons, Panmure Works, Carnoustie ; office, Dundee

MARKET GARDENERS.

Clark Andrew, Braefoot
Duncan David, Newton of Panbride
Findlay Robert, Dunmore, Barry
Leslie William, Burnside, Barry
Robertson John S. Newton of Panbride
Shepherd James, Kinloch st
Taylor James, Kinloch st

MILLERS.

Bathie William, Monikie Mill
Dargie James, Barry Mill
Easson Robert, Downie Mill, Monikie

MILLINERS.

See Dressmakers.

MUSIC TEACHERS.

Booth Frederick, Dundee st
Paterson A. C. East Path rd

PAINTERS AND PAPERHANGERS.

Ellis James, Dundee st
Sturrock James, Dundee st

PLUMBERS, TINSMITHS, AND GASFITTERS.

M'Andrew John, Dundee st. and William st. Panbride
M'Kay David, East Sea la

POTATO AND MANURE MERCHANTS.

Burnett James & Co. (and feeding stuffs, &c), West Haven

SADDLER AND HARNESS MAKER.

Sanderson David, Newbigging, Monikie

SCHOOLS.

BOARD SCHOOLS:—
Carnoustie—James Nicholson, master
Barry—Christopher Beaumont, master
Bankhead, Monikie—Samuel Low, master
Monikie—Alexander Cameron, master
Muirdrum—Miss Milne, mistress
Newbigging, Monikie — William Lowson, master
Panbride—Robert Reid, master
PANMURE FEMALE SCHOOL, Monikie—Helen Newton, teacher
Wright Margaret, Burnside House

SEED CRUSHERS AND OIL REFINERS.

Mitchell James & Co. Affleck Seed Crushing Works, Monikie station ; office, Calcutta buildings, Commercial st. Dundee

SHOPKEEPERS AND DEALERS IN SUNDRIES.

(*See also Grocers.*)

Black Ann, Brown st
Hunter James, Muirdrum
Leech William, Newbigging, Monikie
Macrae Susan, Church st
Meek Janet, Barry
Nairn William, Monikie
Nicoll James, Barry rd
Ogg Margaret, Dundee st
Scott George, East Haven
Scott John, Barry
Simpson George, Monikie
Souter James, Barry rd
Sturrock David, Slap, Monikie
Tabat Elizabeth, Monikie
Waddel Margaret, Ireland st

SLATERS.

Brand William, Craigton, Monikie
Hogg Alexander, East Sea la
Robertson William, Newton of Panbride

SMITHS.

See Blacksmiths.

SPIRIT DEALERS & PUBLIC HOUSES.

Beaton Isabella, Dundee st
Clark William (Golf Arms), Kinloch st
Cowan William (Foresters' Arms), Dundee st
Henderson Alexander, Woodhill, Barry [tle
Lamond James (Commercial Inn), Carnous-
Robb John (Golf Inn), Carnoustie

STONE MERCHANTS AND QUARRY OWNERS.

Nathan, Farrow & Smith, Pitairlie Quarry, Monikie
Morrison Peter, Broomwell Quarry, Monikie

STONEMASONS AND BUILDERS.

Black James, Barry rd
Black John, Guthrie st
Robertson & Black, Carnoustie
Wilson Alex. Y. H. (monumental), Dundee st

SURGEONS.

Dickson G. Cecil, M.B., C.M. Dalhousie Villa, Dundee st
Dickson Robert, Dalhousie Villa, Dundee st
Paton David, M.D. Villa Rosa

TAILORS.

Marked thus *a* are also Clothiers.

Anderson Andrew, Barry
*a*Carnoustie Co-operative Association, Ltd. Carnoustie
*a*Ferrier William, Dundee st
Fyfe Robert, Newbigging, Monikie
Leuchars James, Newbigging, Monikie

TAILORS—*continued.*

Robertson John, Barry
Spalding John, Craigton, Monikie
Stuart Charles, Barry rd
Talbot Jonathan, Muirdrum
*a*Young George, Dundee st

TINSMITHS.

See Plumbers, &c.

VEGETABLE PRESERVERS.

M'Corquodale D. A. & Co. Lochty Preserving Works

VETERINARY SURGEONS.

Bell Thomas, Muirdrum
Ewan David, Barry

WRIGHTS AND JOINERS.

Black William, Dundee st
Buik David & Son, Terrace rd
Gray William, Templeton, Monikie
Julian John, Muirdrum
Lowson James (cabinet maker), Dundee st
Meek James, Barry
Milne James, Guildy Den, Monikie
Morison James P. Newton, of Panbride
Sturrock Alexander, Affleck Feus, Monikie
Sturrock David, Luckyslap, Monikie
Watt Alexander, East Path rd

MISCELLANEOUS.

Alexander William M. heritors' and session clerk, Monikie
Angus Alexander, station master, Carnoustie
Duncan James, school attendance officer, Lochty Bank
Fairlie Andrew, manager, Garnet ter
Ferrier Joseph, hairdresser, East Path rd
Gray Alexander, harbour clerk, Janefield Cottage
Henry Robert, photographer, Dundee st
Johnstone Joseph & Sons (Montrose), lessees of salmon fisheries, Carnoustie
Menzies William, bank teller, Rotten row
Morison J. P. accountant, Vine Cottage
Nicol William, chemist & druggist, Dundee st
Ogilvie James, keeper of the Tay lights, Buddonness
Paris Jane, poultry dealer and fruiterer, Dundee st
Pert Roderick, fish dealer, Dundee st
Rae James, jun. manager, Panmure pl
Ramsay John P. watchmaker, Dundee st
Robertson William & Robert M'Neil, keepers of the Dundee Waterworks, Monikie
Scott William, soda water manufacturer, Carnoustie [Links
Simpson Robert, golf club maker, The
Smith William, shipmaster, Sea beach
Wallace Robert, florist, Braefoot

Public Buildings, Offices, &c.

PLACES OF WORSHIP
AND THEIR MINISTERS.

ESTABLISHED CHURCHES:—
Carnoustie—Rev. Alexander R. Gibson
Barry—Rev. Charles F. Stevenson
Monikie—Rev. John Reid, M.A.
Panbride—Rev. James Caesar

FREE CHURCHES:—
Carnoustie—Rev. James Philip
Barry—Rev. Alexander J. Campbell
Monikie—Rev. Malcolm M'Intyre
Panbride—Rev. James Innes

UNITED PRESBYTERIAN CHURCHES:—
Carnoustie—Rev. John F. Dempster
Newbigging, Monikie—Rev. Alexander Miller

EPISCOPAL CHURCH, Carnoustie—Rev. H. J. W. Head

BAPTIST MISSION HOUSE, Carnoustie

ORIGINAL SECESSION CHURCH, Carnoustie—Rev. James Patrick

Angus & Mearns Association of Inspectors of Poor (meetings held quarterly on Saturday in January, April, July, and October, in different towns)—D. Jameson, Lundie, Dundee, president; Hugh Hanton, Barry, Carnoustie, vice-president; David Marr, Maryton, Montrose, secretary and treasurer
Bowling Club, Carnoustie—David Ramsay, secretary and treasurer
Coast Guard Station, West Haven—Robert Steel, chief officer
County Police Station, Dundee st—James Gray, sergeant
Dalhousie Golf Club, Carnoustie—Thomas Willock, secretary and treasurer; Mrs. Mitchell, keeper
Gas Works, Carnoustie—David Kydd, sec. and treasurer; Alexander Millar, manager
Inspectors of Poor, Collector of Rates, and Registrars of births, deaths, and marriages for the following Parishes:—Barry, Hugh Hanton, Carnoustie; Monikie, William M. Alexander; Panbride, Jas. P. Morison, Newton of Panbride
Panmure Works Institute, Carnoustie—John Nicoll, secretary
School Boards—Barry, John M. Nicoll, clerk and treasurer; Carnoustie, James Duncan, Lochty Bank, officer; Monikie, William M. Alexander, clerk and treasurer
Young Men's Christian Association, Carnoustie—A. B. Walker, secretary; George Watter, treasurer; Andrew Cuthbert, janitor keeper

CONVEYANCE BY RAILWAY,

ON THE DUNDEE AND ARBROATH JOINT LINE.

Station, CARNOUSTIE—Alexander Angus, station master
Station, BARRY—John Tytler, station master
Station, EAST HAVEN—Robert Smith, station master

ON THE DUNDEE AND FORFAR SECTION OF THE CALEDONIAN LINE.

Station, MONIKIE—William Mitchell, station master

free. A little to the east of the town is the cemetery, situated on the sloping side of an eminence, the grounds being beautifully laid out and terraced, and command a most extensive view of the valley of Strathmore, the Sidlaw Hills, and the Grampians in the distance; all uniting to form one of the most picturesque landscapes within the compass of Scottish scenery. Three miles to the north-east, within the boundary of the parish, over the small river Carity, stands the Castle of Inverquharty, a large Gothic edifice, in a state of good preservation, and two miles west are the ruins of Castle Balfour, erected by Cardinal Beaton. The surface of the parish, which extends some twenty miles by six, and embraces an area of 35,600 statute acres, is much diversified. To the east and west of the town it is almost level, but the greater proportion of the district is beautifully varied with hills and dales, rivers, woods and arable fields—some parts embellished with thriving plantations, and it is intersected by roads in all directions. The weekly market is held on Friday, and there is a monthly cattle market; and the fairs on the second Wednesday after the 26th May, the 24th of July or the Wednesday after; the 19th October or the Wednesday after; the second Wednesday after the 22nd November, and on the first Friday after the 26th of May and the 22nd November. The population of the entire parish was in 1881, 6,616.

AIRLIE (formerly *Airly*) is a parish about 6 miles west from Kirriemuir, its post town, situated in the western part of the county, on the borders of Perthshire; its length is about six miles, with a breadth varying from a half to four miles, bounded on the north by Lintrathen and Kingoldrum, on the east by Kirriemuir and Glamis, on the south by Kassie and Meigle, and on the west by Alyth and Ruthven; part of the line of boundary is formed by the river Isla and its tributaries, the Meigle and Dean. Within the parish is situated Airlie Castle, the ancient seat of the Ogilvies, Earls of Airlie, and now much frequented in the summer months by visitors. Small portions only of the ancient structure are preserved, these being the front wall and turret with the arched portcullis, which are now connected with the modern mansion of Airlie. Acreage of parish, 8,923. Population in 1881, 844.

CORTACHY and CLOVA is a joint parish about 6 miles from Kirriemuir, the post town. It is about 19 miles long and from 1 to 6 in breadth, bounded on the north by the parishes of Lochee and Crathie, on the east by Tannadice and Lethnot, on the west by Crathie, and on the south by Kirriemuir, and embraces an area of 42,322 acres. Within the parish of Cortachy is Cortachy Castle, the summer residence of the Earl of Airlie, which in 1883 was partially destroyed by fire. Population in 1881, 442.

KINGOLDRUM is a parish and small village, about four miles distant from Kirriemuir, its post town. The length of the parish is about 6¼ miles, and its average breadth is nearly 3 miles. It is bounded by the parishes of Kirriemuir and Cortachy on the north and east, by Airlie on the south, and by Lintrathen on the west. Catlaw, the highest hill in the parish, rises to the height of 2,864 feet above the level of the sea; from its summit one of the most extensive views in Scotland may be obtained. Acreage, 9,619. Population in 1881, 389.

LINTRATHEN is a parish about 12 miles in length and 5 in breadth; it contains the hamlets of BRIDGEND and PITMUDIE. It is bounded on the south by Airlie, on the west by Glenisla, on the north by the Grampians, and on the east by Kingoldrum. The district in which the parish is situated is termed the Braes of Angus, lying between the Grampian range and the valley of Strathmore. The loch from which the town of Dundee is supplied, adjoins the village of Lintrathen at Bridgend. The streams which intersect the parish are the Melgam and the Isla, the latter dividing the parish on the west side from Glenisla, and on which there are two beautiful waterfalls, the Reeky Linn and the Slug of Achrannie, from the former of which arose the name of Lintrathen. Acreage, 22,624. Population in 1881, 641.

POST OFFICE, KIRRIEMUIR, David Buchanan, *Post Master*.—Letters arrive from all parts of Scotland at 7 30 a.m.; from all parts at 10 a.m.; and from Forfar, Dundee, and North of Scotland at 7 15 p.m.; and are despatched to all parts of Scotland at 7 a.m.; to Aberdeen, Brechin, and Montrose at 12 45 noon; to Forfar, Dundee, Edinburgh, South of Scotland, England, &c., at 1 25 noon; and to all parts at 5 p.m.——*Money Order and Telegraph Office and Savings Bank.*

Letters for Airlie, Cortachy, Clova, Kingoldram, and Lintrathen should be addressed "*near* KIRRIEMUIR."

ACADEMIES.

See Schools.

AGENTS.

Caw Jessie D. (for W. & A. Gilbey), High st
Dunn Margaret (for P. & P. Campbell, dyers, Perth), High st
Jamieson David & Sons (for John B. Lawes' manures), High st
M'Nicoll John (for the Anchor line of steamers), Bank st
Mills William B. (for the Allan and National line of steamers), 20 High st
Wilkie James (for Aberdeen Heritable Securities Investment Co.), Bank st

BABY LINEN & FANCY REPOSITORIES.

Dunn Margaret, High st
Ferguson M. Roods st
Fearn Lizzie, Bank st
Lawson Mary, West Town end
Valentine Jane, Glengate st
Wilkie Isabella, Roods st

BAKERS.

Boath Helen, High st
Burnett John, Bank st
Doig Jane, Kirk wynd
Equitable Co-operative Society, Limited, Bank st. Reform st. and Newtown—George Barry, manager
Low Mary, Newtown
Oram Alexander, Glengate st
Peters Robert L. Reform st

BANKS.

BANK OF SCOTLAND (Branch), Bank street; head office, Edinburgh—draws upon London office—James Cowpar and Archibald Smith, agents; George Brown, teller

BRITISH LINEN CO. BANK (Branch), High st—draws on head office, Edinburgh, and London office, 41 Lombard st. E.C.—James Forrest and James Forrest, jun. joint agents; David G. Paterson, accountant

NATIONAL BANK OF SCOTLAND, LIMITED (Branch), Bank st—draws on head office, Edinburgh, and on London office, 37 Nicholas lane, E.C.—James Davidson, agent; A. M'Kay Hadden, teller

UNION BANK OF SCOTLAND, LIMITED, (Branch), Glengate st—draws on head office Glasgow, and branches, and on London office, 62 Cornhill—James M. Black and Thomas M. Wilson, joint agents; John Cowie, accountant

BLACKSMITHS.

Duncan David, Airlie
Duncan William, Balintore, Lintrathen
Edward Thomas, Kingoldrum
Falconer Thomas, Kingoldrum
Falconer Thomas, Lintrathen
M'Gregor James, Causeway end
M'Mullin Peter, Foreside
M'Nicoll Stewart D. West Town end
Martin James, Bogside
Mitchell James, Garlow bank
Mitchell Peter, Airlie
Peters Charles, School wynd
Rattray Thomas, Pitewan, Lintrathen
Robertson John, Airlie
Sandeman James, Cortachy
Stewart James, Kirk wynd
Welsh Alexander Milne, Reform st

BOOKSELLERS, STATIONERS, AND PRINTERS.

Gray & Co. High st
Lowdon William, Roods st
Mills William B. 20 High st
Taylor Jane, Roods st

BOOT AND SHOE MAKERS.

Burnett David (manufacturer), Tannage brae
Dunn R. & J. High st
Edward David, Lintrathen
Edward Thomas, Purgavie, Lintrathen
Equitable Co-operative Society, Limited, Reform st
Findlay David, Craigton, Airlie
George Adam, High st
Henderson William, Cortachy
Lawson Peter, Padanaram
Lowe James, Padanaram
Moncur James, Pier head
Morrison Alexander, Newtown
Patterson David, Reform st
Smart George, Roods st
Stewart Robert, High st
Strathearn Alexander, Bellies brae
Valentine John, Airlie sq
Volume Alexander, Denhead
Walker James, Padanaram
Young Robert, Bank st

CABINET MAKERS.

M'Glashan Alexander G. Roods st
Strachan James, Reform st

CARRIAGE, HORSE, &c. OWNERS OF—FOR HIRE.

Dewar James C. Airlie Arms
Gibson David, Temperance Hotel, nearest the Railway station
Oswald David, Crown Hotel, High st

CHEMISTS AND DRUGGISTS.

Buchanan David, Glengate st
Ford James, High st

CHINA, GLASS, AND EARTHENWARE DEALERS.

Birse James, Glengate st
Duke Margaret, Roods st
Miller William, Station brae
Moncur James, Pier head

COACH BUILDERS.

Stewart & Scott, Roods street

COAL AND LIME MERCHANTS.

Low James, Railway station
M'Pherson Alexander, Railway station
Newton James, Railway station
Stewart Joseph, Railway station

CONFECTIONERS.

Burnett Helen, Reform st
Burnett John, Bank st
Doig Jane, Kirk wynd
Duncan Helen, Denhead
Ferguson Margaret, Roods st
Jolly David, Glengate st
Martin Alexander, Roods st
Peters Robert L. Reform st
Taylor Jane, Roods st

CONTRACTORS.

Brown Alexander, Newtown
Mann John, Newtown
Whyte Robert (road), Muirton of Drumshade

CORN AND MANURE MERCHANTS.

Leslie David F. High st
M'Nicol Alexander (trustees of the late), Meikle Mill
Martin Robert, Wellbank Cottage

DRESSMAKERS.

Marked thus * are also Milliners.

Anderson J. W. Reform st
*Connon George F. Airlie sq
*Kennedy Jane S. Glengate st
*Low J. & M. Glengate st
Lowson Mary, West Town end
M'Hardie John, High st
M'Nicoll John, Bank st
*Milne William, 22 High st
Moncrieff Ann, Kirk wynd

FACTOR.

Black John (for the Right Hon. the Earl of Airlie), Cortachy, Kirriemuir

FIRE, &c. OFFICES.

See Insurance Offices and Agents.

FLESHERS.

Equitable Co-operative Society, Limited, Glengate st
M'Kenzie Alexander, High st
Ramsay David, High st. and at Newtown

FRUITERERS AND GREENGROCERS.

Carr John, Bank st
Low William, Bank st
Young David, Glengate st

GAME DEALERS.

M'Kenzie Alexander, High st
Ramsay David, High st

GROCERS.

Marked thus * are also Spirit Dealers.
(See also Shopkeepers.)

*Alexander John & Son, Roods st
*Caw Jessie D. Bank st
*Duncan James, High st
*Duthie James, Newtown
Equitable Co-operative Society, Limited, Bank st. Reform st. & Newtown—George Barry, manager
Gordon Walter & Son, High street
Kennedy James, Newtown
Langlands William, Roods st
*Leslie David F. (grocer, tea & wine merchant & corn dealer), High st
*Miller Mary, High st
Milne John, Kirktown, Airlie
Nicoll Alexander, Cortachy
Smith James, Roods st
Stewart Clementina, Lintrathen
Tosh Charles & Son, High st
Wilkie John, Roods st

HAIRDRESSERS.

Doig William, Roods st
Mill Alexander, Roods st

HOTELS AND INNS.

(See also Spirit Dealers & Public Houses.)

Airlie Arms, James C. Dewar, Airlie sq
Crown (family, commercial and posting), David Oswald, High st
Ogilvy Arms, John M'Kenzie, Clova
Temperance Hotel (commercial and posting establishment, nearest the Railway station), David Gibson, proprietor
Union Hotel, William Hay, Bank st

INSURANCE OFFICES AND AGENTS.

ACCIDENT—James Davidson, Bank st. and James Wilkie, Bank st
ALLIANCE—David G. Paterson, High st
CALEDONIAN—James Davidson, Bank st; David Taylor, Airlie; and James Forrest, junr. High st
CITY OF GLASGOW (life)—David G. Paterson, High st
CROWN (life)—William B. Mills, 20 High st
LIFE ASSOCIATION OF SCOTLAND—Black & Wilson, Glengate st
LIVERPOOL & LONDON & GLOBE—James Forrest, junr. High st. and Joseph Alexander, junr. Roods st
LONDON & LANCASHIRE (fire)—John M'Nicoll, Bank st. & William B. Mills, 20 High st
LONDON ASSURANCE CORPORATION—D. G. Paterson, High st
NORTH BRITISH & MERCANTILE—James Cowpar & Archibald Smith, Bank st. and John Black, Cortachy
NORTHERN—Black & Wilson, Glengate st
RELIANCE MUTUAL (life)—D. Taylor, Airlie
SCOTTISH EMPLOYERS' LIABILITY—James Cowpar, High st
SCOTTISH EQUITABLE (life)—John Cowie, Union Bank, Glengate st
SCOTTISH PROVIDENT INSTITUTION—James Davidson, Bank st
SCOTTISH PROVINCIAL—David Buchanan, Glengate st
SCOTTISH UNION AND NATIONAL—Jas. Wilkie, Bank st [High st
SCOTTISH WIDOWS' FUND—John M'Hardie,
STANDARD (life)—James Duke, West Town end, and John Edwards, Bearfauld, Cortachy

IRONMONGERS.

Birse & Robb, Airlie sq
Gordon Walter & Son, High street
Jamieson David & Sons, High st
Tosh Charles & Son, High st

JOINERS AND WRIGHTS.

Barrie George, Carrach
Davidson & Herald, Roods st
Doig David, Kingoldrum
Eassie James, Well bank
Hay Alexander, Airlie
James David, Denhead
Kydd James, Kingoldrum
Low John, Station Brae
Lowson J. & A. Kirk wynd
M'Kenzie Alexander, Dykehead, Cortachy
Nicoll James, Roods st
Ogilvy Charles, Airlie sq
Stevenson Alexander, Roods
Strathearn David, Airlie

LIME MERCHANTS.

See Coal & Lime Merchants.

LINEN & WOOLLEN DRAPERS.

Adam Mary, Roods st
Alexander James F. High st
Connon George F. Airlie sq
Davidson Thomas, Glengate st
Kennedy James, Newtown
M'Hardie John, High st
M'Kenzie William, High st
M'Nicoll John, Bank st
Stewart Clementina, Lintrathen
Valentine Jane, Glengate st
Winter James, Cortachy

LINEN MANUFACTURERS.

Bowman James, Hill bank, Roods
Duke George & Son, West Town end
Duthie James, Newtown
Hutchison Charles & Son, Roods
Nicoll Charles, Lily Bank
Ogilvy Brothers (manufacturers of osnaburgs, sheetings, scrims, brown and bleached towellings, paddings, hessians, beddings, &c), Gairie Works
Wilkie David, Roods st
Wilkie J. & D. (spinners & manufactures—Forfars, scrims, towellings, paddings, hessians, beddings, &c.), Kirriemuir Linen Works

MILLERS.

Bell John, Kingoldrum
Lowdon David, New Mill
Mackay James, Auld Allen, Kingoldrum
M'Nicoll Alex. (Trustees of the late), Meikle Mill
Robertson William, Lintrathen
Tosh David, Inverquharity Mill
Wilson Adam, Braidstone

NEWSPAPER.

KIRRIEMUIR FREE PRESS (Friday), High st—Gray & Co. publishers

PAINTERS AND PAPERHANGERS.

Martin Alexander, Roods st
Pearson George, Bank st
Savege David, High st

PLASTERERS.

M'Pherson Donald, West Town end
Munro George, Reform st

PLUMBERS, GASFITTERS, &c.

Adam Alexander, West Town
Irvine William, Bank st
Ramsay Arthur, Glengate st
Stewart A. & Sons, Roods st

PRINTERS—LETTERPRESS.

See Booksellers, &c.

SADDLERS & HARNESS MAKERS.

Forrest William, South Muir
Stirton James, Airlie sq
Yeaman John, High st
Young David, Bank st

SAW MILL OWNERS.

See Timber Merchants.

SCHOOLS.

BACKWATER SCHOOL, Lintrathen—Mrs. Soutar, mistress
BRAES OF COUL SCHOOL, Lintrathen—John Cook, master
EPISCOPAL SCHOOL (St. Mary's), Roods—Henry Ernest Peacock, master
FEMALE SCHOOL, Craigton, Airlie—Jane Veitch, mistress [Bell, mistress
INDUSTRIAL SCHOOL, Kingoldrum—Maggie
PUBLIC SCHOOLS:—
Reform st—Alexander Phyn, master; Miss Craik, mistress
Roundyhill—Thomas Hewitt, master
Airlie—David Taylor, master
Carroch—Archibald Stewart, master
Clova—William Black, master
Cortachy—Thomas P. Black, master
Glenprosen—Robert D. Whyte, master
Kingoldrum—James B. Fenton, master
Lintrathen—William F. Anderson, master
Padanarum—D. Fairweather, master
Wateresk, Cortachy—Robert H. Volume master
Robb Miss—, Park view
WEBSTER'S ACADEMY, Newtown—Alexander Menzies, master; Ann Bonthrone, infants' mistress

SEEDSMEN.

Birse & Robb, Airlie sq
Gordon Walter & Son, High street
Jamieson David & Son, High st
Tosh Charles & Son, High st
Young David, Glengate st

SHOPKEEPERS AND DEALERS IN SUNDRIES.

Alland Stewart, Newtown
Bell Mary, Kingoldrum
Bruce Rebecca, Denhead
Eassie James, Wellbank
Findlay Andrew, Roods st
Forrest Margaret, School wynd
Meek Jane, Denhead
Millar Alexander, Denhead

SLATERS.

Howie William, West Town end
Millar Alexander, Denhead
Stewart Alexander & Sons (and slate merchants, &c.), Roods st
Walker Alexander, Newtown

SOLICITORS AND NOTARIES.

Black & Wilson, Glengate st
Black James M. (Black & Wilson, justice of peace depute clerk), Glengate st
Davidson James (and procurator before sheriff's court, sheriff clerk depute, clerk to the Airlie School Board, sub-distributor of stamps, and sub-collector of taxes), Bank st
Smith Archibald (and town clerk), Bank st
Wilkie James (and clerk and treasurer to Kirriemuir School Board, and treasurer and collector to the Police Commissioners), Bank st
Wilson Thomas (Black & Wilson), Glengate st

SPIRIT DEALERS & PUBLIC HOUSES.

(See also under the head Grocers.)

Birse William, Westmuir
Brow James, Cortachy
Christison Barbara (Freemasons' Arms), Glengate st
Donald John (Newtown Inn), Newtown
Gillespie Mrs. Agnes (The New Gairie), Station brae
Hay William (Union), Bank st
Lawson William, Iuchmi
Low Jane (Union), Newtown
Milne James, Roods st
Moncur William (White Horse), High st
Oram David (Railway), Bank st
Wilkie Jane (Star), Ogilvy's close, High st

STONEMASONS AND BUILDERS.

Anderson James & Sons, Roods st
Crabb & Valentine, Kirk wynd
Lowdon John, West end
Ogilvie John, Wellbank
Watson John (& quarry owner), Wellbank

SURGEONS.

Clark George, M.B., C.M. Bank st
Mill Adam King, M.B., C.M. Newton Villa

TAILORS.

Marked thus *a* are also Clothiers.

*a*Black Hugh C. & Son, Roods st
*a*Byars James, Glengate st
Connon George F. Airlie sq
Farquhar Alexander G. High st
Farquhar James, Newtown
Kennedy John, Newtown
*a*Lamb James, Roods st
*a*Leslie James, Glengate st
*a*Lowdon Charles, Roods st
*a*M'Nicoll John, Bank st
Morrison William, Roods st
*a*Raitray David, Bank st
*a*Watson John, West Town end
Wilkie James, Cortachy

TANNER.

Burnett David (and currier, leather merchant and bootmanufacturer), Kirriemuir Tan Works

TEMPERANCE HOTEL.

Gibson David (commercial and posting establishment), nearest the Railway station

TIMBER MERCHANTS AND SAW MILL OWNERS.

Ogilvy Charles, Airlie sq
Young Henry, Kirriemuir

TINSMITHS.

Irvine Joseph, Reform st
Irvine William, Bank st
Lowson Alexander L. Bellies brae
Ramsay Arthur, Glengate st

VETERINARY SURGEONS.

Bain Peter, Kirk wynd
Sandeman James & Son, Marywell brae

WATCH AND CLOCK MAKERS.

Black George, 1 Roods st
Thomson James, Glengate st
Watson William, High st

WRIGHTS.

See Joiners & Wrights.

MISCELLANEOUS.

Brownlie James, cattle dealer, West Town end
Burnett Helen, toy dealer, Reform st
Carr John, fish dealer, Bank st
Doig Jane, ale and porter dealer, Kirk wynd
Fyffe Robert, overseer, Lindertis, Airlie
Grant William, market gardener, Westmuir
Hood David, market gardener, Westmuir
Kydd James, millwright, Kingoldrum
Low William, fishmonger, Bank st
M'Hardie George, foreman, Glebe ter
M'Intosh Donald, horse dealer, Newton Park
M'Laren Alexander, manager, Glebe ter
M'Pherson Alexander, ale and porter bottler, Pier head
Mann James, wool manufacturer, Kinwhirrie
Martin Robert, auctioneer, Wellbank Cottage
Mealmaker David, traveller, Glebe ter
Mitchell David, photographer, Station brae
Moncur James, civil engineer and road surveyor, Wellbank
Myers C. P. manager, Kirriemuir Gas Light Co. Limited, Bank st
Nicoll Charles, manager, Lilybank
Ogilvie James, constable, Airlie [ter
Paterson David G. bank accountant, Anderson
Singer Manufacturing Co. sewing machine makers, Roods st—Charles Fearn, agent
Strachan James, furniture dealer Reform st
Taylor David, schoolmaster, Airlie
Webster George, cooper, Roods st

Public Buildings, Offices, &c.

PLACES OF WORSHIP AND THEIR MINISTERS.

ESTABLISHED CHURCHES:—
High st—Rev. John Boyd
Glenprosen—Rev. John Watt
Newtown (Chapel of Ease)—Rev. Alex. Duff
Airlie—Rev. Thomas Reid
Cortachy—Rev. George Gordon Milne
Clova (Chapel of Ease)—Rev. John Strachan
Kingoldrum—Rev. James Craig Jack
Lintrathen (Bridgend)—Rev. Chas. Chree
FREE CHURCHES:—
South—Rev. William Livingstone
North—Rev. William Roy
Airlie—Rev. John F. Linn, M.A.
UNITED PRESBYTERIAN CHURCHES:—
West Town end—Rev. George Robb, M.A.
Bank st—Rev. John A. Murray
EPISCOPAL CHURCH (St. Mary's), Roods—Rev. James J. Douglas, B.D.
ORIGINAL SECEDERS, Bank st

MUNICIPAL OFFICIALS.

Superior of the Burgh—Earl of Home
Baron Bailie—John Ogilvy, younger, of Inshewan
Magistrates—Thomas Mackie Wilson, James Anderson and Robert Martin
Commissioners—John Ogilvy, David Wilkie, Robert Martin, James Eassie, Robert Stewart, Wm. Jamieson, Thomas Mackie Wilson, James Anderson, David Burnett, James Ford, James Nicoll, and John Low
Treasurer & Collector to Police Commissioners—James Wilkie
Clerk to Commissioners—Archibald Smith
Superintendent of Police & Procurator Fiscal—Alexander Inglis

SHERIFF COURT.

Held on the third Monday of every alternate month.

Sheriff—John Comrie Thomson
Sheriff Substitute—Alex. Robertson
Sheriff Clerk Depute—James Davidson
Sheriff Officer—John Gowans, Forfar

SCHOOL BOARDS.

KIRRIEMUIR.

Clerk—James Wilkie
Treasurer—James Wilkie
Officer—James Smith

CORTACHY.

Chairman—John Black
Clerk—John Edwards

INSPECTORS OF POOR AND COLLECTORS OF RATES

FOR THE PARISHES OF

Airlie—David Taylor
Cortachy and Clova—Thos. P. Black
Kingoldrum—William Edward
Kirriemuir—Charles Samson
Lintrathen—Wm. Edward

REGISTRARS OF BIRTHS, DEATHS, AND MARRIAGES

FOR THE PARISHES OF

Airlie—David Taylor
Cortachy and Clova—Thomas P. Black
Kingoldrum—William Edward
Kirriemuir—Charles Samson
Lintrathen—William F. Anderson

YOUNG MEN'S CHRISTIAN ASSOCIATION AND LITERARY INSTITUTE, Reform Street.

President—Alexander Menzies
Treasurer—Joseph Alexander
Secretary—Arthur Irvine

Bowling Green, Reform st—Alex. Phyn, sec
Cemetery—Charles Sampson, secretary and Treasurer; James Mitchell, keeper
County Constabulary Station, Newtown—James Allan, sergeant in charge
Gas Works, Bellies brae—Black & Wilson, secretaries; C. P. Myers, manager
Good Templars' Hall, West Town end
Parochial Almshouse — Miss Campbell, matron
Police Office Town's House—Alexander Inglis, superintendent
Public Park, Denhead
Public Weighing Machine, High st—James Robertson, keeper
Stamp and Tax Office, Bank st—James Davidson, sub-distributor and collector
Volunteer Drill Hall, Airlie sq

CONVEYANCE BY RAILWAY,

ON A BRANCH OF THE NORTHERN SECTION OF THE CALEDONIAN LINE.

Station, KIRRIEMUIR—Robert Yuill, station master [station
Railway Goods Agents—Wordie & Co. Railway
North British Railway Co.'s Goods Department—John Henderson, agent

CARRIERS.

To CORTACHY, from High st. Alexander Nicoll, Tuesday and Friday
To GLENPROSEN, &c. from High st. Alex. C. Brown, Tuesday, and William Lawson, Friday
To MEMUS, from Reform st. J. Turnbull, Monday and Friday
To ROUNDYHILL, &c. from High st. John Young, Friday

LETHAM,

WITH THE PARISH OF DUNNICHEN.

LETHAM is a village situated in the north-eastern portion of the parish of Dunnichen, 5 miles E. from Forfar, its post town, and a mile and a half from AULD BAR ROAD STATION, on the Scottish North-Eastern Section of the Caledonian Railway. It is a modern little place, having been erected on the estate of Mr. Dempster. The inhabitants are chiefly employed in agricultural pursuits. Fairs are held on the 26th May, unless that day should fall on a Saturday, when it is held on Monday, and November 23rd. Population in 1881, 885.

DUNNICHEN, supposed to be a corruption of *Dun Achen*, "the hill or foot of the valley," is a parish which extends 4 miles in length, by about 6 in breadth, bounded on the N.W. by Forfar, on the S.W. by Inverarity, on the N. by Rescobie, on the E. by Kirkden, and on the W. by Forfar. The greatest elevations are the hills of Dunnichen, 800 feet, and the hill of Dumbarrow, 700 feet above the level of the sea. The medium elevation of the parish may be considered about 360 feet above the sea level, and consists of undulations or ridges, running from west to east, the greatest descent being towards Vinney Water (the only stream which runs through the parish), on the south. Sandstone and freestone abound in the parish. The land, which is nearly all arable, is tolerably fertile, having been much improved by the use of marl, artificial manures, and drainage. Acreage, 4,917. In 1881 the population of the parish was 1,422.

POST OFFICE, LETHAM, John D. Stewart, *Post Master*.—Letters from all parts arrive (from Forfar) at 12 45 noon, and are despatched thereto at 6 a.m.

POST OFFICE, CRAICHIE, Mrs. Lakie, *Post Mistress*.—Letters from all parts arrive (from Forfar) at 11 45 a.m., and are despatched thereto at 6 a.m.,——The nearest *Money Order Office* is at FORFAR, five miles distant.

Letters for the above places should be addressed "*near* FORFAR."

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ed. Francis H. Groome
Details-
Nethermuir

miles in length by from 3 to 15 in breadth; and is interrupted only by the occurrence of three or four properties on one side of a valley or glen, the other side of which belongs to the Breadalbane estate. The Earl of Breadalbane, in 1793-94, raised two fencible regiments comprising 2300 men, of whom 1600 were obtained from the estate of Breadalbane alone. A presbytery of the Free church bears the name of Breadalbane; is in the synod of Perth and Stirling; and has churches at Aberfeldy, Ardeonaig, Fortingal, Glenlyon, Kenmore, Killin, Lawers, Logierait, Strathfillan, and Tummel-Bridge, and a mission station at Amulree, which together had 2264 members and adherents in 1891.

Breakachy, a burn in Laggan parish, Inverness-shire. It is a trivial runnel in dry weather, but becomes a voluminous and destructive torrent after a few hours of heavy rain.

Breakish, a hamlet in Strath parish, Isle of Skye, Inverness-shire, with a post office under Broadford. A public school at it, with accommodation for 82, had (1891) an average attendance of 82, and a grant of £92, 16s.

Breasclet, a village in Uig parish, Lewis, Outer Hebrides, Ross-shire. Pop. (1881) 352, (1891) 374.

Brechin, a royal and parliamentary burgh and a parish of E Forfarshire. The town stands on the left or northern bank of the South Esk, here spanned by an ancient two-arched bridge, and by road is 8½ miles WNW of Montrose and 12¾ NE of Forfar, whilst by rail it is 4 miles W by N of Bridge of Dun Junction, 9¾ WNW of Montrose, 45¾ SSW of Aberdeen, 45 NE of Perth, 92 NNE of Edinburgh, and 104 NE of Glasgow. The Forfar and Brechin direct railway was opened in June 1895. 'As an old Episcopal seat, Brechin' (to quote from Dr Guthrie's Memoir), 'is entitled by courtesy to the designation of a "city," but, apart from its memorials of the past, the interior aspect of the place has little to distinguish it from any other Scotch burgh of its size. With Brechin, as with more important places, it is distance that lends enchantment to the view. Seen from the neighbouring heights, owing to its remarkable situation, it is picturesquely distinctive, almost unique. A very steep,* winding street, a mile in length, conducts the visitor from the higher portion of the town to the river South Esk; and when he has crossed the bridge, and ascended some way the opposite bank, let him turn round, and he can scarce fail to be struck by the scene before him. The town seems to hang upon the sunny slope of a fertile wooded valley; the river, widening above the bridge into a broad expanse of deep still water, reflects in its upper reaches the ancient trees which fringe the precipitous rock on which Brechin Castle stands, fit home for a feudal baron; while immediately to the right of the castle, and on a still higher elevation, rise the grey spires of the Cathedral and the adjoining Round Tower. The middle distance is occupied by the town itself, descending, roof below roof, to the green meadow which borders the stream; and, for background, some 10 miles to the N, rises the long blue range of the Grampians.'

Brechin appears first early in the reign of Kenneth Mac Malcolm (971-95), who 'gave the great city to the Lord,' founding a church here dedicated to the Holy Trinity—a monastery seemingly after the Irish model, combined with a Culdee college. We hear of it next in two charters of David I. to the church of Deer, the first one witnessed in 1132 by Leot, abbot, and the second in 1153 by Samson, bishop, of Brechin, so that between these dates—most probably about 1150—the abbot appears to have become the bishop, the abbacy passing to lay hereditary abbots, and the Culdees being first conjoined with, next (1218) distinguished from, and lastly (1248) entirely superseded by, the chapter.—Skene's *Celtic Scotland*, vol. ii. (1877), pp. 332, 400. The annals of the see are uneventful; in those of the town one striking episode is the three weeks' defence of the castle against Edward I. in 1303 by Sir Thomas Maule, whose death from a missile was followed by the garrison's surrender. In the 'Battle of Brechin' (18 May 1452), fought near the Hare Cairn in Logiepert parish, 2½ miles NNE of the town, the Earl of Huntly defeated Crawford's rebellion against James II.; at the town itself, on 5 July 1572, Sir Adam Gordon of Auchindoun, Queen Mary's partisan, surprised a party of her son's adherents. The bishop, in 1637, resolved to read Laud's Service book, so 'one Sunday,' by Baillie's account, 'when other feeble cowards couched, he went to the pulpit with his pistols, his servants, and, as the report goes, his wife with weapons. He closed the doors and read his service. But when he was done, he could scarce get to his house—all flocked about him; and had he not fled, he might have been killed. Since, he durst never try that play over again.' In 1645 the place was plundered by Montrose, who burned about sixty houses; in 1715, James VIII. was proclaimed at it by James, fourth Earl of Panmure and Baron Maule of Brechin and Navar. The forfeited Panmure estates, including Brechin Castle, were bought back in 1764 by Wm. Maule, Earl of Panmure and Forth; and on his death in 1782 they passed to his nephew, Geo. Ramsay, eighth Earl of DALHOUSIE, whose descendant, Arth. Geo. Maule Ramsay (b. 1878), succeeded as fourteenth Earl in 1887.

The list of its worthies is long for Brechin's size, including—Thos. Dempster (1579-1625), Latinist and historian; doubtfully, Gawin Douglas (1474-1522), the poet-bishop of Dunkeld; Jn. Gillies, LL.D. (1747-1836), historian of Ancient Greece; Thos. Guthrie, D.D. (1803-73), philanthropist and preacher; Wm. Guthrie (1701-70), compiler of histories; David Low (1768-1855), Bishop of Ross, and last of the Jacobite clergy; Wm. Maitland (1693-1757), historian of London and Edinburgh; Prof. Jn. Pringle Nichol (1804-59), astronomer; Geo. Rose (1744-1818), statesman; Colvin Smith, R.S.A. (1795-1875), portrait painter; Jas. Tytler (1747-1803), hack-writer and editor of the *Encyc. Britannica;* his brother, Hy. Wm. Tytler, M.D. (1752-1808), translator of Callimachus; and David Watson (1710-56), translator of Horace. At Brechin, too, died Wm. Guthrie (1620-65), Covenanting confessor, and author of the *Trial of a Saving Interest in Christ*, who lies within the old Cathedral church; and the Rev. Geo. Gilfillan (1813-78), author and lecturer. Two of its ministers were Jn. Willison (1680-1750), author of *Sacramental Meditations*, and Jas. Fordyce (1720-96), poet and author of *Sermons to Young Women;* among its bishops was Alexander Penrose Forbes (1817-75).

Brechin's chief relics of antiquity are its Round Tower and Cathedral. The latter, founded about 1150, and added to at various periods, was once a plain cruciform structure, comprising an aisleless choir (84⅛ feet long), pure early First Pointed in style, N and S transepts, and an aisled, five-bayed nave (114 × 58 feet), in late First Pointed mixed with Second Pointed, thereto belonging the NW tower and the large four-light window—almost Flamboyant in character—over the W arched doorway. The 'improvements' of 1806-8 reduced the choir to 30⅝ feet, demolished the transepts, and rebuilt the aisles, roofing them flush with the nave, so that little is left now of the original building but the octagonal and clustered piers, the W front, corbie-gabled, and the broad, square, five-storied tower, which, with a NE belfry-turret, and a low, octagonal, dormer-windowed spire, has a total height of 128 feet, and was built by Bishop Patrick (1351-73). Attached to the SW angle of the Cathedral stands the Round Tower, like but superior to that of Abernethy. From a round, square-edged plinth, it rises to a height of 86¾, or, including the later conical stone roof, 101¾ feet; and it is perfectly circular throughout, tapering regularly from an internal diameter of 7⅝ feet at the base to one of 6⅞ feet at the top, whilst the wall's thickness also diminishes from 4½ to 2⅝ feet. It is built, in sixty irregular courses, of blocks of reddish-grey sandstone, dressed to the curve, but squared at neither top nor bottom; within, string-courses divide it into seven stories, the topmost lighted by four largish apertures facing the cardinal points. A western doorway, 6⅞ feet from the ground, has inclined

* The rise from the south-eastern to the northern outskirts of the town, a distance of 2¼ miles, is 222 feet, viz., from 94 to 316 feet above sea-level.

jambs and a semicircular head, all three hewn from single blocks, and the arch being rudely sculptured with a crucifix, each jamb with a bishop bearing a pastoral staff, and each corner of the sill with a nondescript crouching animal. The 'handsome bells,' that Pennant found here in 1772, were two most likely of the three now hung in the neighbouring steeple. Such is this graceful tower, dating presumably from Kenneth's reign (971-95), and so a memorial of Brechin's early connection with Ireland. (See ABERNETHY, and the authorities there cited.) An hospital, the Maison Dieu, was founded in 1264 by William de Brechin in connection with the cathedral; and its chapel is a pure First Pointed fragment, consisting of the S elevation and a small portion of the E wall, with a good doorway and three single-light, finely-moulded lancets. No scrap remains of the ancient city wall and ports; and the primitive features of the castle have nearly all been absorbed in reconstructions, which make it appear an irregular mansion of the 17th century, with a fine square tower and two round angle ones. Its library contains Burns' correspondence with George Thompson, the Chartularies of Brechin, St Andrews, etc.; the gem of its paintings is Honhorst's original portrait of the great Marquis of Montrose. The Duke and Duchess of Edinburgh stayed here in Aug. 1881.

To come to the town itself, Brechin has a post office, with money order, savings bank, telegraph, and insurance departments, branches of the British Linen Co., Clydesdale, National, Royal, and Union banks, a National Security savings bank, a cemetery, gas-works, numerous inns and hotels, a public washing-house, an infirmary (1869; cost, £1900), bowling, curling, and other clubs, Young Men's and Young Women's Christian Associations, horticultural and literary societies, and *The Brechin Advertiser* (Independent), published every Tuesday morning. The town-hall, mainly rebuilt in 1789, is a respectable edifice; the Episcopal diocesan library, founded by Bishop Forbes, contains an extensive and valuable collection of books; but the chief modern building is the Mechanics' Institute, a Tudor pile, with a central clock-tower 80 or 90 feet high, a lecture room seating 450 persons, and a library of 4000 volumes. It was erected in 1838 at the sole cost of Lord Panmure, who further endowed it with £40 per annum, and gave to it several interesting portraits. A new Public Library was built in 1892, £5000 having been gifted by an anonymous donor for this purpose. A public park of 8½ acres was opened near the town in 1867; and Trinity Muir, a mile to the N, forms a capital recreation ground. The water supply, provided in 1871 by the paper-mill company for a stipulated payment of £280 a-year, proved insufficient; so, in 1874, a fresh supply was introduced from the Grampians, at a cost of £15,000, estimated to afford 40 gallons per head of the population per day. This paper-mill and the flax-mills and linen factories employ a large number of hands, the manufacture of osnaburgs, brown linen, and sailcloth having long been largely carried on. Thanks to improved machinery, the weaving that lately all was done by hand is now mostly done by power-looms in factories. The East Mill, large to start with, is described to-day as 'monstrous in its magnitude;' there are also extensive bleachfields, distilleries, a brewery, saw-mills, nurseries, a rope work, and the Denburn machine works.

The seat of a presbytery, Brechin possesses two Established churches—the Cathedral, divided into two charges (first charge £389; second, £417, both with manses), and East or City Road Church (860 sittings; stipend, £237). The latter, a cruciform building, with a spire 80 feet high, was erected for £1500 in 1836, and, after belonging to the Free Church from the Disruption to 1856, was made a *quoad sacra* parochial church in 1874. It was reseated and improved at a cost of £1000 in 1890. Other places of worship are 2 Free churches, East and West; 3 U.P. churches, City Road, Maisondieu (for which a handsome new church was erected in 1891 at a cost of about £6000), and Bank Street (1876; 650 sittings; cost, £4000); and an Evangelical Union chapel. The old St Andrew's Scotch Episcopal church was, in 1888, purchased by the Roman Catholics, and is now known as the Church of the Holy Trinity. The new Episcopal Church, which cost between £6000 and £7000, was opened by the bishop in 1888. Five public schools, under the burgh board, are Bank Street, Union Street, Damacre Road, the Tenements, and the High School, the last erected in 1876 at a cost of £2519. With total accommodation for 2137 children, these 5 had (1891) an average attendance of 1526, and grants amounting to £1479, 16s. 9d.

Brechin, created a royal burgh by charter of Charles I. (1641), adopted the General Police and Improvement Act prior to 1871, and is governed by a provost, 2 bailies, a dean of guild, a treasurer, an hospital master, and 7 councillors, and by a body of police commissioners, whilst, with MONTROSE, Arbroath, Forfar, and Bervie, it returns one member to parliament. There are 6 incorporated trades (hammermen, glovers, bakers, shoemakers, weavers, and tailors) and a guildry incorporation. Police courts sit every Wednesday, justice of peace small debt courts on the first Wednesday of every month, and sheriff small debt courts on the third Tuesday of Jan., March, May, July, Sept., and Nov. The police force, 7 strong, cost £629 in 1891. Tuesday is market-day; and fairs are held upon Trinity Muir for cattle on the third Wednesday of April, for sheep, cattle, and horses on the second Wednesday, Thursday, and Friday of June (this being one of the largest fairs in Scotland), the second Thursday of August, and the Tuesday before the last Wednesday of September. Burgh valuation (1881) £26,517, 7s. 4d., (1891) £28,378, 2s. 10d. Corporation revenue (1891) £1884. Parliamentary constituency (1891) 1174; municipal, 1668. Pop. of royal burgh (1871) 5083, (1891) 5139; of parliamentary burgh (1871) 7959, (1881) 9031, (1891) 8955.

The parish of Brechin contains also the villages of Trinity and Little Brechin, 1¼ mile N by E, and 2¼ miles NNW, of the town. Rudely resembling a spread eagle in outline, it is bounded N and NE by Stracathro, E by Dun, SE and S by Farnell, SW by Aberlemno, W by Careston, and NW by Menmuir. Its length from E to W varies between 1⅓ and 6¾ miles, its breadth from N to S between 2 and 4½ miles; and its land area is 14,313 acres. The South ESK here winds 7¼ miles eastward—first 1¼ along the Careston and Aberlemno boundary, next 3¾ through the interior, then 1¾ on the Farnell border—and descends in this course from about 130 to 20 feet above sea-level, flowing partly between high rocky banks, partly through low and often flooded flats. From it the surface rises gently northward to 419 feet at Craigend of Careston, 370 near Killiebair Stone, 200 near Kintrockat House, 316 and 290 on Trinity Muir, 266 at Leuchland, and 330 at Leightonhill—southward, more steeply, to 318 feet near AULDBAR castle and 407 on Burghill, opposite the town. The prevailing rock is Old Red sandstone; and sandstone is quarried, and limestone calcined, the latter containing veins of calcareous spar, with occasional crystals of sulphate of barytes. The soil is fertile on most of the arable lands, these comprising about three-fifths of the entire area, and plantations covering nearly one-fifth more. The principal mansions, with owners and the extent and yearly value of their estates within the shire, are—Brechin Castle (Earl of Dalhousie, 136,602 acres, £55,602); Ardovie House, 3 miles S by W of the town (Hy. Speid, 1005 acres, £1291); and Keithock House, 3 miles N (Mr Morton, 645 acres, £1304). In all, 9 proprietors hold each an annual value of £500 and upwards, 17 of between £100 and £500, 33 of from £50 to £100, and 93 of from £20 to £50. Three schools, under the landward board, Little Brechin, Auldbar, and Arrat, with respective accommodation for 100, 73, and 56 children, had (1891) an average attendance of 81, 76, and 42, and grants of £75, 11s., £85, 18s., and £31, 15s. 6d. Valuation of landward portion £20,854, 18s. 4d., of which £1289 was for the railway. Pop., with burgh, (1755) 3181, (1801) 5466, (1811) 5559, (1831) 6508, (1851) 8210, (1871) 9514, (1881) 10,499, (1891) 10,453.—*Ord. Sur.*, sh. 57, 1868.

The presbytery of Brechin comprehends Brechin and

East Church (*q. s.*), Careston, Craig, Dun, Edzell, Farnell, Fearn, Hillside (*q. s.*), Lethnot-Navar, Lochlee, Logiepert, Maryton, Melville (*q. s.*), Menmuir, Montrose, and Stracathro. Pop. (1891) 32,813, of whom 8149 were communicants of the Church of Scotland in that year, the sums raised by the above 17 congregations amounting to £3027. The Free Church has also a presbytery of Brechin, with 11 churches—2 at Brechin, Craig, Edzell, Lochlee, Logiepert, Maryton, Menmuir, and 3 at Montrose; and these together had 3613 communicants in 1891. The Episcopal Church, too, has a diocese of Brechin, with 30 churches or chapels and missions—Arbroath, Arbuthnot, Auchmithie, Brechin, Broughty Ferry (the bishop's residence), Carnoustie, Catterline, Cove, Cowie, Drumlithie, Drumtochty Castle, 7 at Dundee, Fasque, Fordoun, Glencarse, Invergowrie, Laurencekirk, Lochee, Lochlee, Montrose, Muchalls, Stonehaven, the Knapp, and Torry.

See D. Black's *History of Brechin;* Billings' *Baronial and Ecclesiastical Antiquities of Scotland*; the *Registrum Episcopatus de Brechin* (Bannatyne Club); the *Autobiography and Memoir of Thomas Guthrie;* Dr Wm. Marshalls' *Historic Scenes in Forfarshire;* and D. H. Edward's *Pocket History and Guide to Brechin and District.*

Breckness. See BRACKNESS.

Breckon, a hill, 603 feet above sea-level, in the E of St Mungo parish, Dumfriesshire, flanking the Water of Milk, 3½ miles SSE of Lockerbie.

Breckry, a burn and a glen in Southend parish, Argyllshire. The burn rises on Knockmoy, and traverses the glen south-eastward to Carskey Bay, 4 miles E by N of the Mull of Kintyre.

Breckry, a village in the W of the Isle of Skye, Argyllshire. Its post-town is Kilmuir under Portree.

Brecon, a voe or bay in North Yell, Shetland.

Breconbeds. See ANNAN.

Breda, a quaint, pleasant old mansion, on the left bank of the Leochel, 3 miles W of Alford village, Aberdeenshire. Its owner, Wm. M'Lean, Esq., holds 1761 acres in the shire, valued at £929 per annum.

Brediland, an estate, with a mansion, in Abbey parish, Renfrewshire, 1½ mile SW of Paisley. A pottery, for the manufacture of coarse earthenware, is on the estate.

Bredisholm, an estate, with a mansion, in Old Monkland parish, Lanarkshire, on the North Calder's right bank, 2½ miles WSW of Coatbridge. Its owner, Mrs Muirhead, holds 1077 acres in the shire, valued at £7620 (£5471 minerals).

Breich, a rivulet of Lanark, Linlithgow, and Edinburgh shires. It rises in Cambusnethan parish, Lanarkshire, receiving there the Lingore, Kitchen, Darmead, and Leadloch burns; and, passing soon out of Lanarkshire, proceeds about 7¾ miles east-north-eastward, along the boundary between Linlithgow and Edinburgh shires, till it falls into the Almond, 2 miles E by N of Blackburn. Places called Breichdyke, Wester Breich, Mid-Breich, and Easter Breich, are on its left side, within Whitburn parish, Linlithgowshire, near its influx to the Almond; and also in Whitburn is Breich station, on the Cleland section of the Caledonian railway, 4¼ miles W by S of West Calder station, serving for Longrigg.

Brenahegleish or Braigh na h-Eaglaise, a summit, 1387 feet above sea-level, in Latheron parish, S Caithness, 3 miles N of Ord of Caithness.

Brenister, a village in Shetland, 4 miles from its post-town Lerwick.

Breriach. See BRAERIACH.

Bressay, an island, a sound, and a parish in the W of Shetland. The island lies along the E side of the sound, between Noss island and the Shetland mainland; is, in its central part, exactly opposite Lerwick; has a post office under Lerwick; and measures nearly 6 miles in length from N to S, and from 1 to 3 miles in breadth. Its coast is rocky, and its surface indented, tumulated, and otherwise diversified. Ander Hill on its E side, and Beacon Hill near its southern extremity, are its highest grounds—the former a ridge of at least 400 feet in altitude, the latter a somewhat conical summit of 724 feet. Some caverns perforate its coast; and one of them admits a boat for a considerable distance, but has never been thoroughly explored. Several natural arches also are in the southern part of the coast, and can be traversed by boats in favourable weather; one of them is called the Giant's Leg. Old Red sandstone is the prevailing rock; and, in the form of flag and roofing stone, is quarried for exportation. An ancient standing stone is in the interior, and serves as a landmark to ships approaching the sound. There likewise are remains of several ancient chapels. On 23 Aug. 1879 the ill-fated *Atalanta* training-ship stranded on Bressay island, but was got off the morning following. The sound is coextensive in length with the island; has a medium width of fully a mile; affords, in most parts, excellent anchorage; serves, in its west centre, as the harbour of Lerwick; is so screened, from part to part, by little headlands and by windings of the coast on either side, as to enjoy ample shelter; possesses the advantage of being easily accessible at both ends; and has a lighthouse erected in 1858 at a cost of £5163, and showing every minute a red and white revolving light, visible at the distance of 15 nautical miles. A sunken rock, called the Unicorn, lies on the outside of its N entrance. The ancient parish of Bressay comprised the island of Bressay and the surrounding islets on the east side of the mainland; and the modern parish until 1891 comprehended also the ancient parishes of Burra (with the islets on the west side of the mainland) and Quarff. In that year the Boundary Commissioners disjoined the ancient parishes of Burra and Quarff from the parish of Bressay and annexed them to the parish of Lerwick. Bressay parish now consists of the following islands:—Bressay (6918 acres), Noss (762), Inner and Outer Score (36), and four small islands (22). There are six principal proprietors. In the presbytery of Lerwick and synod of Shetland, Bressay is divided ecclesiastically into a parish of its own name (living, £195) and the *quoad sacra* parish of Quarff and Burra (£120). Bressay church (370 sittings) was built in 1815, and that of Quarff (320 sittings) in 1829. Bressay public school, with accommodation for 145 children, had (1891) an average attendance of 110, and a grant of £134, 13s. Pop. (1871) 1854, (1881) 1768, (1891) 1789.

Brewhead, a village near Dundee, in Forfarshire.

Brewlands, a mansion in Glenisla parish, W Forfarshire, on the right bank of the Isla, 1¾ mile WNW of Kirkton of Glenisla. It is a seat of Jas. Small, Esq. of Dirnanean, owner in Forfarshire of 10,300 acres, valued at £1889 per annum.

Briarachan, a rivulet of Moulin parish, Perthshire. It rises on the NE side of Ben Vrackie; receives affluents from the S side of Benvuroch; runs altogether about 6 miles, mainly eastward, along Glen Briarachan; and unites with the Fearnach to form the Airdle.

Brichty. See BRIGHTY.

Brick-Kiln, a hamlet in the parish and 1 mile from the village of Canonbie, SE Dumfriesshire.

Bridekirk, a village in ANNAN and Hoddam parishes, and a *quoad sacra* parish, partly also in Cummertrees parish, S Dumfriesshire. The village stands on the right bank of the Annan, 3 miles NNW of Annan, and has a post office under that town, a three-arched bridge, a saw-mill, a corn-mill, and a public school. Pop. (1881) 309, (1891) 318. The parish had a population in 1881 of 702, in 1891 720; and it is in the presbytery of Annan and synod of Dumfries. Stipend, £200. The church was built in 1835, entirely at the expense of Mrs Dirom of Mount-Annan and her friends, and contains 370 sittings.

Bride's Burn, a burn in Renfrewshire, rising in the S of Kilbarchan parish, and running about 2 miles southward, partly along the boundary with Lochwinnoch, to the Black Cart, at its efflux from Castle-Semple Loch.

Bridesness, a headland in the SE of North Ronaldshay island, Orkney.

Bridgecastle, an estate, with a mansion, an ancient castle, a hamlet, and a colliery in Torphichen parish, Linlithgowshire. The mansion stands near the Black-

Details - Nethermuir

cleared, including their repeated voyages, whether with cargoes or in ballast:—

	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
1853	25,755	...	25,755	27,197	...	27,197
1867	36,765	651	37,416	37,153	651	37,804
1874	147,626	952	148,578	144,441	850	145,291
1882	224,371	1,959	226,330	218,835	1,349	220,184
1895	218,562	5,161	223,723	216,980	5,442	222,422

The number of vessels that entered in 1894 was 2540 British and 44 foreign, and that cleared 2469 British and 40 foreign.

Municipality, etc.—Kirkwall, under the Burgh Police Act of 1892, is governed by a provost, 2 bailies, and 6 commissioners, and unites with Wick, Cromarty, Dornoch, Dingwall, and Tain in returning a member to serve in parliament, Wick being the returning burgh. Corporation revenue (1895) £450, parliamentary constituency 504, municipal 583. For police purposes the burgh is united



Seal of Kirkwall.

with the county. The Duke of Edinburgh visited Kirkwall on 24 Jan. 1882, and was presented with the freedom of the burgh. The district sheriff-substitute resides here, and ordinary and small debt courts are held every Tuesday during session. Quarter sessions are held on the first Tuesday of March, May, and August, and the last Tuesday of October. There are markets on the first Monday of every month, and in August is the Lammas Fair, which used to last for a fortnight, though now it is pretty much confined to the market on the first Tuesday after 11 Aug. and the two following days. There are also a head post office, several hotels, offices of the Bank of Scotland, National, Union, and Commercial Banks, a free library, established in 1892, in place of an old public library established in 1815, an Educational Trust, the Balfour hospital for the sick, a combination poorhouse, a literary and scientific association, a young men's literary association, a branch of the Bible Society, a branch of the shipwrecked fishermen and mariners' benevolent society, masonic lodges, Good Templar lodges, a fire brigade, two batteries of artillery volunteers, a coastguard station, the Orkney Club and the Kirkwall Club, an ornithological society, golf, bowling, and cricket clubs, and three newspapers—the Independent *Orcadian* (1854) published every Saturday, the Liberal *Orkney Herald* (1860) every Wednesday, and the Liberal *Northman* (1874) every Saturday. Valuation (1883) £11,516, (1895) £13,964. Pop. of royal burgh (1841) 2205, (1861) 2444, (1871) 2265, (1881) 2613, (1891) 2557; of parliamentary burgh (1841) 3041, (1861) 3519, (1871) 3434, (1881) 3923, (1891) 3895, of whom 2188 were females. Houses (1891) inhabited 636, vacant 18, building 1.

See also the works cited under Orkney, and Lord Teignmouth's *Sketches of the Coasts and Islands of Scotland* (1836); Miss Sinclair's *Scotland and the Scotch* (1840); Neale's *Ecclesiological Notes on the Isle of Man, Orkneys, etc.* (1848); Sir Walter Scott's *The Pirate*, and Lockhart's *Life of Scott* under the year 1814; Hugh Miller's *Cruise of the Betsey* (Edinb. 1858); Billings' *Baronial and Ecclesiastical Antiquities of Scotland*, vol. iii. (Edinb. 1852); Sir H. E. L. Dryden's *Description of the Church of St Magnus* (Daventry, 1871; Kirkwall, 1878); J. R. Tudor's *Orkneys and Shetlands* (Lond. 1883); and Baddeley's *Orkney and Shetland Guide* (1893).

Kirk-Yetholm. See Yetholm.

Kirn, a favourite watering-place on the Clyde, forming part of the burgh of Dunoon, and a *quoad sacra* parish in Dunoon parish, Argyllshire. Constituted in 1874, it is in the presbytery of Dunoon and synod of Argyll. Its church was built as a chapel of ease. There is a post office. Pop. (1881) 791, (1891) 910. See Dunoon.

Kirnan. See Kilmichael-Glassary.

Kirouchtree. See Kirroughtree.

Kirriemuir, a town and a parish of W Forfarshire. The town stands, 455 feet above sea-level, on the left bank of winding Gairie Burn, which separates it from the suburb of Southmuir; as terminus of a branch of the Caledonian, with a commodious station, rebuilt in 1872, it is 3 miles NW of Kirriemuir Junction and 5 WNW of Forfar. Situated on the NW side of Strathmore, partly on level ground, and partly on the skirt of a hill, it commands from its higher portion a brilliant view of a great extent of Strathmore, and chiefly consists of streets arranged in a manner similar to the arms and shaft of an anchor. Great improvements which have been carried out of recent years give pleasing indications of the presence both of taste and successful industry. Kirriemuir has a post office, with money order, savings bank, and telegraph departments, branches of the Bank of Scotland and the National, Union, and British Linen Co.'s Banks, several hotels, 2 Good Templar lodges, a beautiful public cemetery, a public park, several denominational libraries, a public hall, a gas-light company, a horticultural society, cricket, bowling, curling, and football clubs, and a weekly newspaper (Friday). The parish church is a handsome edifice of 1786, with a neat spire. South *quoad sacra* parish church, built as a chapel of ease in 1836 at a cost of £1340, acquired its parochial status in 1870. Other places of worship are the North and South Free churches, two U.P. churches—one built in 1853, the other fitted up from a trades' hall of 1815 in 1833; St Mary's Episcopal church (1795; 200 sittings), and a United Original Secession church (1893), whose predecessor (1807) was the 'Auld Licht Kirk' of Mr J. M. Barrie the novelist, who was born at Kirriemuir on 9 May 1860, and has made it world famous as 'Thrums.' Besides Webster's Seminary there are a public and an Episcopal school, with respective accommodation for 876 and 180 children, an average attendance of about 560 and 180, and grants of over £532 and £136. Webster's Seminary was founded in 1835, with the bequest (1829) of John Webster, Esq.

A weekly corn and provision market is held on Friday; a horse fair is held on the second Friday of March; a cattle and horse fair on the Wednesday after Glamis May fair, on 24 July or the Wednesday after, on the Wednesday after 18 Oct., and on the Wednesday after Glamis November fair; and a hiring fair is held on the Term Day if a Friday, otherwise on the Friday after. Some business is done in the supply of miscellaneous goods to the surrounding country; the weaving of linen is the staple industry; and, amid the great and many changes elsewhere in the linen manufacture, it here had long the singular character of being carried on by means solely of the hand-loom. Two large power-loom factories, however, have been erected. The weavers, in some years, particularly in 1826 and 1841, suffered severely from a great fall of wages; and often have had to struggle with poverty and

privation; but they have manfully breasted every difficulty, and are admitted throughout the county to be expert and skilful operatives. Among them have been men of marked intelligence. One, David Sands, who flourished in 1760, invented a method of weaving double cloth for the use of stay-makers, and wove and finished in the loom three seamless shirts. The manufacture began to assume importance about the middle of the 18th century, and so early as 1792 produced osnaburgs and coarse linens to the yearly value of £30,000. It turned out annually, before the close of the century, 1,800,000 yards of stamped linen; and year by year the produce has increased till now it reaches 100,000 pieces, varying from 100 to 170 yards, whilst giving employment in the town and neighbourhood to over 2000 weavers. The feud of the weavers of Kirriemuir and the sutors of Forfar has been already noticed under the latter town.

Kirriemuir is a burgh of barony, under the Earl of Home; but, as a burgh, it has neither property, revenue, nor debt. A baron bailie, appointed by the superior, up to the year 1875 was the only magistrate, and presided as judge in a police and barony court. In 1875 the General Police and Improvement (Scotland) Act was adopted, and the affairs of the town are now, under the Burgh Police Act of 1892, managed by a provost, 2 bailies, and 6 commissioners. The magistrates preside in the police court; but the baron bailie still presides in the barony court held in connection with certain of the fairs. New police buildings, estimated to cost £1000, were erected by the County Council in 1895-96. A sheriff small debt court sits on the third Monday of January, March, May, July, September, and November; and justice of peace small debt courts on the first Friday of every month. Pop. of entire town (1831) 4014, (1861) 4686, (1871) 4145, (1881) 4390, (1891) 4179, of whom 2375 were females, whilst 2782 were in Kirriemuir proper or the police burgh and 1397 in the Southmuir suburb.

The parish until 1891 was separated by the parish of Kingoldrum into two nearly equal parts—the main or Strathmore division, containing the town, and comprising 15,028 acres, of which 56 are water; and the north-western or Glenprosen division, comprising 20,630 acres. The two divisions, at the nearest meeting points, were 1¾ mile asunder. The Boundary Commissioners, however, in the year mentioned, transferred the Glenprosen portion to the parish of Cortachy and Clova, thus limiting Kirriemuir to the Strathmore portion. The parish is bounded N by Cortachy, NE by Tannadice, E by Oathlaw and Rescobie, SE by Forfar and Kinnettles, S by Glamis, SW by Airlie, and W and NW by Kingoldrum, having an almost equal extreme length and breadth from N to S and from E to W of 5⅝ and 5⅝ miles. Prosen Water, rising in the north-western extremity of the former Glenprosen section on the western slope of Mayar at an altitude of 2750 feet, runs 12⅜ miles through the interior of that section, then 2⅜ miles south-south-eastward along the mutual border of Cortachy and Kingoldrum, afterwards winding 2⅞ miles east-by-southward along all the Cortachy boundary of Kirriemuir, till it falls into the South Esk, which itself runs 2 miles east-south-eastward along all the Tannadice border, and which from the interior is joined by Carity Burn, first tracing 1¼ mile of the north-western boundary, and next flowing 5¼ miles eastward across the northern interior. Gairie Burn, winding 6⅝ miles south-south-eastward, passes off into Glamis on its way to Dean Water, and is itself fed by Dairsie Burn, which traces 3 miles of the south-western and southern boundary. In the S of the parish the surface sinks to 190, along the South Esk in the NE to 295, feet above sea-level; and between these points it rises to 631 feet at the Hill of Kirriemuir, 513 at Cloisterbank, and 1018 at Culhawk Hill. The principal rocks are mainly Devonian, with occasional protrusions of trap. Limestone has been quarried and calcined. The soil of the arable tracts on both the northern and southern borders is sandy, and that of the central and larger portion mostly a black mould on a subsoil of so-called 'mortar.' One-eighth of the area is under plantations in fine arrangements of clumps and groves, eleven-sixteenths are regularly or occasionally in tillage, and nearly all the rest is chiefly pasture but partly moss, the mosses of Kinnordy and Balloch being constantly used for supplies of peat. Extant antiquities are tumuli and uninscribed monumental stones; querns, arrow-heads, battle-axes, and two canoes or currachs have been discovered from time to time; and not so long ago two ponderous rocking-stones stood a little NW of the hill that overlooks the town. Inverquharity Castle is noticed by itself. Within this parish several skirmishes were fought arising out of the Ogilvies' feuds; and the Battle of Arbroath (1446) must have been a grievous blow to Kirriemuir. Mansions, noticed separately, are Kinnordy, Shielhill, Logie, and Balnaboth. The parish, in the presbytery of Forfar and synod of Angus and Mearns, is divided ecclesiastically between Kirriemuir proper and Kirriemuir South Church, the former a living worth £265. Four pre-Reformation chapels, besides the parish church, were in Kirriemuir—one in the town, near a plot of ground called in old writs the Kirkyard; one at a place called Chapeltown, 3¼ miles N by W of the town; one at Kilnhill, 2 miles E by N of the town; and one near Ballinshae, 3 miles ESE, the site of which, still enclosed with a wall, was used as a family burying-place. Four public schools—Carroch, Padanaram, Roundyhill, and Westmuir—with respective accommodation for 60, 77, 91, and 60 children, have an average attendance of about 15, 60, 75, and 45, and grants amounting to nearly £27, £45, £75, and £30. Valuation (1883) £31,910, 8s. 7d., (1893) £26,162, 9s., *plus* £1783 for railway. Pop. (1801) 4421, (1831) 6425, (1861) 7359, (1871) 6420, (1881) 6616, (1891) 6090, of whom 3677 were in Kirriemuir proper, and 2413 in Kirriemuir South Parish.—*Ord. Sur.*, shs. 56, 57, 65, 1868-70.

Kirroughtree or **Kirouchtree** (Celt. *caer-Uchtred*, 'fort of Uchtred'), a mansion with finely wooded grounds, in Minnigaff parish, W Kirkcudbrightshire, 1 mile NE of Newton-Stewart.—*Ord. Sur.*, sh. 4, 1857.

Kirtle, a *quoad sacra* parish in Dumfriesshire, comprising parts of Annan, Kirkpatrick-Fleming, and Middlebie parishes. The church, which stands near the village of Kirtle-Bridge, was built at a cost of £500. Kirtle is in the presbytery of Annan and synod of Dumfries. Pop. (1891) 1271, of which 346 were in Annan, 165 in Kirkpatrick-Fleming, and 760 in Middlebie.

Kirtle-Bridge, a village in the SE corner of Middlebie parish, Dumfriesshire, on the right bank of Kirtle Water. It has a station on the Caledonian railway at the junction of the Solway railway, 5½ miles NNE of Annan and 3¼ ESE of Ecclefechan, under which there is a post office, with money order, savings bank, and telegraph departments.

Kirtlefoot. See Kirtle Water.

Kirtle Water, a stream of SE Dumfriesshire, formed, in the extreme N of Middlebie parish, by the confluence of two head-streams, of which Winterhope Burn, rising at an altitude of 1250 feet above sea-level, runs 1⅞ mile south-south-westward, whilst the other, rising to 890 feet, runs 1½ mile south-by-eastward. From the point where they meet (570 feet), Kirtle Water winds 16¼ miles south-south-westward and south-eastward through or along the boundaries of Middlebie, Kirkpatrick-Fleming, Annan, Dornock, and Gretna, till it falls into the head of the Solway Firth at Kirtlefoot. It traverses a vale of much beauty, richly embellished with wood; it enfolds the meadow of Kirkconnel burial-yard, containing the grave of 'Fair Helen of Kirkconnel-Lee;' it is crossed, at Kirtle-Bridge, by a viaduct of the Caledonian railway, comprising nine arches, each 36 feet in span; and it contains eels, perch, and trout, and is frequented by salmon. —*Ord. Sur.*, shs. 10, 6, 1864-63.

Kirtomy. See Farr.

Kirton. See Kirkton.

Kishorn, a sea-loch in the SW of the county of Ross and Cromarty, 5½ miles W of Jeantown (Lochcarron). Projecting from the N side of Loch Carron, opposite Plockton, it penetrates 3¼ miles north-eastward; con-

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vast strength. Legend throws over it much mystery and romance, one tradition making it the hiding-place of Lord Lovat after Culloden. 'The whole of Cawdor Castle,' to quote Mr Fraser Tytler, 'is peculiarly calculated to impress the mind with a retrospect of past ages, feudal customs, and deeds of darkness. Its iron-grated doors, its ancient tapestry, hanging loosely over secret doors and hidden passages, its winding staircases, its rattling drawbridge, all conspire to excite the most gloomy imagery in the mind. Among its intricacies must be mentioned the secret apartment which concealed Lord Lovat from the sight of his pursuers. It is placed immediately beneath the rafters of the roof. By means of a ladder you are conducted by the side of one part of a sloping roof into a kind of channel between two, such as frequently serves to convey rain-water into pipes for a reservoir. Proceeding along this channel, you arrive at the foot of a stone staircase, which leads up one side of the roof to the right, and is so artfully contrived as to appear a part of the ornaments of the building when beheld at a distance. At the end of this staircase is a room with a single window near the floor. A remarkable tradition respecting the foundation of this castle is worth notice, because circumstances still remain which plead strongly for its truth. It is said the original proprietor was directed by a dream to load an ass with gold, turn it loose, and, following its footsteps, build a castle wherever the ass rested. In an age when dreams were considered as the immediate oracles of heaven, and their suggestions implicitly attended to, it is natural to suppose the ass—as tradition relates—received its burden and its liberty. After strolling about from one thistle to another, it arrived at last beneath the branches of a hawthorn tree, where, fatigued with the weight upon its back, it knelt down to rest. The space round the tree was cleared for building, the foundation laid, and a tower erected: but the tree was preserved, and remains at this moment a singular memorial of superstition attended by advantage. The situation of the castle accidentally proved the most favourable that could be chosen; the country round it is fertile, productive of trees, in a wholesome spot; and a river, with clear and rapid current, flows beneath its walls. The trunk of the tree, with the knotty protuberances of its branches, is still shown in a vaulted apartment at the bottom of the principal tower. Its roots branch out beneath the floor, and its top penetrates through the vaulted arch of stone above, in such a manner as to make it appear, beyond dispute, that the tree stood, as it stands to-day, before the tower was erected. For ages it has been a custom for guests in the family to assemble round it, and drink, "Success to the hawthorn;" that is to say, in other words, "Prosperity to the house of Cawdor!"' What is known as the chain armour of King Duncan is preserved at Cawdor Castle, which is one of three places assigned by tradition as the scene of that monarch's murder in 1040 by Macbeth, Mormaer of Moray. Admission to the Castle may be had by ticket, procurable at the inn. Earl Cawdor owns six-sevenths of the parish, the rest belonging to Rose of Holme Rose. Cawdor is in the presbytery of Nairn and synod of Moray; the living is worth £182. The church, erected in 1619, and enlarged in 1830, contains 638 sittings, and is an interesting building, with a curious lych-gate and some old inscriptions. There is also a Free church; and three public schools—Barivan, Cawdor, and Clunas—with respective accommodation for 37, 155, and 48 children, had (1891) an average attendance of 33, 104, and 41, and grants of £35, 17s., £84, 10s. 6d., and £48, 14s. 6d. Pop. (1801) 1179, (1831) 1134, (1861) 1203, (1871) 1027, (1881) 1070, (1891) 1026.—*Ord. Sur.*, sh. 84, 1876. See *The Book of the Thanes of Cawdor; A series of Papers selected from the Charter-room at Cawdor*, edited for the Spalding Club by Cosmo Innes.

Cawpla or **Caplaw**, a hill in the W of Neilston parish, and a lake on the mutual border of Neilston and Abbey parishes, Renfrewshire. The hill flanks the E side of the lake, 2¼ miles WNW of Neilston village, and has an altitude of 652 feet above sea-level; the lake is a dam on Patrick Water, and, measuring ½ mile by ¾ furlong, is larger in winter than in summer.

Cayle. See KALE.

Ceannabeinne. See DURNESS.

Ceannard or **Kennard**, a loch in Dull parish, central Perthshire, 3¼ miles SSE of Grantully Castle. Lying 1400 feet above sea-level, it is 5½ furlongs long and from 1 to 3 furlongs broad; its water abounds with small trout. Loch Ceannard Lodge stands on its northern shore.

Ceannmor, a tarn in Crathie and Braemar parish, SW Aberdeenshire, 1¾ mile S of the head of Loch Callader. Lying 2196 feet above sea-level, it measures 1¼ by ¾ furlong, and seems to be the 'Loch Canter, very wild and dark,' of the Queen's *Journal*.

Ceathramhgarbh, a division of Eddrachillis parish, Sutherland, between Lochs Laxford and Inchard. The name signifies 'the rough section of a country,' and is truly descriptive.

Cellardyke or **Nether Kilrenny**, a fishing village in Kilrenny parish, SE Fife, forming an eastward extension of ANSTRUTHER-Easter, but united as a royal burgh to KILRENNY. At it are the new Anstruther harbour, a branch of the National Bank, a *quoad sacra* church, a Free Church hall (1870), a cod-liver oil works, fishing-gear factories, and a saw-mill. A public and an infant school, with respective accommodation for 225 and 238 children, had (1891) an average attendance of 224 and 173, and grants of £245, 16s. and £142, 17s. Pop. of *q. s.* parish, (1891) 1662. See Geo. Gourlay's *Fisher Life; or, the Memorials of Cellardyke*.

Ceres, a small town and a parish of E central Fife. The town, standing on the left bank of Ceres Burn, 2½ miles SE of Cupar station, was originally called Cyrus or Seres, after St Cyr, its patron saint in pre-Reformation times. It consists of the town proper and the north-western suburb of Bridgend, the former old, the latter modern; and comprises several streets, some good houses, and a neatly-kept green. Over its ancient narrow bridge the men of Ceres marched, according to tradition, to join Robert Bruce's army on the eve of Bannockburn; over it, too, Archbishop Sharp drove, in his lumbering coach, to meet his murderers on Magus Muir. A burgh of barony, under the Hopes of Craighall, Ceres carries on considerable industry in several departments of the brown linen trade, and has a post office under Cupar-Fife, with money order, savings bank, insurance, and telegraph departments, gas-works, an infirmary, and a horticultural society, and fairs on the 24 June and 20 Oct.; if Saturday, Sunday, or Monday, then Tuesday following. The parish church, rebuilt in 1806 on an eminence in the middle of the town, has a square castellated tower, and contains 1100 sittings; adjoining it is the small tiled mausoleum—a transept of the former old church—in which lie several illustrious members of the Crawford-Lindsay family. There are also a Free church, and 2 U.P. churches. Ceres is to have a station on the branch of the proposed East Fife Central Railway which is to run from Leven to Dairsie on the main line. Pop. (1891) 638.

The parish contains also the villages of Craigrothie, Chance Inn, Baldinnie, and Pitscottie, which stand respectively 1½ mile WSW, 2 miles WSW, 2 E, and 1½ mile NE, of Ceres town. Irregular in outline, it is bounded N by Kemback and St Andrews, E by Cameron, SE by Kilconquhar, S by Largo, SW by Kettle, W by Cults, and NW by Cupar. Its greatest length from NE to SW is 6 miles; its breadth varies from ½ mile to 3¾ miles; and its area is 10,075½ acres, of which nearly ½ acre is water. The Eden flows 2 miles along the north-western boundary; and its affluent, Ceres Burn, formed just above the town by Craigrothie, Class How, Craighall, and two lesser burns, flows 2 miles north-eastward into Kemback parish, and there 9 furlongs northward through DURA DEN. The surface is pleasantly diversified, here rising to 500, there sinking to 100, feet above sea-level; Walton Hill (622 feet) is the highest point in the parish. The rocks are partly eruptive, partly carboniferous; and basaltic columns form a

range or cliff, extending ½ mile N and S on Newbigging farm. Trap rock has been largely quarried, both for building and for road-metal; sandstone abounds in the N; and limestone and coal are found in the S. The soil, near the town, is a friable earth, incumbent upon gravel; along the Eden is light and sandy; and elsewhere is partly reclaimed moss or moor, but mostly a deep cold earth, incumbent variously on trap, limestone, and tilly clay. About two-fifths of the entire area are in tillage, one-half being in grass, and one-tenth under plantations or waste. Craighall Castle, Struthers House, and Scotstarvet Tower are the chief antiquities, and will be separately noticed. Natives or residents were Rt. Lindsay of Pitscottie, a 16th century historian, and Sir John Scott of Scotstarvet (1585-1670), author of *The Staggering State of Scots Statesmen;* among the ministers were Thomas Buchanan, cousin of the more famous George, and Thos. Halyburton (1674-1712), divinity professor at St Andrews. Teases House and Edenwood are good modern mansions, the former commanding a brilliant view of the Firth of Forth; and 8 proprietors hold each an annual value of £500 and upwards, 18 of between £100 and £500, 12 of from £50 to £100, and 19 of from £20 to £50. Ceres is in the presbytery of Cupar and synod of Fife; the living is worth £234. Three public schools—Bridgend Infant, Ceres, and Craigrothie—with respective accommodation for 72, 179, and 108 children, had (1891) an average attendance of 41, 133, and 66, and grants of £28, 15s. 6d., £139, 12s. 6d., and £49, 4s. Valuation (1891) £12,834, 3s. 11d. Pop. (1801) 2352, (1841) 2944, (1861) 2723, (1871) 2381, (1881) 2063, (1891) 1677.—*Ord. Sur.*, shs. 40, 41, 1857-67.

Cessford, a hamlet of Eckford parish, NE Roxburghshire, 6 miles ENE of Jedburgh, and 3 WSW of Morebattle. It stands on the right bank of Cessford Burn which, rising in Oxnam parish, runs 4¾ miles north-by-eastward to Kale Water. Cessford Castle, ¼ mile NE of the hamlet, was the seat from 1446 or thereabouts of the Kers of Cessford, ancestors of the Duke of Roxburghe, and gives to the Duke the title of Baron Ker of Cessford (1616), and of Marquess of Cessford (1707). A place of great military importance, the centre of many a martial enterprise, it was besieged in 1545 by the Earl of Surrey, who said that 'it might never have been taken had the assailed been able to go on defending.' It was protected by a moat and an outer and an inner wall, and is now represented by the roofless ruin of its keep, 67 feet long, 60 broad, and 65 high, with walls 12 feet in thickness, and with a dismal dungeon of remarkable character, and a subterranean vault. An ash is still pointed out as the 'Jeddart justice' tree; and a large artificial cavern, called Hobbie Ker's Cave, is in a steep bank by the burn, ½ mile N of the castle, and might be often passed and repassed without being observed.

Cessnock, a small river of the NE of Kyle district, Ayrshire. It rises on Auchmannoch Muir, at 980 feet above sea-level, near the Lanarkshire boundary, and 1 mile SW of Distinkhorn Hill; and running 5 miles south-westward through Sorn and Mauchline parishes, to within a mile of Mauchline town, goes thence about 9 miles north-north-westward, partly through Mauchline parish, partly along the boundary between Galston on the right and Craigie and Riccarton on the left; and falls into Irvine Water at a point 2¾ miles E by S of Kilmarnock. Its winding course is varied and picturesque, and its waters afford good trout fishing, but are not open to the public. On its banks dwelt the lassie with sparkling roguish een of Burns's song. Cessnock Castle, an ancient tower, the property of the Duke of Portland, stands in the parish and 1⅜ mile SE of the town of Galston.—*Ord. Sur.*, shs. 22, 14, 1865-63.

Chalmers. See GLASGOW.

Chaluim, Loch. See CAILAM.

Champfleurie, an estate, with a mansion, in the parish and 2½ miles E by S of the town of Linlithgow. Its owner, Rt. Hathorn Johnston-Stewart, Esq. (b. 1824; suc. 1842), owns 2036 acres in the shire, valued at £3884 per annum. See also GLASSERTON and PHYSGILL.

Chance Inn, a hamlet in Inverkeilor parish, Forfarshire, near the coast, 6 miles N by W of Arbroath. It has a post office, with money order, savings' bank, and telegraph departments. See also CERES.

Chanlock, a burn of Penpont parish, NW Dumfriesshire. Rising at 1500 feet above sea-level, 3 miles ESE of the meeting-point of Dumfries, Kirkcudbright, and Ayr shires, it runs 6 miles east-by-southward, and falls into Scar Water, 5 miles NW of Penpont village.

Channelkirk, a Lauderdale parish in the extreme NW of Berwickshire, containing the hamlets of Old and New Channelkirk. The former, adjacent to the parish church, 8½ miles ESE of Tynehead station, and 6 NNW of Lauder, is merely the remnant of an ancient village: the latter lies 5 furlongs N of the church.

The parish contains also the village of Oxton, 4½ miles NNW of Lauder, under which it has a post office. It is bounded E and SE by Lauder, SW and W by Stow in Edinburghshire, NW by Fala-Soutra and Humbie in Haddingtonshire. Its greatest length, from N to S, is 6½ miles; its greatest breadth, from E to W, is 5 miles; and its area is 14,202½ acres, of which 12 are water. Armet Water, on its way to the Gala, flows all along the north-western and western boundary; the eastern is traced by Kelphope Burn, one of several head-streams of LEADER Water, by which this parish is principally drained. The surface in the SE sinks to 630 feet above sea-level, thence rising west-south-westward to Collie Law (1255 feet), north-westward to Clints Hill (1535), Turf Law (1248), and Dun Law (1292), north-north-westward to Headshaw Law (1349), Carfrae Common (1373), and Ninecairn Edge (1479) at the NE corner of the parish,—these heights belonging to the western portion of the Lammermuirs. The rocks are chiefly Silurian, and are quarried both for building and for road-metal. The soils are variously sandy, gravelly, peaty, and moorish; about 3000 acres are in tillage. Four proprietors hold an annual value of more and 4 of less than £500. On the hills are two prehistoric camps, one in the S, the other a little W of the church, and near the second is a fine spring, the Well of the Holy Water Cleugh. Here, about A.D. 636, according to the Irish Life of St Cuthbert, he was placed as a boy under the care of a religious man, whilst his mother went on pilgrimage to Rome; and here was afterwards built in his honour the church of 'Childeschirche' (the ancient name of Channelkirk), which church was held by Dryburgh Abbey. Now the parish is in the presbytery of Earlston and synod of Merse and Teviotdale; the living is worth £273. The church, rebuilt in 1817, contains 300 sittings; and a public school, with accommodation for 154 children, had (1891) an average attendance of 114, and a grant of £106, 9s. 6d. Valuation £8523, 16s. 11d. Pop. (1801) 640, (1831) 841, (1861) 671, (1891) 545.—*Ord. Sur.*, shs. 25, 33, 1863-65.

Chanonry, a town and the seat of a presbytery in Rosemarkie parish, Ross-shire, on the Moray Firth, at the E side of the Black Isle peninsula, ½ mile SW of Rosemarkie town, and 10½ NNE of Inverness. It commands an extensive view of the waters and shores of the Moray Firth; adjoins a tongue of land, called Chanonry Point, projecting into the Firth to within 7 furlongs of Fort George on the opposite shore; and took its name from being the Canonry of Ross and the residence of the bishop. Constituted a royal burgh by Alexander II., it became united in burgh privileges with Rosemarkie town, under the common name of Fortrose, by charter of James II. in 1455; and now, except for being the seat of a presbytery, is known only as a constituent part of Fortrose. A chief feature in it is the remnant of its ancient cathedral, but that and other matters connected with it will be noticed in our article on FORTROSE. A lighthouse on Chanonry Point was built in 1846 at a cost of £3571, and shows a fixed light, visible at the distance of 11 nautical miles. The presbytery of Chanonry comprehends the *quoad civilia* parishes of Rosemarkie, Avoch, Cromarty, Killearnan, Resolis, and Knockbain, the *quoad sacra* parish of Fortrose, and the Gaelic church of Cromarty; is in the synod of Ross; and meets at Chanonry on the last Tuesday of March, the

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in 1795, and widened and improved in 1817. A reach of the Kinnel's vale, above and below the bridge, is exquisitely beautiful; and the splendid mansion of Raehills, with its fine gardens and grounds, is close by.

Anstruther, a fishing and seaport town of SE Fife, comprising the royal and parliamentary burghs of Anstruther-Easter and Anstruther-Wester, and contiguous eastwards to the royal burgh of CELLARDYKE or Nether Kilrenny. Situated at the entrance of the Firth of Forth, it stretches along its shore about 1¼ mile, and by water is 5½ miles WNW of the Isle of MAY, 11⅜ N of North Berwick, and 25 NE of Leith, while, as a station on the Leven and East of Fife section of the North British system, it is 18¾ miles E by N of Thornton Junction, and 50 NE of Edinburgh, *viâ* Forth Bridge. By road, again, it is 9½ miles SSE of St Andrews, whither a railway was constructed in 1881, at a cost of £38,000, which is 16 miles long, with five intermediate stations, at Crail, Kingsbarns, Dunino, etc., and is worked by the North British. Anstruther has a post office with money order, savings bank, and telegraph departments, branches of the Clydesdale, Commercial, and National banks, a gaswork, hotels, a custom house, a town-hall (1871; accommodation 800), a masonic lodge, several insurance offices, a library and reading room, a life-boat station, and a fishery office. Friday is market-day; and industrial establishments are rope and sail, net, oil, and oilskin and fishing-gear factories, and a brewery. A bridge (1831) over the Dreel Burn joins Anstruther-Wester to Anstruther-Easter, where are Free, U.P., Baptist, and Evangelical Union churches, besides the parish church (1634-44; 750 sittings), whose picturesque tower has a low spire and gabled stair-turret; the manse is another quaint old building, erected in 1590 by James, a nephew of the more celebrated Andrew Melville. The chief educational establishment is the Waid Academy, which was opened Sept. 6, 1886. It was endowed from funds mainly mortified by Andrew Waid, lieutenant in the Royal Navy, a native of Anstruther-Easter, who died in 1803, and meant to provide for the maintenance and education of orphan and seamen's boys. The funds being inadequate, and as an hospital at Anstruther for the purpose contemplated by him would now be of comparatively little value, on account of the changed conditions of naval warfare, the scheme of the Waid Academy was promoted by the trustees and the School Board, and finally approved of by the Queen in Council in 1884. Anstruther-Wester has its own parish church, consecrated in 1243; a lidless stone coffin in its churchyard is wrongly imagined to be St Adrian's. On 3 June, 1559, Knox preached here, and as a consequence the church was afterwards stripped of its images and altars, though the building was preserved as a place of worship: 'several alive well remember the rows of fine arches left standing in this church, which now is a tasteless erection within and without' (Gordon's *Scotichronicon*, p. 307). A Spanish war-ship, one of the scattered Armada, put in at the harbour in 1588; in 1645 many of the townsfolk, zealous Covenanters, fell at the battle of Kilsyth; and the town itself, in 1651, was plundered by the English. Great inundations (1670-90) did grievous damage, the first destroying the harbour, and the second a third of the houses; the Union, too, gave a serious shock to commerce, which, till then carried on by 24 home vessels, employed but 2 in 1764. Three natives and contemporaries were the great Dr Thomas Chalmers (1780-1847), a minor poet, Captain Charles Gray, R.N. (1782-1851), and William Tennant (1784-1848), author of *Anster Fair*, whose heroine 'Maggie Lauder' lived, it is said, on Anstruther East Green.



Seal of Anstruther-Easter.



Seal of Anstruther-Wester.

A head port from 1710 to 1827, since then a creek or sub-port of Kirkcaldy, Anstruther possesses a harbour of its own, enclosed by two piers; but, this being found too small, the Union Harbour was commenced in 1866. With a western breakwater and eastern pier, partly built of concrete, and the latter fully 1200 feet long, it has an area of 7 acres, and, owing to frequent interruptions from storms, was only completed in 1877, at a total cost of over £80,000. Anstruther is head of all the fishery district between Leith and Montrose, and fish-curing is the staple trade. Anstruther-Easter was made a royal burgh in 1583, and Anstruther-Wester in 1587, but the latter lost its municipal status in 1852, not to regain it till 1869. The former is governed by a provost, two bailies, a treasurer, and nine councillors; Anstruther-Wester by a chief magistrate, one bailie, a treasurer, and nine councillors. With ST ANDREWS, Crail, Cupar, Kilrenny, and Pittenweem, they return one member to parliament. Pop. of Anstruther-Easter (1891) 1134; of Anstruther-Wester, 538.

The parish of Anstruther-Easter, conterminous with its burgh, has an area of only 25½ acres of land and 32 of foreshore. The boundaries of the parishes of Anstruther-Wester and Pittenweem, previously badly defined, were re-adjusted in 1891 by the Boundary Commissioners. The new boundary follows the parliamentary boundary between the burghs of Anstruther-Wester and Pittenweem from the north boundary of Pittenweem parish down to the Pittenweem and Anstruther road. It then strikes east from the parliamentary boundary, running along the centre of this road to its junction with the Chain Road, down which it runs to the sea. All to the west of this new boundary is now in the parish of Pittenweem, and all to the east in the parish of Anstruther-Wester. In the presbytery of St Andrews and synod of Fife, Anstruther-Wester is a living worth £206, and Anstruther-Easter £240. The former has one public school, the latter two, E and W; and these three, with respective accommodation for 141, 228, and 104 children, had in 1891 an average attendance of 78, 127, and 89, and grants of £67, 8s. 6d., £140, 10s. 6d., and £77, 17s. 6d. Pop. of its entire parish (1801) 296, (1831) 430, (1861) 421, (1871) 545, (1881) 673, (1891) 593.—*Ord. Sur.*, sh. 41, 1857.

Antermony House, a mansion in Campsie parish, S Stirlingshire, near Milton station, and 2½ miles ESE of Lennoxtown. Here was born and here died John Bell of Antermony (1691-1780), well known by his *Travels from St Petersburg to various parts in Asia* (2 vols., Glasgow, 1763). Antermony Loch is a sheet of water measuring 3¼ by 2 furlongs.

Antoninus' Wall, a Roman rampart extending from Carriden on the Firth of Forth to Chapel-Hill, ¼ mile below Old Kilpatrick village on the Clyde. Agricola in 81, having two years earlier passed the shores of the Solway Firth, overran the country thence to the Forth and the Clyde, and raised a line of forts along the tract from Carriden to Chapel-Hill. Lollius Urbicus, in 139, the year after Antoninus Pius assumed the purple, was deputed as proprætor of Britain, to quell a general revolt. Marching northward to the Forth and the Clyde, he subdued the hostile tribes, and, both to repel any further attacks which might be made from the north, and to hold in subjugation the country to the south, constructed a great new work on the line of Agricola's forts. This new work was the rampart afterwards known as Antoninus' Wall. It measured 39,726 Roman paces, or nearly 36½ English statute miles, in length; it consisted of

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£22, 11s. 6d., £177, 19s. 6d., £53, 2s. 6d., and £29, 9s. Valuation (1882) £21,610, 10s. 8d., (1892) £18,186, 15s. Pop. £1705 for railway. Pop. (1801) 2203, (1831) 2819, (1861) 2297, (1871) 2113, (1881) 1992, (1891) 2004. *Ord. Sur.*, sh. 66, 1871.

The presbytery of Fordoun, now meeting at Laurencekirk, comprises the *quoad civilia* parishes of Arbuthnott, Bourtie, Bervie, Dunnottar, Fetteresso, Fordoun, Garvock, Glenbervie, Kinneff and Caterline, Laurencekirk, Marykirk, and St Cyrus, with the *quoad sacra* parishes of Cookney and Rickarton, and the chapelries of Johnshaven, Stonehaven-St Bridget's, Stonehaven-St John's, and Luthermuir. Pop. (1871) 23,895, (1881) 23,500, (1891) 23,257, of whom 7859 were communicants of the Church of Scotland in 1895.—The Free Church also has a presbytery of Fordoun, with churches at Benholm, Bervie, Fettercairn, Fordoun, Glenbervie, Kinneff, Laurencekirk, Marykirk, St Cyrus, and Stonehaven, which together had 1546 communicants in 1894.

Fordyce, a village and a coast parish of Banffshire. The village, standing on the right bank of the Burn of Fordyce, 2½ miles SW of Portsoy and 4 ESE of Cullen, is a burgh of barony, having received its first charter in 1377, and another in 1592. Its nearest station is Glassaugh. It has a post office under Banff, and a fair on the second Wednesday of November. On the E side of The Square stands a large castellated building bearing the date of 1592. Pop. (1881) 331, (1891) 316.

The parish contains also the town of PORTSOY, with the villages of Sandend and Newmills, and prior to the Reformation comprehended likewise the present parishes of Cullen, Deskford, and Ordiquhill. It is bounded N by the Moray Firth, E by Boyndie, SE by Ordiquhill, SW by Grange, and W by Deskford and Cullen. Its utmost length, from NNE to SSW, is 7⅝ miles; its utmost breadth, from E to W, is 5⅝ miles; and its area is 17,490 acres, of which 197¾ are foreshore and 34¾ water. The Burn of BOYNE, rising on the northern slope of Knock Hill, runs first across the southern interior, then 7 miles north-north-eastward along all the Boyndie border to the sea; DURN Burn runs 6 miles through the middle of the parish to the sea at Portsoy; and Fordyce Burn, rising at the boundary with Deskford, runs 3¼ miles across the north-western district to the sea at Sandend Bay. The coast, which, measured along its sinuosities, is 8¾ miles long, is somewhat bold and rocky, with bays at Portsoy and Sandend, and headlands called East Head, Redhythe Point, Crathie Point, and Logie Head (189 feet). It is pierced with several caves, the principal Dove, Kitty, Bow, Cloutty, and Findlater Caves, none of them of any great extent. The interior is partly a fine flat, with frequent inequalities or rising-grounds, and partly a series of hills, with intervening and flanking vales and dales. Chief elevations, from N to S, are Cowhythe (257 feet), Cannoch Hill (300), DURN Hill (651), Fordyce Hill (709), the Hill of Inverkindling (923), and Knock Hill (1309), the last of which, culminating at the meeting-point with Grange and Ordiquhill, presents a majestic appearance, and serves as a landmark to mariners throughout a considerable sweep of the Moray Firth. The rocks exhibit great diversity, at once of character and of interconnection; and, from the time of Hutton downward, have strongly attracted the attention of geologists. A beautiful serpentine forms two masses, respectively 73 and 1500 feet wide, in the vicinity of Portsoy, and is associated with syenite, hornblende, quartzite, clay slate, limestone, and talc or mica slate, whilst containing asbestos, amianthus, mountain cork, steatite, schiller-spar, magnetic iron, chromate of iron, and other minerals. Mostly greenish and reddish in hue, sometimes yellowish and greyish-white, it has often been called Portsoy marble, and is highly valued as a material for ornamental objects, having been exported in some quantity to France for adorning Versailles Palace. Veins of graphite granite, comprising quartz and felspar crystals in such arrangement that a polished section resembles rudely formed letters, occur in the same neighbourhood; and a beautiful quartzite, suitable for use in potteries, has been quarried on the northern side of Durn Hill, and exported to England. Limestone has been worked in three quarries near Fordyce village, near Sandend, and at the mouth of the Burn of Boyne; and trap rocks, comprising common greenstone, syenitic greenstone, hypersthenic greenstone, and augitic greenstone, occupy most of the interior. The soil is variously a light or a clay loam, and a strong clay, very productive along the seaboard, but cold and wet towards the S. One-half of the entire area is regularly or occasionally in tillage; one-fifteenth is under wood; and the rest is either pastoral or waste. Glassaugh House is a chief mansion, and Findlater Castle a chief antiquity, both being separately noticed. Other antiquities are remains of an ancient camp on Durn Hill, and cairns, tumuli, and remains of ancient Caledonian stone circles in various places. The seat of a presbytery in the synod of Aberdeen, this parish is divided ecclesiastically into Fordyce proper and the *quoad sacra* parish of Portsoy, the former a living worth £328. Its parish church, at the village, was built in 1804, and contains 1100 sittings. At the village, too, is a Free church; and other places of worship are noticed under Portsoy. Fordyce Academy, an institution for the board and education of nine boys of the name of Smith, natives of the parish, was founded and endowed in 1790 by Mr George Smith of Bombay. Besides two schools at Portsoy, the four public schools of Bogmuchals, Brodiesord, Fordyce, and Sandend, with respective accommodation for 49, 70, 300, and 89 children, have an average attendance of 37, 47, 186, and 67, and grants of £31, 5s., £42, 8s. 6d., £205, 5s. 6d., and £51, 19s. 6d. Valuation (1882) £19,216, 4s., (1893) £22,204, 6s. 1d., including £3407 for railways. Pop. (1801) 2747, (1831) 3364, (1861) 4145, (1871) 4153, (1881) 4289, (1891) 4268, of whom 1994 were in the ecclesiastical parish and the registration district of Fordyce.—*Ord. Sur.*, sh. 96, 1876.

The presbytery of Fordyce comprises the *quoad civilia* parishes of Banff, Boyndie, Cullen, Deskford, Fordyce, Ordiquhill, and Rathven, and the *quoad sacra* parishes of Buckie, Enzie, Ord, Portsoy, and Seafield. Pop. (1871) 25,776, (1881) 26,345, (1891) 28,456, of whom 4890 were communicants of the Church of Scotland in 1895.—The Free Church also has a presbytery of Fordyce, whose ten churches of Banff, Boyndie, Buckie, Cullen, Deskford, Enzie, Fordyce, Ordiquhill, Portknockie, and Portsoy, together had 2566 communicants in 1894.

Forebank. See DUNDEE.

Foreholm, a small island of Sandsting parish, Shetland, ½ mile E of the nearest point of Mainland, and 5 miles S by W of the southern extremity of Yell.

Foreman or Fourman Hill, an eminence at the meeting-point of Forgue, Huntly, and Rothiemay parishes, on the mutual border of Aberdeen and Banff shires, above the right bank of the river Deveron, 5 miles NE by N of Huntly town. It rises to a height of 1127 feet above sea-level; has a beautiful form, somewhat conical; is finely wooded for a good way up; and commands an extensive and diversified view. Queen Mary, when on her way to Rothiemay House, passed over it by what is still called the Queen's Road.—*Ord. Sur.*, sh. 86, 1876.

Foreness, a small peninsula in Sandsting parish, Shetland, opposite Foreholm, and between Sand Voe and Sand Sound Voe.

Forestfield. See FORRESTFIELD.

Forestmill, a hamlet, with a public school, in Clackmannan parish, Clackmannanshire, on the left bank of the Black Devon, 3½ miles ENE of Clackmannan town. The poet Michael Bruce (1746-67) taught a school here in 1766.

Forfar, a royal and parliamentary burgh, the seat of a presbytery, and the capital of Forfarshire or Angus, is situated in the centre of the southern portion of the county. By road it is 12¾ miles SW of Brechin, 14 NNE of Dundee, and 54 NNE of Edinburgh; whilst, as the junction of the Dundee and Forfar branch (1870) of the Caledonian with its 'through' line to Aberdeen

(1839-50), it is 15½ miles WSW of Bridge of Dun Junction, 57¼ SSW of Aberdeen, 17¼ N by W of Broughty Ferry, 80 NNE of Edinburgh (by the Tay and Forth bridges), 32½ NE of Perth, and 95 NE of Glasgow. The country round is undulating; and the town stands, 200 feet above sea-level, in a kind of basin formed by the surrounding slopes. It is a burgh of great antiquity, having been a royal residence in the time of Malcolm Ceannmor, whose castle was situated on the Castlehill, a conical mound at the NE end of the town. This is alleged by Boece and Buchanan to have been the meeting-place of the parliament held in 1057, at which surnames and titles were first conferred on the Scottish nobility. The castle, from remains in existence at the beginning of the nineteenth century, is supposed to have been very extensive, and the ruins furnished building material for the old steeple and the W entrance of the old church, as well as for many houses in the town. A figure of the castle appears in the common seal of the burgh as well as on the market-cross of 1684, which was removed about 1830 by the magistrates to the site of the old castle. Malcolm's queen, St Margaret, had also a residence on the Inch in Forfar Loch, a sheet of water which, lying in Glamis parish, but immediately W of the town, at an altitude of 171 feet, has been reduced by draining operations to an utmost length and breadth of 9 and 2 furlongs. The Inch, reduced now to a peninsula, was for many years regarded as wholly artificial, a 'crannog' in fact or lake-dwelling; but recent researches show that it is 'the highest part of a narrow ridge of natural gravel which runs into the loch, and the so-called causeway is a continuation of this ridge as it dips into the deep water' (*Ancient Scottish Lake-Dwellings*, Edinb. 1882). This causeway, which was supposed to run the whole length of the island, was said by tradition to have been used in former days as a means of passing from the island. Tradition, too, associates some weapons found in the loch in 1770 with the murderers of Malcolm II., who, after committing the crime in Glamis Castle, tried to cross Forfar Loch on the ice, and were drowned. Besides these scraps of questionable history, memorials of royal residence survive in the designations of such localities as the King's Muir, the Queen's Well, the Queen's Manor, the Palace Dykes, and so on. An annual *fête* in honour of Queen Margaret, held on the Inch, was long a vestige of the royal connection with Forfar. The charter elevating the town to the dignity of a royal burgh was granted by David I. (1124-53), and the records of the parliaments of Scotland show that assemblies were held there by William the Lyon, by Alexander II., and by Robert II. The town was almost totally destroyed by accidental fire in 1244. In 1291 King Edward I. of England was refused admission to the castle by Gilbert de Umfraville; but it was occupied by him and his suite from the 3d till the 6th of July 1296. In 1308, when 'stuffit all with Inglismen,' this castle was captured by Bruce and Philip, the forester of Plater, who, making an escalade under cover of night, slew all the garrison, and 'brek doun the wall.' It was never rebuilt. In the Great Rebellion Forfar adhered to the King, so, after the English had taken Dundee, Colonel Ocky marched thence to Forfar with a considerable body of dragoons, and not only liberated an imprisoned spy, but pillaged and harassed the town. In 1665 a charter of confirmation of its early privileges was granted by Charles II. in requital of this plundering and of the protest of ex-Provost Strang in 1647 against the proposal to hand over Charles I. to the tender mercies of the English rebels. In 1684 the market-cross was erected at the expense of the Crown, and stood in its original position for a century and a half, till removed as before noted. In connection with Provost Strang, or rather with his posterity, a curious story is told. Two of this family had settled at Stockholm, where they prospered. About the end of the 17th century they sent home a fine-toned bell for the parish church steeple. When the gift arrived at Dundee, the magistrates of that place claimed it on the ground that it was too good for Forfar. A struggle took place, in the course of which the tongue of the bell, said to have been of silver, was wrenched out and thrown into the river. After a time the Forfar folk got possession of their property, but the Dundee magistrates refused to let it be conveyed away unless the town of Forfar bought all the ground it would pass over between the quay and the boundary of Dundee. A large sum had to be paid, and the road is known still as the Forfar Loan. The townsfolk of Forfar turned out in holiday costume to welcome the gift on its arrival. A new tongue was not supplied for a century, and even now the clapper in use is regarded as insufficient to bring out the full tones of the bell. Dundee was not the only town with which Forfar got at loggerheads. The *sutors* of Forfar and the *weavers* of Kirriemuir had a long-standing feud, which often used to result in blows. Drummond of Hawthornden relates that, when he visited Forfar in 1648, he was refused shelter because he was a poet and a royalist. He passed on to Kirriemuir, where they equally abhorred these two 'crimes;' but, anxious to differ from the Forfarians, they made him heartily welcome. In return he wrote a quatrain, in which Kirriemuir was praised and Forfar satirised. A body of William of Orange's forces, stationed at Forfar in 1689, ate and destroyed all kinds of victual to the value of £8000, forced horses, carts, and free quarters to the extent of £2000 more, and left the tolbooth and schoolhouse in a state of ruin. Another reminiscence of the 'good old times' is centred in a specimen of the 'branks' called the witches' bridle, which, long preserved in the old steeple, is now in the public library. It consists of a collar in four sections, hinged so as to enclose the neck. Behind is a short chain, and in front a prong, like the rowel of a spur, projects inwards, and was fixed in the mouth to act as a gag at the executions. The victims were led by the chain to the Witches' Howe, a small hollow N of the town, where the stake was erected. The bridle was picked up from the ashes after the execution. Nine women were burned at Forfar between 1650 and 1662; and 'Johne Kinked, pricker of the witches in Trenent,' being brought to Forfar, was made a freeman of the burgh just ten days after that honour had been conferred on a cadet of the noble family of Keith-Marischal. A highwayman hanged on Balmashanner Hill in 1785 was the last person executed in Scotland by sentence of a sheriff. Patrick Abercrombie, physician and historian, was born at Forfar in 1656; and John Jamieson, D.D. (1759-1838), of 'Scottish Dictionary' fame, was minister of the Secession congregation from 1780 till 1797. Archibald Douglas, son of the second Marquis of Douglas, was in 1661 created Earl of Forfar, a title which devolved on the Duke of Douglas at the death of the second Earl from seventeen wounds received at Sheriffmuir (1715), and with the Duke it expired (1761). One curious thing in connection with Forfar is the fact that, down to 1593, its market-day was Sunday.

Before considering the present condition of Forfar, it is interesting to look at some details of its peculiarities given in the Old Statistical Account. The minister of the parish, writing there in 1793, tells that before 1745 there were not above seven tea-kettles and the same number of watches and pairs of bellows in the burgh; while in his time every house had a kettle and bellows, and 'almost every menial must have his watch.' In the middle of the 18th century, a Forfarian who bought a shilling's worth of butcher meat or an ounce of tea would hide the fact from his neighbour as if he had committed a crime. One ox, valued at forty shillings, supplied the flesh market for a fortnight, and indeed a carcase was seldom killed unless most of it were bespoken. Each man built his house as he chose, and the town was both irregular and dirty. The dirtiness of the burgh was the cause of a murder on 9 May 1723. Charles, sixth Earl of Strathmore, was returning from a funeral entertainment with a party of gentlemen, when Carnegie of Finhaven was jostled by Lyon of Brigton into a kennel in Spout Street. He rose covered with mud, and, making a thrust at Brigton, ran the Earl

through the body, for which he was tried, but acquitted through the ability of his counsel, Robert Dundas of Arniston.

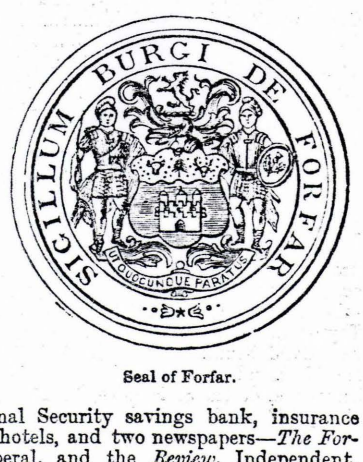
On his progress to London in 1603, James VI., runs the story, was entertained with great magnificence by the mayor of one of the English burghs; and some of the English courtiers hinted that such open-handedness would be rare in Scotland. 'Fient a bit o' that,' said canny James, 'the Provost o' my burgh o' Forfar, whilk is by no means the largest town in Scotland, keeps open house a' the year round, and aye the mae that comes the welcomer.' The provost kept an alehouse. It was in Forfar that a neighbour's cow drank up the browst which a brewster's wife had set to the door to cool. The alewife raised an action against her neighbour, who was assoilzied, since, by immemorial custom, nothing was ever charged for a standing drink or stirrup-cup. And it was Forfar Loch that an Earl of Strathmore proposed to drain, by tumbling a few hogsheads of whisky into it, and setting the 'drucken writers of Forfar' to drink it dry.

In 1526 Boece speaks of Forfar as 'having in time past been a notable citie, though now it is brought to little more than a countrie village, replenished with simple cottages.' Down to the middle of the 18th century its 'sinuous and ill-compacted streets consisted chiefly of old thatched houses;' but the Forfar of to-day is a comfortable and well-built town with several good public buildings. The High Street, with West Port, extends irregularly, from SW to NE, to a length of about 1200 yards. Castle Street branches off to the northward, and contains the sheriff court-houses, built in 1869-71. They consist of a centre of two stories with wings and attics, and comprise a principal court-room 50 feet long, 33 broad, and 26 high; and a smaller court-room 21 by 24 feet. The old county buildings were near these courts, and were built about 1830 at a cost of nearly £5000. In 1869, after the opening of the sheriff court-houses, they were condemned as unsuited to their purposes, and a difficulty arose as to what should be done with them. Ultimately they were pulled down, and new county buildings, designed by Mr Wardrop, erected in their stead. They cost £4000, and include a county hall 65 by 35 feet, and other apartments, one of them a strong room for records. In the hall are portraits of the hero of Camperdown by Opie, of Henry Dundas, Lord Melville, by Raeburn, and others. The town-hall is close to the court-houses, and affords accommodation to the free library, which, opened on 7 Jan. 1871, contains 4450 volumes. The county police station stands at the E corner of the county buildings, with which it communicates on both stories. In 1869 a hall (the Reid Hall) for public meetings was erected by Mr Peter Reid, of 'Forfar Rock' celebrity, at a cost of £5000. Mr Reid is calculated to have spent upwards of £10,000 on this, including structural improvements, alterations, &c. During his lifetime he was to draw the revenues of the hall, keeping it in good repair, and in Dec. 1894, in his ninety-second year, he handed the hall over to the town. In Nov. 1870 a public meeting resolved to place a marble bust of Mr Reid in the hall, and this resolution was carried into effect, Mr J. Hutchison, R.S.A., being the sculptor. Mr Reid has also presented a public park to the town. The county prison was erected in 1843, legalised in 1852, and closed by order of the Home Office in 1882.

The Priory church of Restennet served for the parish church till 1591, when a church was built at the town. The present parish church was built in 1791, and, as altered in 1836, contains 1800 sittings. Its handsome spire, 150 feet high, was added in 1814; and an organ was introduced in 1881. St James's *quoad sacra* church, seating 1100 people, was built in 1836 at a cost of £1200. Of two Free churches—Forfar and East—the former is a fine new edifice of 1880-81, built in West High Street at a cost of £5000, and containing 1000 sittings. The handsome United Presbyterian church, with 500 sittings, was built in 1854; and the Congregational chapel, with 460, was built in 1836 at a cost of about £650. The Episcopal church of St John the Evangelist, in East High Street, is in the Early English style, and was erected in 1879-81, at a cost of £12,000, from designs by Mr R. R. Anderson. It consists of a nave (90 feet by 31), with a N aisle (74 × 18¾ feet) and a chancel (42¾ × 21⅓ feet). The spire at the extremity is incomplete, 40 feet only of the projected 163 having been constructed. The building is seated for 600. The organ, by Conagher, stands in a chamber 24 by 12 feet, and the case, like the pulpit and choir stalls, is of carved oak. This is the third Episcopal church in Forfar since 1775. At the Revolution of 1688 the Episcopalians were not ejected from the parish church, but remained till the beginning of the 18th century, and communion was administered there by them at Christmas and Easter till 1721. After that, service was uninterruptedly held in the old Priory church of Restennet, and after 1745 in houses in secret till 1775, when a church was built. This building still stands, but it was only occupied by the Episcopal congregation till 1822, when Dean Skinner built the church that was pulled down in 1879 to make room for the present one. A Baptist chapel in Manor Street is an Early Gothic edifice, built in 1876 at a cost of £1700, and containing 400 sittings. In 1894 the following were the six schools under the burgh school-board, with accommodation, average attendance, and Government grant:—Academy (260, 122, £146, 6s. 6d), East (423, 393, £343, 17s. 6d.), Forfar (240, 234, £226, 19s.), North (400, 382, £334, 5s.), Wellbraehead (350, 300, £262, 10s.), and West (607, 589, £515, 7s. 6d.) Besides these there are two evening schools and a ladies' seminary in Academy Street, and science and art classes are managed by members of the School Board.

There are in the burgh an infirmary, a choral union, fire engine station, Young Men's Christian Association, the poorhouse, a mechanics' reading-room, building, golf, angling, cricket, bowling, football, and other societies and clubs, including two good templar lodges. A fine cemetery, 11 acres in extent, to the southward of the town, was opened in 1850, and contains a monument, erected in 1852 by subscription, to Sir Robert Peel. The figure stands upon a large pedestal, and is surmounted by a dome upborne on eight pillars. The gas-works are managed by the corporation; and a first-class supply of gravitation water was introduced into the town in 1881 from the Den of Ogil.

As regards manufactures Forfar makes a small show compared with other towns in the county. Coarse linen and jute manufacture, tanning, bleaching, rope-making, ironfounding, brewing, etc., are the leading industries—the linen and jute works being of considerable number and extent. In old days Forfar was famous for the manufacture of wooden soled shoes or brogues, from which arises the appellation 'the sutors of Forfar,' above alluded to. There are three incorporated trades—glovers, shoemakers, and tailors, that of the shoemakers being the most ancient.



Seal of Forfar.

The incorporation of weavers was abolished by an Act of Parliament for the improvement of the linen trade. Forfar has a post office, with money order, savings bank, insurance, and telegraph departments, branches of the Bank of Scotland, and of the Royal, British Linen, National, Union, and Commercial Banks, a National Security savings bank, insurance agencies, several hotels, and two newspapers—*The Forfar Herald*, Liberal, and the *Review*, Independent,

(both on Friday). The burgh is governed by a provost, 3 bailies, a treasurer, and 10 councillors, who also act as police commissioners. The regular courts are the burgh or bailie courts, and the burgh police court. Forfar unites with MONTROSE, Arbroath, Brechin, and Bervie to return a member to parliament, its parliamentary constituency being 1711, and its municipal 2379 in 1896. The corporation revenue was £2771 in 1895. Annual value of real property (1866) £17,434, (1876) £23,255, (1882) £34,080, 15s. 3d., (1895) £38,558, exclusive of railways. The Forfar and Brechin railway was opened for passenger traffic in June, 1895. Pop. of royal burgh (1881) 13,579, (1891) 12,769; of parliamentary burgh (1841) 8362, (1851) 9311, (1861) 9258, (1871) 11,031, (1881) 12,817, (1891) 12,057, of whom 5291 were males and 6766 females.

The parish of Forfar, containing also Lunanhead, Carseburn, and Kingsmuir hamlets, 1⅓ mile NE, 1½ NNE, and 1¾ SE of the town, is bounded N by Rescobie, E by Rescobie and Dunnichen, S by Inverarity, SW by Kinnettles, W by Kinnettles and Glamis, and NW by Kirriemuir. Its utmost length, from N to S, is 4⅝ miles; its breadth, from E to W, varies between 2¼ and 4¼ miles; and its area is 8379¼ acres, of which 26¼ are water. Loch Fithie (3½ × ½ furl.), 2 miles ENE of the town, is a pretty little sheet of water, with wooded rising banks; Restennet Loch, near Lunanhead, was drained many years ago for its marl. Streams there are none of any consequence; but the drainage is partly carried eastward to the Lunan, and partly westward to Dean Water. The surface, all part of Strathmore or the Howe of Angus, is flat to the N of the town, sinking little below, and little exceeding, 200 feet above sea-level, but rises southwards to 572 feet at Balmashanner Hill and 761 near Lour. The rocks are Devonian, lower or Forfarshire flagstones; and the soil is mainly a fertile loam. There are traces of a 'Pictish camp' at Restennet, and of a 'Roman camp' a little more than ½ mile NE of the town, the latter 'capable of holding upwards of 26,000 men;' but Restennet Priory is the chief antiquity. This is noticed separately, as also is the only mansion, Lour House. The seat of a presbytery in the synod of Angus and Mearns, this parish is ecclesiastically divided into Forfar proper and St James's *quoad sacra* parish, the former a living worth £477. Two landward public schools, Kingsmuir and Lunanhead, with respective accommodation for 135 and 147 children, have an average attendance of 90 and 111, and grants of £86, 10s. 6d. and £99. Valuation (1857) £7955, (1882) £12,346, 15s. 11d., (1892) £9832, *plus* £3645 for railways. Pop. (1801) 5167, (1831) 7049, (1861) 10,838, (1871) 12,585, (1881) 14,470, (1891) 13,665, of whom 3502 were in St James's and 10,163 in Forfar ecclesiastical parish.—*Ord. Sur.*, sh. 57, 1868.

The presbytery of Forfar comprehends the *quoad civilia* parishes of Forfar, Aberlemno, Cortachy, Dunnichen, Glamis, Inverarity, Kinnettles, Kirriemuir, Oathlaw, Rescobie, and Tannadice, the *quoad sacra* parishes of Clova, Forfar St James, Kirriemuir-South, and Glenprosen. Pop. (1871) 27,694, (1881) 35,201, (1891) 27,353, of whom 8993 were communicants of the Church of Scotland in 1895. The Free Church also has a presbytery of Forfar, with 2 churches in Forfar, 2 in Kirriemuir, and 4 in respectively Aberlemno, Dunnichen, Kinnettles, and Memus, which eight had together 2108 communicants in 1894.

Forfar and Arbroath Railway. See ARBROATH AND FORFAR RAILWAY.

Forfarshire, a large maritime and agricultural county, nearly corresponding to the ancient district of ANGUS, occupies the south-eastern corner of the central peninsula of Scotland, having for its seaboard the Firth of Tay on the S, and the German Ocean on the E, and for its inland boundaries, on the NE Kincardineshire, on the N Aberdeenshire, and on the W Perthshire. Its limits are, on the S, Dundee, 55° 27′; on the N, Mount Keen, 56° 58′ N latitude: and on the E, the Ness, near Montrose, 2° 26′; on the W, at Blacklunans, 3° 24′ longitude W of Greenwich. Eleventh in point of size of the counties of Scotland, it has an utmost length from N to S of 36 miles, an utmost width from E to W of 36½ miles, and an area of 890 square miles or 569,850 acres, of which 6486 are foreshore and 3178 water. It is divided into four well-marked natural divisions—the shore district, consisting chiefly of sandy dunes and links, 37 miles long, with a breadth of from 3 to 8 miles; the range of the Sidlaw Hills, 22 miles long by 3 to 6 miles broad; Strathmore, the 'great valley,' otherwise called the *Howe of Angus*, 32 miles by 4 to 6 miles broad; and the hilly district or *Braes of Angus*, rising into the Grampian range, and measuring 24 miles by 5 to 9 miles broad.

The Grampian district forms the north-western division, and includes about two-fifths of the superficial area. Like the rest of the range, the Grampian mountains here run from SW to NE, forming the barrier between the Highlands and the Lowlands of Scotland; and exhibit ridge behind ridge, with many intervening valleys cut out by streams and torrents, till they form, at their water-line or highest ridge, the boundary line of the county. The portions of them included in Forfarshire are called the Benchinnin Mountains; and, viewed in the group, are far from possessing either the grandeur of the alpine districts of the West, or the picturesqueness and beauty of the highlands of the South. From the higher summits of the Grampians a brilliant view is obtained, not only of Forfarshire and part of Perthshire, but of Fife, East Lothian, and the heights of Lammermuir.

The Strathmore district of Forfarshire is part of the great valley of that name, and stretches from the western boundary of the parish of Kettins, away north-eastward through the whole county, to the lower part of the North Esk. From its northern point south-westward it lies along the foot of the Forfarshire Grampians, till it forms the parish of Airlie; and it thenceforth, till the termination of the parish of Kettins, shares the continuation of Strathmore with Perthshire. Its surface is beautifully diversified by gentle eminences, fertile fields, plantations, villages, and gentlemen's seats. Small portions of it are covered with water during wet seasons, and, in other respects, have perhaps not received due attention from the cultivators of the soil.

The Sidlaw district of Forfarshire derives its distinctive features from the Sidlaw Hills. These are a continuation or offshoot of a range which runs parallel to Strathmore or the Grampians, from the Hill of Kinnoull near Perth, to the NE extremity of Kincardineshire. Seen from Fifeshire, the Sidlaws appear to rise at no great distance from the estuary of the Tay, and shut out from view the scenery of Strathmore and the lower Grampians. They culminate in Auchterhouse Hill at an altitude of 1399 feet above the level of the sea; and in some places are covered with stunted heath, while in others they are cultivated to the top. The Sidlaw district terminates at Red Head, a promontory on the coast, in the parish of Inverkeilor, between Arbroath and Montrose. From some of the detached hills, respectively on the north-western and the south-eastern sides of the range, brilliant views are obtained, on the one hand, of the whole extent of Strathmore, and, on the other, of the scenery along the Firth of Tay and the German Ocean.

The maritime district of Forfarshire is, for a brief way, in the parish of Inverkeilor, identified with the Sidlaw district, but extends from the Tay and the limits of Liff and Lundie on the S to near the mouth of the North Esk on the N. In its southern part it is at first of very considerable breadth; but it gradually narrows as it becomes pent up between the Sidlaw Hills and the ocean; and, overleaping the former, it thence stretches northward parallel to the Howe of Angus. This district is, with a few exceptions, fertile and highly cultivated. Excepting a few rounded jutting hills—some of which are designated by the Gaelic name of Dun—its surface slopes gently to the Firth of Tay on the S, and the German Ocean on the E. At Broughty Ferry, where the Firth of Tay is very much contracted,

FORFARSHIRE

an extensive tract of links or sandy downs commences, and thence sweeps along a great part of the parishes of Monifieth and Barry. Two other sandy tracts of inconsiderable breadth stretch along the coast respectively between Panbride and Arbroath, and between the embouchures of the South Esk and the North Esk. In many places these downs evince, by extensive beds of marine shells, at heights ranging from 20 to 40 feet, that they were at one period covered with the sea. The maritime district is adorned with towns and villages, elegant villas and comfortable farm-steads, numerous plantations, and, in general, ample results of successful culture and busy enterprise.

The Tay, though it expands into an estuary 12 miles before touching the county, and cannot, while it washes its shores, be considered as a river, is greatly more valuable to Forfarshire than all its interior waters. Sandbanks in various places menace its navigation, but are rendered nearly innocuous by means of lighthouses and other appliances. From the mouth of the Tay to near Westhaven, the coast on the German Ocean is sandy; and thence north-eastward to near Arbroath, it cannot safely be approached on account of low, and, in many cases, sunken rocks. At a distance of 11¾ miles SE of Arbroath, the Bell Rock Lighthouse lifts its fine form above the bosom of the ocean. A mile north-eastward of Arbroath the coast becomes bold and rocky, breaking down in perpendicular precipices, and, in many places, perforated at the base with long deep caverns, whose floors are boisterously washed by the billows of the sea. The Red Head, a rocky promontory, 267 feet in almost sheer ascent, terminates this bold section of the coast, as it does the inland range of the Sidlaws. Lunan Bay now, with a small sweep inward, presents for nearly 3 miles a fine sandy shore, and offers a safe anchorage. The coast again becomes rocky and bold as far as to the mouth of the South Esk; and thence to the extremity of the county, it is low and sandy.

At Broughty Ferry there is a rocky promontory on which stands Broughty Castle, and from this point to the boundary of Perth on the W the coast-line is flat and alluvial. Excepting a cantle cut out on the W by Perthshire, the county is nearly square, and lines intersecting the limit points named meet near Shielhill Bridge in the parish of Tannadice, where

> 'The waters of Prosen, Esk, and Carity
> Meet at the birken bush of Inverquharity.'

The surface of Forfarshire is much diversified. Along the northern and western boundaries extends the Grampian range, having Glas Maol (3502) as the highest point, with upwards of sixty peaks exceeding 2000 feet. The Sidlaw Hills, on the S of the great glen, form a picturesque element in the scenery of the county. These are verdant hills, with a maximum height of 1399 feet at Auchterhouse Hill, and run down gradually to the eastward, where the range is cultivated to the top. Principal summits in the Grampian range are Cairn na Glasher (3484 feet), Cairn Bannoch (3314), Broad Cairn (3268), Tolmount (3143), Driesh (3105), Mount Keen (3077), Mayar (3043), Finalty (2954), Braidcairn (2907), Ben Tirran (2939), White Hill (2544), Carn Aighe (2824), Bonstie Ley (2868), Monamenach (2649), Mount Battock (2555), Black Hill (2469), Hill of Cat (2435), Cairn Inks (2483), East Cairn (2518), Mount Blair (2441), Cock Cairn (2387), West Knock (2300), the Hill of Wirreh (2220), The Bulg (1986), Naked Tam (1607), and the White Caterthun (976). In the Sidlaw Hills, the Gallowhill (1242 feet), Gash (1141), Keillor (1038), and Hayston Hill (1034) are notable. Dundee Law, overlooking the town, is 572 feet in height. In the Braes of Angus the county presents much that is grand and characteristic in hill scenery; and in the southern parts the finely-wooded and richly-cultivated landscape presents great beauty and attractiveness. The lochs of the county, as well as its rivers, are insignificant in view of the large district drained, the course of the streams being necessarily short, as from the position of the watershed the county receives no streams from other districts, while it gives off some that increase in bulk before augmenting the Tay, which reckons as a Perthshire river. Two mountain burns, the Lee and the Eunoch or Unich, unite in Lochlee parish, 1¾ mile above the lake of that name, which, measuring 9 by 2½ furlongs, is 'a wild lake closed in by mountains.' The Lee, flowing from the loch, joins the Mark at Invermark, forming the North Esk, a stream which, after a course of 29 miles, falls into the German Ocean, and traces, during the last 15 miles of its course, the boundary between Forfar and Kincardine. Its principal affluent in the county is West Water, rising in Lethnot parish, and joining the Esk at Stracathro. The South Esk, rising in Clova, has a course of 48¾ miles, and runs into Montrose Basin. In its upper course it is a mountain stream, but, after receiving its principal tributaries, it runs due E through Strathmore as a quiet lowland river. Parallel with its upper course is Glen Prosen, whence the South Esk receives Prosen Water. The other main affluents are the Carity, the Noran, the Lemno, and the Pow. Further is the beautiful valley of Glen Isla, where the Isla has its rise. One-third of the total course of this stream is in Perthshire, where it joins the Tay, after receiving the waters of many small streams. On the Isla is a waterfall of 80 feet, the 'Reeky Linn,' so called from the cloud of spray constantly thrown up; and further down are the Slugs of Auchrannie, a dark channel where the river runs between steep rocks. One affluent of the Isla, the Dean, issues from Forfar Loch; and one of the Dean's tributaries, the Arity, presents the peculiarity of rising within 7 miles of the mouth of the Tay, and running a course of 70 miles before it falls into the German Ocean. The smaller streams flowing direct to the sea embrace the Lunan, running into the bay of that name, the Brothock, the Elliot, the Dighty, rising in the Lochs of Lundie and receiving the Fithie, all of which reach the ocean between Arbroath and Broughty Ferry. The lochs and streams of Forfarshire afford excellent sport for the angler. The North Esk yields salmon, sea-trout, and common trout, the net fishings being very valuable, over 2000 salmon having been taken on the first day of the season below the bridge of Marykirk. The South Esk and its tributaries yield trout, while salmon (strictly preserved) are also plentiful from Brechin downwards. The Isla, both in its Forfarshire and its Perthshire sections, receives a high character from Mr Watson Lyall in his *Sportsman's Guide;* salmon penetrate to the Slugs of Auchrannie, and up to this point there are heavy pike and trout of very fine quality. Above the Reekie Linn the stream yields first-rate sport. Loch Wharral, in the same locality, is abundant in good small trout. Loch Brandy, situated amidst wild and beautiful scenery, 2070 feet above sea-level, is uncertain, but frequently gives good sport. Loch Esk, in Clova, affords large but shy trout. Dun's Dish, an artificial loch near Bridge of Dun, and private property, yields perch. Forfar Loch is famous for large pike and perch, the former running to 30 lbs. on occasion. Loch Lee, the largest in the county, yields trout of two kinds and char in abundance. The Lochs of Lundie, in the parish of Lundie, belong to Lord Camperdown, and yield perch and pike. The reservoirs of Monikie have been stocked with Loch Leven and other trout, and yield fair sport. Loch Rescobie yields perch, pike, and eels, and is open to the public. On the north-east coast in July and August large numbers of herring are taken by the fishermen engaged, besides haddock, cod, ling, soles, halibut, turbot, etc. The county contains several notable deer forests, including those of Clova, Caanlochan, Bachnagairn, and Invermark. In the latter the Mark stream flows, and at the 'Queen's Well,' formerly the *White Well,* and now named in commemoration of a visit of the Queen and Prince Consort in 1861, the Earl of Dalhousie erected a handsome monument. It bears an inscription in imitation of that in *Marmion*—

> 'Rest, weary traveller, on this lonely green,
> And drink and pray for Scotland's Queen.'

The Queen describes the scene as very grand and wild, the 'Ladder Burn,' running down a steep and winding path, as 'very fine and very striking.'

Geology.—The county of Forfar is divided into two distinct geological areas by a line drawn from Lintrathen Loch NE by Cortachy Castle to near Edzell. The tract lying to the W of this line is occupied by metamorphosed Silurian strata; while to the E, the Old Red Sandstone formation stretches across Strathmore and the chain of the Sidlaws to the sea coast.

The Silurian rocks occurring along the margin of the Old Red Sandstone area are comparatively unaltered, consisting mainly of grey and green clay slates with occasional pebbly grits. These beds are inclined to the NW, but as we ascend the valleys of the Isla, the Prosen, and South Esk, they are thrown into a great synclinal fold, and they re-appear in a highly altered form with a SE dip. In their metamorphosed condition they consist of mica schists and gneiss, with bands of pebbly quartzite which are well displayed on the Braes of Angus. Beyond the area occupied by these stratified rocks, a great mass of granite stretches from Cairn Bannoch to Mount Battock along the confines of Forfarshire and Aberdeenshire.

The Old Red Sandstone of Forfarshire has long been celebrated for the fishes and eurypterids found in the shales and flagstones. The recent discovery of myriapods in the same strata has tended to increase the interest in the history of this formation as developed in the county. The researches of Lyell, Woodward, Lankester, Powrie, Page, Mitchell, and others, have amply revealed the nature of the organisms which flourished during that ancient period. The fossils occur on two distinct horizons, the position of which has now been accurately defined. But apart from the interesting series of organic remains, this formation claims attention on account of its remarkable development in Forfarshire and Kincardineshire. The total thickness of the Lower Old Red Sandstone in these two counties cannot be less than 20,000 feet, and yet neither the top nor the base of the series is visible. This vast series was deposited on the bed of an inland sheet of water to which the name of Lake Caledonia has been applied by Sir Archd. Geikie. The northern margin of that ancient lake was defined by the Grampian chain, and even during the deposition of the highest members of the series, a portion of that tableland must have remained above the water. One of the most interesting phases of that period was the display of volcanic activity which gave rise to great sheets of lavas and ashes, the igneous materials being regularly interbedded with the sedimentary strata. The volcanic series attains its greatest development in Perthshire, as will be shown in the description of the geology of that county.

The geological structure of the area occupied by the Lower Old Red Sandstone of Forfarshire is comparatively simple. Two great flexures, which can be traced far into Perthshire on the one side, and into Kincardineshire on the other, cross the county in a SW and NE direction. In Strathmore, the strata form a synclinal trough, the axis of which extends from the mouth of the burn of Alyth to Stracathro, and in the centre of this basin the highest beds in the county are exposed. Again the chain of the Sidlaws coincides with a great anticlinal fold which brings to the surface the oldest members of this formation in the county. It ought to be remembered, however, that in the Lower Old Red Sandstone of Perthshire we find strata which occupy a higher horizon. A line drawn from the neighbourhood of Longforgan NE to Montrose, marks the crest of the arch referred to, from which the strata dip in opposite directions at angles varying from 10° to 15°. The oldest beds, consisting of brown and grey sandstones, flagstones, and shales, are exposed along the crest of the anticline between Longforgan and Leysmills E of Friockheim. The well-known Arbroath paving stones belong to this horizon, but perhaps the most conspicuous member of this sub-division is a thin band of shale from 1 to 3 feet thick forming the lower fish bed. It can be traced along the NW side of the axial fold from Balruddery Den to Tealing, and on the SE side from Duntrune by Carmyllie to Leysmills. At all these localities it has yielded fish remains, huge eurypterids, myriapods, and fragments of land plants. The strata just described are succeeded on both sides of the arch by the members of the volcanic series consisting of thick sheets of diabase-porphyrite which are interbedded with sandstones, flags, and thin bands of conglomerate. These ancient lavas are the northern prolongations of the volcanic series of the Ochils. Though they form prominent ridges in the Sidlaws, their thickness is insignificant when compared with their development in the former range.

The volcanic series is conformably overlaid along the NW side of the arch by sandstones and conglomerates containing an important band of shales and a bed of cornstone. This band of shales which constitutes the Upper or Turin fish bed has been traced from Turin Hill NE by Farnell to Canterland in Kincardineshire—a distance of 14 miles. Similar organic remains to those already described have been obtained from this bed at these three localities. The members of this subdivision are inclined to the NW at angles varying from 10° to 15°, and this dip continues till the centre of the basin is reached near Tannadice, where the highest beds in the county are exposed, consisting of red sandy marls. Though the latter resemble some of the strata belonging to the Upper Old Red Sandstone, they are in reality only a conformable portion of the lower division. At Coranside, N of Tannadice, they occupy a strip of ground about 2 miles broad, but when followed to the NE, the basin gradually widens till at the county boundary the sandy marls cover an area about 3 miles in breadth. They 'tail off,' however, near Tannadice, and the underlying sandstones and conglomerates occupy the centre of the syncline till we pass westwards to Alyth, where the sandy marls re-appear and are well developed in the Tay at Stanley.

Along the northern margin of the trough the strata rise rapidly to the surface. They are inclined at high angles owing to the great fault which runs along the flanks of the Grampians from Stonehaven to the Firth of Clyde. Throughout a great part of its course this dislocation throws the Old Red Sandstone against the crystalline rocks of the Highlands, but between Cortachy in Forfarshire and Crieff in Perthshire, it traverses the Old Red Sandstone area. In the latter case it brings different members of this formation against each other. At various localities between Cortachy and the county boundary near Edzell, the position of the fault is admirably defined. The coarse conglomerates and sandstones underlying the red sandy marls are tilted against the Silurian clay slates at angles varying from 60° to 80°. The same high angle is observable on the E side of the dislocation where it traverses the Old Red Sandstone W of Cortachy, particularly in the river Isla at Airlie Castle. On the W side of the fault between Cortachy and the Isla and onwards to the Tay the volcanic series reappears dipping to the SE at comparatively low angles. The members of this series rest unconformably on the Silurian rocks, but differ considerably in character from their representatives in the Sidlaws and the Ochils. Instead of great sheets of porphyrite and tuffs we have massive trappean conglomerates with thin beds of lava. This difference is readily accounted for by their proximity to the margin of the ancient lake. Even the strata, which immediately underlie the red sandy marls W of Tannadice and Stracathro, are more markedly conglomeratic than the beds occupying the same horizon on the E side of the trough.

The following list comprises the fossils obtained from the two fish beds of Forfarshire:—(Fishes), *Acanthodes Mitchelli, Diplacanthus gracilis, Euthacanthus M'Nicoli, E. gracilis, E. elegans, E. grandis, E. curtus, Parexus incurvus, P. falcatus, Climatius reticulatus, C. uncinatus, C. scutiger, Cephalopterus Pagei, Pteraspis Mitchelli, Eucephalaspis Lyellii, E. Powrei, E. Pagei, E. asper, Scaphaspis Loydii.* (Eurypterids), *Pterygotus Anglicus, P. minor, Stylonurus Powrei, S. Scoticus, S. ensiformis, Eurypterus Brewsteri, E. pygmaeus.* (Myriapods), *Kampecaris Forfarensis, Archidesmus M'Nicoli.* The

occurrence of myriapods in these beds has only recently been proved. The genus *Kampecaris* or grub shrimp, which was discovered by the late Dr Page in the Forfarshire flagstones, and which could not be accurately described owing to the imperfect preservation of the fossils, was regarded by him as probably a small phyllopod or the larval form of an isopod crustacean. From specimens recently obtained, Mr B. N. Peach has pointed out that *Kampecaris* comprises two genera of myriapods which differ from all other forms in having their body segments free, and possessing only one pair of walking limbs. These are the oldest known air-breathers, and must have flourished when Upper Silurian forms were still in existence.

To the N of Dundee the axial beds are traversed by a series of intrusive dolerites which have altered the strata in immediate contact with them. Dundee Law is probably the site of an old 'neck' from which some of the contemporaneous volcanic rocks were probably discharged.

The only patch of Upper Old Red Sandstone in the county occurs on the shore about 1 mile N of Arbroath. The strata cover about ½ mile of the coast-line at Cardingheugh Bay, and on the S side of the bay they rest unconformably on the members of the lower division, while to the N they are brought into conjunction with each other by a fault. They consist of soft honeycombed red sandstones and breccias which as yet have proved unfossiliferous.

During the glacial period the ice sheet moved down the glens of the Isla, the Prosen, and South Esk, crossing Strathmore and surmounting the Sidlaws in its march towards the sea. The general trend of the ice-flow was SE though its course was considerably deflected by the Sidlaws. In order to override this barrier the ice sheet must at least have been upwards of 1500 feet thick. The boulder clay which accumulated underneath the ice is well developed throughout the county. To the E of the Old Red Sandstone boundary, boulders of various metamorphic rocks from the Grampians are associated with Old Red conglomerates, sandstones, flagstones, and volcanic rocks in this deposit. This feature is observable not only in the sections throughout Strathmore, but even on the SE slopes of the Sidlaws. The latter fact clearly indicates that the *moraine profonde* must have been transported across the chain and deposited in the lee of the hills. But these foreign blocks are likewise met with, perched on the slopes and tops of various eminences in the Sidlaws, as for instance on the hills between Lunnelly Den and Lundie at a height of 1000 feet, and on the summit of Craigowl at a height of 1500 feet. The widespread sheets of clay, sand, and gravel, and the long ridges of the same materials in Strathmore were probably formed by the vast torrents of water caused by the melting of the retreating glaciers. As the glaciers shrunk back into the glens they deposited moraines of which the great transverse barrier at Glenairn in the valley of South Esk is a remarkable example. An interesting description of this great terminal moraine has been given by Sir Charles Lyell. When seen from the S side it resembles an immense rampart about 200 feet high athwart the valley. Its breadth from N to S is about ½ mile, and on the E side it has been denuded by the Esk for a space of 300 yards. The lower portion of this rampart, from 50 to 80 feet thick, consists of unstratified mud charged with boulders, while the upper portion, from 50 to 100 feet thick, is composed of finely stratified materials. The alluvial flat above the barrier represents the site of an ancient loch which was eventually drained by the water cutting a channel through the morainic deposits. The 100, 50, and 25 feet raised beaches are represented at various points on the coast. The lowest of them may be traced continuously from Broughty Ferry to Arbroath, swelling out into a broad plain to the S of Barry and Carnoustie, where it is covered in great part by sand dunes. The stratified sands and gravels composing this terrace contain shells identical with those now living.

The soils of Forfarshire may be classified into primary and secondary, or those formed by disintegration of native rocks, and those deposited from a distance by running water; and, in a general view, they are mostly of a red or reddish colour, frequently inclining to brown, dark brown, or black. The primary soils, on the uplands of the Grampian district, are generally moorish and thin, resting on whitish retentive clay, and frequently perforated by rocks. In other districts with gravelly bottoms the soil is generally thin, mossy, and encumbered with loose stones; while those districts with sandstone bottoms are chiefly of a tenacious clay, very unfertile, yet capable of being so worked as to produce excellent wheat. On clayey or tilly bottoms the soil is a strong clay, redder and decidedly better than those named, while those parts with trap rock below are generally friable and very fertile clays; but often on the northern declivity, and among the hollows of the Sidlaw Hills, too shallow to admit the plough. The secondary soils, in the glens of the Grampian district, are generally so sandy as to be loose and friable, or so strong as to be practically unmanageable. In the other districts these soils are often so intermixed with the primary soils that they can hardly be distinguished, yet occurring distinctively along the banks of streams, or in old beds of lakes and river-expansions, and frequently a considerable way up the slopes adjacent to these. In the Strathmore district, the low tracts range in character from sand, through different kinds of gravel, to trap *débris*, vegetable mould, and carse clay, and are comparatively unfertile. In hollows these soils have been saturated with moisture, and converted into fens or mosses. Around Montrose Basin are patches of a carse clay, similar to that of the carses of Gowrie and Falkirk. In the whole of Scotland the percentage of cultivated area is about 24·7; in Forfarshire it is 4·6, a percentage higher than that of twenty-two, and lower than that of ten, other Scottish counties. Less than one twenty-third of the whole of Scotland is under woods; in Forfarshire the proportion is more than one-seventeenth, viz., 32,739 acres. The finest of its trees are noticed under Kinnaird, Gray, and Panmure.

Agriculture continued long in Forfarshire to be as inert or rude as in most other parts of Scotland, but it shared early in the activity of the new agricultural era, and acquired vigour from the efforts of Dempster of Dunnichen and other extensive landowners, and from the Lunan, the Strathmore, the Angus and Mearns, and Angus and Perthshire, and the Eastern Forfarshire Agricultural Associations. For many years prior to 1872, it exhibited an energy, a skill, and a success little inferior to those of the Lothians. As indicating the progress of agriculture in Forfarshire in recent times, the following interesting summary is quoted from Mr James Macdonald's prize paper on Forfar and Kincardine, published in the *Transactions of the Highland and Agricultural Society*, fourth series, vol. xiii., 1881:—

'From the Rev. Mr Rodger's report on Forfarshire, drawn up in 1794, it appears that wheat was then cultivated in every parish in the lower part of the county; that Angus oats, still famous, had thus a wide reputation; that some grasses were used on almost every farm; that turnips were freely grown; and that potatoes were cultivated with great success, the yield in some instances being as high as from 50 to 60 bolls of 16 stones per acre. The number of cattle was estimated at 36,499—a small breed, ranging in weight from 16 to 20 stones avoirdupois, occupying the higher ground, and a larger breed, weighing from 40 to 70 stones, the lower parts. Sheep numbered 53,970, and were mostly of the black-faced, a few being of the ancient dun or white-faced kind, and others of mixed breeding. On some of the better managed farms, and around proprietors' residences, there was a good deal of enclosed land, mostly under pasture. Farm implements were still primitive, but improvements were fast being introduced. The clumsy old Scotch plough, modernised by metal boards, was still in use, but improved ploughs, chiefly of Small's make, were speedily superseding it. It was not un-

common to see four horses attached to a plough; and oxen were employed on many farms. Ploughmen's wages without board averaged about 1s. 3d. per day. There was then a large extent of wood in the county, and early in the present century the area was greatly increased by Lord Airlie, Sir James Carnegie, the Strathmore family, and others. The Rev. Mr Headrick states the number and rental of the farms in 1813 as follows—viz., under £20 of annual value, 1574 farms; £20 and under £50, 565; £50 and under £100, 682; £100 and under £300, 315; above £300, 86; total, 3222.

'The spirit of improvement aroused in the last century has never been allowed to lie dormant. True, during the last 25 years a smaller extent of land has been reclaimed than during either the last 25 years of the 18th century or the first 25 of the present, but that has not been due to any flagging in the spirit of improvement, but simply to the fact that only a limited area of suitable land remained for the proprietors and tenants of the past 25 years to bring under cultivation. There has been less done lately simply because there has been less to do. No reliable data exist upon which to estimate the extent of land reclaimed during the first half of the present century. The Rev. Mr Headrick estimated the arable land in Forfarshire in 1813 at 340,643 acres, but it is clear that that far exceeded the actual extent; for the area at present under all kinds of crops—bere, fallow, and grass—falls short of it by nearly 90,000 acres.

'Confining ourselves to the last 25 years, we find that there has been a substantial increase in the extent of arable land. The following figures afford a pretty correct indication: arable area in 1854, 219,721 acres; in 1870, 238,009; in 1880, 253,373. The percentage of the arable area in Forfarshire under cultivation in 1870 was 41·8, now it is 44·5. This increase, equal to 1246 acres a year, must be regarded as highly creditable, especially when it is considered that, as previously stated, agricultural improvement had been carried to a great length long before the period to which the above figures refer, so far, indeed, as to leave comparatively little to be done. The main portion of the new land lies in the Braes of Angus along the foot of the Grampians, but there is also a fair proportion on the Sidlaw range.

'The reclamation of land, however, has not constituted the whole of the agricultural improvements in the county during the last 25 years. Indeed, it is doubtful if it has not in outlay been far exceeded by the improvement in farm buildings, draining, fencing, roadmaking, and other accessories which tend to develop the resources of the soil. There has been a great deal done in the improvement of farm buildings, and these are now, on the whole, fully abreast of the times. In several parts of Forfarshire re-draining might be carried out with advantage; but still, since 1854, a great improvement has been effected in the condition of the land in this respect. In the wheat and potato districts there is yet a large stretch of open land, but in the parts where the pasturing of live-stock holds a prominent place in the economy of the farm, a great extent of fencing, mostly wire and stone dykes, has been erected within the last twenty-five or thirty years. In service or farm roads, too, as well as in the county roads, there has been considerable improvement, while not a little has been done in the way of straightening watercourses, squaring fields, draining small pieces of lake or swamp, clearing the land of stones, and in other small but useful works.'

The areas under various crops are given in the following table:—

GRAIN CROPS—ACRES.

Year.	Wheat.	Barley.	Oats.	Total.
1854,	12,795	25,222	50,995	89,012
1870,	13,705	26,416	50,623	90,744
1881,	10,038	31,479	51,582	93,099
1891,	8,417	28,553	50,139	87,089
1896,	7,024	27,620	51,564	76,208

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GRASS, ROOT CROPS, &c.—ACRES.

Year.	Hay, Grass, and Permanent Pasture.	Turnips.	Potatoes.
1854,	77,349	32,198	12,529
1870,	73,872	32,881	16,723
1881,	80,338	33,917	18,650
1891,	115,676	33,759	14,632
1896,	116,470	34,294	12,341

The agricultural live-stock in the county is shown in the following table:—

Year.	Cattle.	Horses.	Sheep.	Pigs.	Total.
1854	48,003	9,306	105,028	8442	170,779
1870	44,647	9,323	119,841	6516	180,327
1881	45,835	10,358	119,386	4964	180,513
1891	51,864	10,076	164,861	7489	234,287
1896	53,245	10,530	157,010	7272	228,057

The polled Angus breed of cattle has a history of peculiar interest, and the herds existing in the county are valuable and important. Mr Macdonald in his report on the agriculture of the county, says that in the 18th century the excellent beef-producing qualities of the herd had been discovered, and that several polled herds were formed. The credit of being the first to commence the systematic improvement of the breed belongs to Mr Hugh Watson, Keillor, an intimate friend of Sir Walter Scott, and associated with Booth, Wetherell, and other noted improvers of the cattle breeds of the kingdom. His herd was founded in 1808, and consisted of 6 cows and a bull left him by his father, and of 10 of the best heifers and the best bull he could find at Trinity Muir Fair. Although no complete record exists of Mr Watson's system, his theory was to 'put the best to the best regardless of affinity or blood.' His herd was dispersed in 1860. The entrance of rinderpest dealt a heavy blow to the cultivation of breeding herds, but there has been a revival, and the county contains several well-known herds, including that at Mains of Kelly, founded in 1810. The breeding of shorthorns was long carried on by Mr Lyall at Kincraig, near Brechin, and afterwards at Old Montrose, but this herd, nearly extinguished by rinderpest in 1865, was finally dispersed in 1874.

The breed of black cattle, previous to the introduction of turnips and sown grasses, was small, and the cattle were yoked in the plough in teams. The breed still remains smaller in the remote than in the more cultivated districts, but, as stated by Mr Macdonald, it has been improved throughout most of the county by crossings and importations, so as to correspond in progress with the progress in the arts of tillage. The distinction between the best feeding and the best milking breed, so essential to improvement in matters of the dairy, is much less maintained or observed than in Ayrshire and other dairy districts. The original breed of sheep was the small white-faced sheep, believed to have been the aboriginal breed of Britain; but in the early part of the 19th century, it was almost wholly superseded by the black-faced sheep, brought principally from Peeblesshire. Goats were at one time kept in the mountainous districts, but on account of the injury they did to plantations they were extirpated in the latter part of the 18th century.

The manufacture of coarse fabrics from flax, jute, and hemp, is carried on to a vast extent in Forfarshire, and comprises considerably more than half of the entire linen trade of Scotland. The spinning of yarn in large mills, and the working of canvas, broad sheetings, bagging, and other heavy fabrics in factories, are conducted on a vast scale in the large towns; and the weaving of osnaburgs, dowlas, and common sheetings employs an enormous number of handlooms in the smaller towns and villages. Besides the numerous linen factories in the larger towns of the county, the

spinning, weaving, and bleaching of linen are carried on in various other quarters, but chiefly for manufacturers in these towns. Manufactures of leather, gloves, soap, candles, hand cards, machinery, confectionery, and other articles also are carried on in considerable magnitude, but only or chiefly in the large towns, principally Dundee, Arbroath, and Montrose, and are noticed in our articles on these places. The railways of the county embrace the Dundee and Perth, which runs a few miles along the coast to Dundee; the Dundee and Arbroath; the Arbroath and Montrose, along the coast to Montrose; the Montrose and Bervie, going along the coast into Kincardineshire; the Tay Bridge connections at Dundee; and the connections and branches to Forfar, Brechin, Kirriemuir, etc. (See CALEDONIAN RAILWAY and NORTH BRITISH RAILWAY.)

Forfarshire, with a constituency of 12 154 in 1896, returns one member to parliament; Dundee returns two members; and Montrose, Arbroath, Brechin, and Forfar, forming with Bervie the Montrose Burghs, return one. Other towns are Kirriemuir, Broughty Ferry, and Carnoustie; and the principal villages are Auchmithie, Barnhill, Claverhouse, Downfield, Edzell, Ferryden, Friockheim, Glamis, Hillside, Letham, Monifieth, Newtyle, and Northmuir. Mansions, all noticed separately, are Airlie Castle, Cortachy Castle, Ethie Castle, Glamis Castle, Kinnaird Castle, Brechin Castle, Auldbar Castle, Panmure House, Invermark Lodge, Caraldston Castle, Rossie, Duntrune, Ochterlony, Hospitalfield, Stracathro, Bandirran, Lindertis, Linlathen, Baldovan, Invergowrie, Baldowrie, etc. A great proportion of the landed property of the county at the beginning of the 18th century was held by the Lyons, the Maules, the Douglases, the Ogilvies, the Carnegies, and a few other ancient families; but much of the large estates, after the introduction of manufactures and trade, underwent subdivision, and passed into other hands. Not one-third of 40 barons recorded by Edward in 1676 as proprietors in the county are now represented by their descendants, and a portion of even the few ancient families who continue to be proprietors are now non-resident. So rapidly has landed property in many parishes passed from hand to hand, that the average term of possession by one family does not exceed 40 years.

The county is governed by a lord-lieutenant, a vice-lieutenant, 28 deputy-lieutenants, and 231 justices of the peace. It forms a sheriffdom, with resident sheriffs-substitute at Dundee, and Forfar and Arbroath, courts being held at Dundee on Wednesday and Friday, at Forfar on Thursday, and at Arbroath on Wednesday throughout the session. A sheriff small-debt court is also held at Forfar on Thursday, at Dundee on Tuesday, and at Arbroath on Wednesday. Small debt courts are held at Montrose on the third Friday, at Brechin on the third Tuesday, and at Kirriemuir on the third Monday during session. The County Council is composed of 50 members, for as many electoral divisions, and 4 others (including the lord-lieutenant) in virtue of section 109 of the Act. The elected members comprise representatives from the following four districts:—Dundee district, with 13 representatives; Forfar district, 14; Brechin district, 12; Arbroath district, 11. The Council is divided into the following committees:—Standing Joint Committee (composed of county councillors and commissioners of supply), committees for each of the above four districts (composed of county councillors and representatives of the parochial board), Executive Committee of Local Authority (including 8 non-councillors), Finance Committee, Public Measures and Parliamentary Bills Committee, Justice of Peace Committee, Valuation Committee, County Road Board, Property Committee, and Dundee Asylum Board. There is a burgh police force in Arbroath (18 men), Brechin (8), Broughty Ferry (9), Dundee (180), Forfar (9), and Montrose (12); the remaining police in the county comprise 47 men, under a chief constable, whose yearly pay is £308. The number of registered poor in the year ending 26 Sept. 1894 was 4062; of their dependants, 1664. The expenditure was £70,023. The number of pauper lunatics was 941, their cost of maintenance being £24,564. The percentage of illegitimate births was 11·6 in 1871, 9·9 in 1880, 9·2 in 1892, and 8·9 in 1894.

The Boundary Commissioners in 1891 effected a considerable readjustment of the boundaries between Forfarshire and Perthshire. The Foffarty, Broughty Castle, and Balbeuchly detached parts of the Perthshire parish of Caputh — of 283, ½, and 285 acres respectively — were transferred to Forfarshire, to the parishes of Kinnettles, Monifieth, and Auchterhouse respectively. The parish of Fowlis-Easter, which was wholly in Perthshire, but for ecclesiastical and educational purposes was joined to the Forfarshire parish of Lundie, has been altogether transferred to the county of Forfar; and Liff, Benvie, and Invergowrie parish, partly in both counties, was also placed wholly in Forfarshire. Alyth and Couper-Angus parishes, however, which were likewise partly in both counties, have been placed wholly in Perthshire; and the Bandirran detached portion of the Forfarshire parish of Kettins (containing 335 acres) was also transferred to Perthshire (to the parish of Collace). No change has been made on the boundary between the counties of Forfar and Kincardine, the Kincardineshire part of the Forfarshire parish of Edzell having been transferred to the Kincardineshire parish of Fettercairn—Edzell thus being restricted to the Forfarshire portion. There has, however, been considerable readjustment of the boundaries of the interior parishes of Forfarshire, for which see the separate articles. The registration county, divided into 54 districts, had 280,098 inhabitants in 1891.

Although eleventh in size of the thirty-three Scotch counties, Forfar ranks as eighth in respect of rental roll, its valuation, exclusive of railways and burghs, being (1856) £370,519, (1866) £462,138, (1876) £554,407, (1886) £522,952, (1896) £507,419, *plus* £63,350 for railways, and £219,605 for the five parliamentary burghs. Total (1896), £790,374. In point of population it stands fourth, Aberdeen, Edinburgh, and Lanark shires alone surpassing it. Pop. (1801) 99,053, (1861) 204,425, (1891) 277,735, of whom 125,414 were males and 152,321 females. In 1891 the number of persons to each square mile was 317.

The county is divided into 55 civil parishes. There are 31 *quoad sacra* parishes, and these with the civil go to make up the presbyteries of Forfar, Brechin, and Arbroath, and partly to form those of Dundee and Meigle —all of them included in the synod of Angus and Mearns. The Free Church has similar divisions, with 66 charges within Forfarshire; and the United Presbyterian Church, in its presbyteries of Arbroath and Dundee, has 33 Forfarshire charges. The Scottish Episcopal Church has 18 churches; the Roman Catholic, 9; and other places of worship are—1 English Episcopal, 6 Evangelical Union, 9 Congregational, 4 Wesleyan, 8 Baptist, 1 Unitarian, and 5 United Original Seceders. In the year ending Sept. 1894 there were 208 schools (174 public), which, with accommodation for 53,687 children, had 49,418 on the rolls, and an average attendance of 40,296. Their staff consisted of 631 certificated, 171 assistant, and 241 pupil teachers.

The territory now constituting Forfarshire belonged to the Caledonian tribe of the Vernicomes. It formed, till the time of Kenneth II., a part of Southern Pictavia; and from 935 and earlier to 1242 was included in the old Celtic mormaership or earldom of Angus. Its civil history possesses hardly a distinctive feature; and, excepting a few facts which properly belong to the history of its principal towns, Brechin, Arbroath, Dundee, Forfar, and Montrose, and to its castles, as Finhaven, Edzell, and Airlie, it is blended in the general history of the counties N of the Forth. The chief immigrant barons, at the period of the Anglo-Saxon colonization, whose descendants continued to figure most conspicuously in the county, were the Lyons, the Maules, and the Carnegies. Sir John Lyon, a gentleman of Norman extraction, having married a daughter of King Robert II., obtained, among other grants, the castle and lands of Glamis, and was the founder of the noble family of Barons Glamis

Tannadice, Sidlaw, and Strathdighty, and Earls of Strathmore. Guarin de Maule accompanied William the Conqueror from Normandy to England; Robert de Maule, a son of Guarin, followed Earl David, afterwards King David, into Scotland; Roger, the second son of that Robert, married the heiress of William de Valoniis, Lord of Panmure and chamberlain of Scotland in the time of Alexander II.; and from them sprang the Maules, afterwards Earls of Panmure, and the Fox-Maule-Ramsays, now Barons Panmure and Earls of Dalhousie. The Carnegies ramified into several branches, two of which became respectively Earls of Southesk and Earls of Northesk.

Remains of vitrified forts are found on Finhaven Hill in Oathlaw parish, on Drumsturdy Moor in Monifieth parish, and on Dundee Law. Ancient hill forts are traceable on White Caterthun and Brown Caterthun in Menmuir parish, at Denoon Law, 2½ miles SW of Glamis, and on Dunnichen Hill, Dumbarrow Hill, Carbuddo Hill, Lower Hill, and several other eminences. In many instances these forts are indicated only by heaps of loose stones. Cairns and ancient standing stones are in various places, particularly in Aberlemno and Monikie parishes. Vestiges of Roman camps are at Haerfaulds in Lour Moor, at a part in Forfar Moor about ½ mile NE of Forfar town, and at War Dykes or Black Dikes, 2¾ miles N of Brechin. At DUNNICHEN the revolted Picts defeated and slew Ecgfrid, the Northumbrian king, recovering thus their independence, 20 May 685. Carved stones at Glamis are believed to refer to the drowning of the murderers of Malcolm II., who are said to have perished by falling through the ice on Forfar Loch. In Rescobie Castle, Donald Bane, brother to Malcolm Ceannmor, was tortured by his nephew Edgar, and died in 1097, his enemy dying ten years later. Queen Mary in her journey north visited, besides the abbey at Coupar-Angus, the castle of Edzell. Great mediæval castles were at Forfar and Dundee, but have long been extinct; and other mediæval castles, still represented by considerable remains, in various conditions of conservation or of ruin, are Broughty Castle at Broughty Ferry, Red Castle at the head of Lunan Bay, Airlie Castle in Airlie parish, Finhaven Castle in Oathlaw parish, Invermark Castle and Edzell Castle in Glenesk, Kelly Castle near Arbroath, and Affleck Castle in Monikie parish. A round tower, similar to the famous round towers of Ireland, and the only one in Scotland except one at Abernethy, is at Brechin. Interesting ancient ecclesiastical edifices, or ruins of them, are the parish church or quondam cathedral of Brechin, the tower of the town churches of Dundee, the abbey of Arbroath, the Priory of Restennet, and the churches of Kettins and Fowlis. Several monastic edifices, of inferior note to Arbroath Abbey, were in Dundee, Montrose, Brechin, and other places, but have in most instances entirely disappeared. See Andrew Jervise's *Memorials of Angus and Mearns* (Edinb. 1861), and *Land of the Lindsays* (Edinb. 1853); William Marshall's *Historic Scenes in Forfarshire* (Edinb. 1875); T. Lawson's *Report on the Past and Present Agriculture of Forfarshire* (Edinb. 1881); James Macdonald's 'Agriculture of the County of Forfar' in *Trans. of the Highl. and Ag. Soc.* (1881); Alex. J. Warden's *Angus or Forfarshire, the Land and People* (4 vols., Dundee, 1880-83); and works referred to under ARBROATH, BRECHIN, DUNDEE, and MARYTON.

Forfarshire Railway. See DUNDEE AND FORFAR RAILWAY.

Forgan, a parish in the N of Fife, on the Firth of Tay, containing the post-town of NEWPORT and the village of WOODHAVEN, the former 11 miles NNE of Cupar and 1½ mile SSE of Dundee (by steam ferry). It is bounded NW by the Firth of Tay, E by Ferryport-on-Craig and Leuchars, S by Leuchars, Logie, and Kilmany, and W by Balmerino. Its utmost length, from E by N to W by S, is 5½ miles; its breadth varies between 1½ and 3 miles; and its area is 5082½ acres, of which 100 are foreshore. The Firth of TAY, contracting here from 2½ miles to 1¼ mile, is crossed at Wormit Bay, in the western extremity of the parish, by the Tay Bridge. The coast line, 3¾ miles long, trends, with slight curvature, from SW to NE; and above and below Newport projects the small headlands of Pluck the Crow Point and Craig Head (formerly Skarness). The shore at ebb tide is entirely silt or clay, at high water shows a line of gravel or boulders; and the coast is all bold or rocky, rising rapidly in places to a height of 100 feet above sea-level. The interior presents an irregular and undulating surface, a series of heights and hollows that attains 300 feet near Northfield, Inverdovet, St Fort, and Wormithill, and 400 at Newton Hill in the SW corner of the parish. The land slopes generally towards the Tay; and the immediate seaboard is, to a large extent, studded with villas of Dundee merchants and manufacturers, and, finely adorned with gardens, shrubberies, and woods, commands magnificent views across and along the Tay. The principal rocks are sandstone, sandstone conglomerate, fine-grained greenstone-trap, and amygdaloidal greenstone, the last of which has been largely quarried, both for house-building and for enclosures. The soil, over the greater part of the area, consists of the *débris* of the trap rocks, being partly light and gravelly, but chiefly either a good black loam or a clayey earth. About four-fifths of the entire area are in tillage, the rest being pretty equally divided between grass and plantations. Cairns or tumuli, composed of small stones, were formerly numerous; and rude ancient urns have been found at Newport, at Westfield, and in Tayfield Park. At Inverdufatha or Inverdovet, in 877, the Danes, pursuing the Scots from DOLLAR, gained a great victory, in which King Constantin mac Kenneth was among the great multitude slain. St Fort and Tayfield are the chief mansions. In the presbytery of St Andrews and synod of Fife, this parish since 1878 has been ecclesiastically divided into Forgan proper and Newport, the former a living worth £362. Its old church standing in ruins at a beautiful sequestered spot, 2½ miles SE of Newport, was anciently held by St Andrews priory; the present one was built in 1841. In 1895 a hall was built at Wormit, and opened for public worship on 15 Sept. Four other places of worship—Established, Free, U.P., and Congregational—are noticed under NEWPORT; and two public schools, Forgan and Newport, with respective accommodation for 130 and 421 children, have an average attendance of 106 and 301, and grants of £90, 3s. 8d. and £333, 2s. 6d. Valuation (1892) £27,041, 9s. 5d. Pop. of civil parish (1801) 916, (1831) 1090, (1861) 1326, (1891) 3763; of ecclesiastical parish (1881) 1533, (1891) 1899.—*Ord. Sur.*, shs. 49, 48, 1865-68.

Forgandenny, a post-office village in Perthshire, and a parish formerly partly also in Kinross-shire. The village stands 130 feet above sea-level, 3 miles W of Bridge of Earn, and 1 mile S of the river Earn, and of a station of its own name on the Scottish Central section of the Caledonian railway, this station being 4½ miles SW of Perth.

The parish is bounded NW by Aberdalgie, NE by Perth and Rhind, E by Dunbarny and Dron, SE by Arngask, and SW and W by Forteviot. Its utmost length is 6¼ miles; its utmost breadth 2½ miles. In 1891 the Boundary Commissioners transferred to Forgandenny parish the Hilton detached part (1887 acres) of Forteviot parish, but transferred to that parish (and to Perthshire) so much of Forgandenny as lay south-west of the river May, thus uniting Forteviot parish with its remaining detached part. By this transference Forgandenny parish is now entirely within the county of Perth. The river EARN, winding eastward across the northern portion, describes some of those graceful curves, and forms some of those beautiful peninsulas, for which it has been so much admired; and the Water of MAY, its affluent, has a course of 3 or 4 miles north-westward along the boundary with Forteviot. Both the Earn and the May sometimes overflow their banks; but they amply compensate any damage they inflict by bringing down rich deposits of fertilising silt. One or two springs adjacent to the eastern boundary possess exactly

Details - Wethermain

who was minister from 1709; William Motherwell—who by education may almost be counted a Paisley man—(1797-1835), poet, antiquary, and journalist; Thomas Smeaton (1536-83), Principal of Glasgow University; Alexander Smith (1829-67), poet and author, who here followed for some time his profession as a pattern designer; Dr Robert Watt (1774-1819), author of the *Bibliotheca Britannica;* and Dr John Witherspoon (1722-94), minister of the Laigh parish, afterwards president of the College of New Jersey, theological writer.

The parish of Paisley until 1891 had a detached part separated from the main portion by a narrow strip of Abbey parish, and within this detached part was a detached part of Abbey parish. The Boundary Commissioners united the Paisley detached part to the main portion by annexing a portion of the intervening part of Abbey parish, and the detached part of Abbey parish was then transferred to the Paisley parish. The parish of Paisley is divided ecclesiastically into the High, Laigh, and Middle parishes, all within the burgh, and all till 1736 forming part of Abbey parish. The *quoad sacra* parish of Martyrs' is partly taken from Abbey parish and partly from High Church parish, that of North Church from Middle Church parish, that of St Columba from High Church parish, that of South Church from Abbey parish and Laigh Church parish. The populations in 1891 were—9425 in High Church parish, 6075 in Laigh Church parish, 5715 in Middle Church parish, 11,086 in Martyrs', 7989 in North, 2409 in St Columba's, and 7901 in South, the rest being in Abbey parish.

The PRESBYTERY OF PAISLEY comprehends the *quoad civilia* parishes of Abbey-Paisley, Eastwood, High Church Paisley, Houstoun, Inchinnan, Kilbarchan, Laigh Parish Paisley, Lochwinnoch, Mearns, Middle Parish Paisley, Neilston, and Renfrew; the *quoad sacra* parishes of Barrhead, Bridge of Weir, Caldwell, Cardonald, Elderslie, Greenbank, Johnstone, Levern, Linwood, Martyrs' Paisley, North Paisley, South Paisley, St Columba's Paisley, Pollokshaws, and Thornliebank; and the chapelries of Shawlands (Eastwood), Laigh Cartside (Johnstone), Howwood (Lochwinnoch), Greenlaw (Paisley), and the mission stations of Nethercraigs and Lawn Street (Paisley). It meets at Paisley on the first Wednesdays of February, May, July, September, and December, and on the third Wednesdays of March and October. The Free Church has also a presbytery of Paisley with 8 churches in Paisley, 2 at Pollokshaws, and 9 at respectively Barrhead, Bridge of Weir, Houstoun, Inchinnan, Johnstone, Lochwinnoch, Neilston, Nitshill, and Renfrew, and a preaching station at Elderslie. The U.P. presbytery of Paisley includes 8 churches at Paisley, 2 at Beith, 2 at Johnstone, and 6 at respectively Bridge of Weir, Kilbarchan, Kilmalcolm, Langbank, Lochwinnoch, and Renfrew.

See also Cosmo Innes' *Registrum Monasterii de Passelet* (Edinb., Maitland Club, 1832); Mackie's *Historical Description of the Abbey and Town of Paisley* (Glasg. 1835); Parkhill's *History of Paisley* (Paisley, 1857); *Memorial of the Inauguration of the Fountain Gardens* (Paisley, 1868); *Memorial of the Inauguration of the Free Library and Museum* (Paisley, 1871); Semple's *St Mirin, an Historical Account of Old Houses, Old Families, and Olden Times in Paisley* (Paisley, 1872; with supplements in 1873 and 1874); Brown's *History of the Paisley Grammar School* (Paisley, 1875); *Lichens from an Old Abbey: Monastery of Paisley* (Paisley, 1876); Gilmour's *Paisley Weavers of Other Days* (Paisley, 1876; 2d ed. 1879), and his *Gordon's Loan, Paisley, Sixty-odd Years Ago* (Paisley, 1881); Dr J. Cameron Lees' *The Abbey of Paisley, from its Foundation to its Dissolution* (Paisley, 1878); Craig's *Historical Notes on Paisley and its Neighbourhood* (Paisley, 1881); William Hector's *Vanduara, Odds and Ends, Personal, Social, and Local, from Recollections of Byepast Times* (Paisley, 1881); and *Memorial of the Inauguration of the Clark Hall* (Paisley, 1882).

Palace, a mansion of 1882 in Crailing parish, Roxburghshire, 4 miles NNE of Jedburgh.

Palace-Brae. See BLAIRINGONE.

Palace-Craig and Faskine. See FASKINE.

Paldy or Palladius. See FORDOUN.

Palnackie. See BUITTLE.

Palnure Burn, a rivulet of Minnigaff parish, W Kirkcudbrightshire, rising at an altitude of 612 feet above sea-level, and running 11½ miles south-south-westward—for the first 1¼ mile along the boundary with Girthon, and for the last 1⅜ mile along that with Kirkmabreck—till it falls into the Cree at a point 2¾ miles NNW of Creetown. It is navigable to Palnure or Palnure Bridge, a village in Minnigaff parish, on the right bank of the stream, with a small quay for vessels of 60 tons, and a station on the Dumfries and Portpatrick railway, 3¼ miles ESE of Newton-Stewart. Lead and copper have been found at Palnure, but the workings have been abandoned.—*Ord. Sur.*, sh. 4, 1857.

Pananich. See PANNANICH WELLS.

Panbride, a hamlet and a coast parish of SE Forfarshire. The hamlet lies 1¼ mile NNE of the post-town, Carnoustie.

The parish, containing also MUIRDRUM village and the NEWTON OF PANBRIDE suburb of CARNOUSTIE, with the fishing villages of West Haven and East Haven, is bounded N by Carmyllie, NE by Arbirlot, SE by the German Ocean, SW by Barry, and W by Monikie. Its utmost length, from NW to SE, is 4⅝ miles; its breadth varies between 9 furlongs and 2¾ miles; and its area is 6614 acres, of which 298⅝ are foreshore and 9 water. This area includes the former Inverpeffer detached portion of St Vigeans parish, comprising 1108 acres, which was transferred by the Boundary Commissioners in 1891 to the parish of Panbride. Monikie Burn, coming in from Monikie parish, runs 4½ miles south-eastward across the interior to the sea between East and West Haven. Its dell, called Battie's Den, is mostly flanked by steep or mural rocky banks, 20 to 50 feet high, and is spanned, at a romantic spot, by a bridge taking over the road from Dundee to Arbroath. Another rivulet, also coming in from Monikie, and traversing a similar dell, runs 2¼ miles east-south-eastward across the northern interior, next 1⅜ mile south-south-eastward along the north-eastern boundary, and next 1½ mile through the interior, till it falls into Monikie Burn at a point ¼ mile NE of the parish church. The coast, closely followed for 2¼ miles by the Dundee and Arbroath Joint railway, is low but very rocky, with a pebbly beach, and shows a series of ancient sea-margins some way from the present shore line. The interior presents for the most part a flat appearance, but is diversified by the dells of the rivulets, and rises gently to 300 feet at Pitlivie and 487 at the northern boundary. The predominant rocks are Devonian. Sandstone of excellent quality for masonry is quarried; sandstone of the slaty kind, which yields the Arbroath paving-stone, is comparatively plentiful; and limestone exists, but not abundantly nor of good quality. The soil on the seaboard is sandy; in the central district is clay or loam; and towards the W and N is moorish. Rather more than three-fourths of all the land is arable, and some 600 acres are under wood. The inhabitants are principally engaged in fishing and agricultural pursuits, and some are employed in the Panbride bleachworks. The barony of Panbride belonged for several ages to the ancestors of the historian Hector Boece (1465-1536), who himself, however, appears to have been a native of Dundee; whilst the barony of Panmure passed by marriage about 1224 to Sir Peter de Maule, ancestor of the Earl of Dalhousie. PANMURE HOUSE, noticed separately, is the principal residence; and the Earl is sole proprietor. Panbride is in the presbytery of Arbroath and the synod of Angus and Mearns; the living is worth £225. The parish church, at Panbride hamlet, is a cruciform Gothic edifice of 1851. At the E gable of it is the burial vault of the Earls of Panmure, erected by George, third Earl, in 1681. A Free church was built in 1856; and two public schools, Muirdrum and Panbride, with respective accommodation for 50 and 274 children have an average attendance of about

30 and 225, and grants amounting to over £22 and £230. Valuation (1884) £11,711, 13s. (1893) £12,743, *plus* £1941 for railway. Pop. (1801) 1588, (1831) 1268, (1861) 1299, (1871) 1331, (1881) 1395, (1891) 1741, of whom 909 were in Newton of Panbride and West Haven; of ecclesiastical parish (1891) 1625.—*Ord. Sur.*, sh. 49, 1865.

Panhope, a bay on the E side of Flotta island, Orkney. Looking towards Burray island, it enters from the SE of Scapa Flow; penetrates 1½ mile west-south-westward, with a mean breadth of from 7 to 2 furlongs; forms an excellent natural harbour or 'hope;' and took the prefix of its name from a salt-pan formerly worked on its shores.

Panmure House, a seat of the Earl of Dalhousie, in Panbride parish, Forfarshire, 4½ miles NW of Carnoustie. Standing 350 feet above sea-level, and surrounded by beautiful gardens and policies, 550 acres in extent, it commands a fine prospect, especially to the S and the E. In 1852-55 it was almost rebuilt from designs by the late David Bryce, R.S.A., of Edinburgh, and now is a spacious and stately edifice in the French Renaissance style of architecture. Near it are the foundations of an ancient castle, long the seat of the Barons of Panmure. That barony was acquired by marriage about the year 1224 by Sir Peter de Maule, whose thirteenth descendant in 1646 was raised to the Scottish peerage as Baron Maule of Brechin and Navar and Earl of Panmure. Both titles were forfeited by the fourth Earl for his share in the '15; but that of Baron Panmure, in the peerage of the United Kingdom, was conferred in 1831 on his great-great-nephew, the second son of the eighth Earl of Dalhousie; and *his* son, Fox Maule Ramsay (1801-74), succeeded in 1860 to the earldom of Dalhousie. See BRECHIN, CAMBUSTANE, and DALHOUSIE CASTLE.—*Ord. Sur.*, sh. 49, 1865.

Pannanich Wells, an inland watering-place in Glenmuick parish, Aberdeenshire, near the right bank of the Dee, 2 miles ENE of Ballater. Its four chalybeate wells, all near one another, on the N side of Pannanich Hill (1896 feet), are said to have been discovered by an old woman about the year 1760, and soon began to attract notice for their medicinal virtue. They differ somewhat one from another in properties, but all contain carbonates of iron and lime, with small proportions of other ingredients; are chalybeate, stimulant, and tonic; and have been found beneficial for gravelly, scorbutic, and scrofulous complaints. Under date 3 Oct. 1870, the Queen writes in *More Leaves from the Journal of a Life in the Highlands* (1884)—'I had driven with Beatrice to Pannanich Wells, where I had been many years ago. Unfortunately almost all the trees which covered the hills have been cut down. We got out and tasted the water, which is strongly impregnated with iron, and looked at the bath and at the humble but very clean accommodation in the curious little old inn, which used to be very much frequented. Brown formerly stayed here for a year as servant, and then quantities of horses and goats were there.' The late Sir James Thompson Mackenzie of Glenmuick greatly improved the accommodation for visitors to the wells.—*Ord. Sur.*, sh. 65, 1870.

Papa, one of the smaller of the Shetland Islands, about a mile N of the nearest point of Burra island, and 2¼ miles SW of Scalloway. On the reconstruction of the parishes of Bressay and Lerwick by the Boundary Commissioners in 1891, Papa was transferred from the former to the latter parish. It comprises only 148 acres. Pop. (1881) 14, (1891) 23.

Papa Sound, a strait between Stronsay and Papa Stronsay islands, in Orkney. Making a semicircular curve of 1⅝ mile, it has a breadth of from ¼ to 1 mile, and projects into Stronsay a bay that forms an excellent harbour, well sheltered by Papa Stronsay.

Papa, Sound of, a strait in the W of Shetland, between the Ness of Melby on the Mainland and Papa Stour island. It is 2¼ miles long and 1 mile broad at the narrowest; and it is swept by a rapid, dangerous, tidal current.

Papa Stour, an island of Walls parish, Shetland. Lying on the S side of the entrance of St Magnus Bay, 34 miles NW of Lerwick, it is separated by the Sound of Papa, 1 mile broad at the narrowest, from the north-western extremity of the Mainland section of Walls, and measures 2⅝ miles in length west-north-westward, whilst its breadth varies between 4½ furlongs and 2¼ miles. It is engirt, at near distances, by picturesque porphyritic stacks, shooting vertically from the sea like stupendous towers or castellated keeps; on its S side is pierced by several magnificent and very curious caves, the abodes of numerous seals; is indented by several small voes or creeks, which afford shelter to fishing-boats; and has excellent beaches for drying fish, which were used for that purpose in the 18th century by a great fishing company. The surface rises at Hoo Field to 115, at Virda Field to 288, feet above sea-level; and is disposed partly in arable land, with a generally fertile soil, partly in common pasture, naturally good, but much injured by maltreatment. Papa Stour was a northern centre of the early Culdees, serving as a sort of Iona to Shetland; and retained till a recent period the ancient Norwegian sword dance noticed in Sir Walter Scott's *Pirate*. It contains the Established church of Papa chapelry, a post office under Lerwick, and a public school. Pop. (1881) 254, (1891) 244.

Papa Stronsay, an island of Stronsay and Eday parish, Orkney, lying off the NE of Stronsay island, and separated from it by Papa Sound, ¼ mile broad at the narrowest. With a very irregular outline, it has an utmost length and breadth of ⅝ mile; is low and flat; has so fertile a soil as might render it, under proper management, one continuous cornfield; and contains vestiges of two pre-Reformation chapels and the site of an ancient burying-ground. Pop. (1881) 23, (1891) 27.

Papa Westray, an island of Westray parish, Orkney, 1¼ mile E of the northern part of Westray island, and 22¼ miles in a direct line N by E of Kirkwall, but 25 by the shortest sea-route. Its utmost length, from N by E to S by W, is 4⅜ miles; and its breadth varies between ¼ and 1⅛ mile. The surface culminates in North Hill (156 feet), beyond which the northern extremity forms a bold and lofty headland, the Mull of Papa, well known to mariners, and pierced with a cavern, from 48 to 60 feet wide, and upwards of 70 feet high. The southern half is partly occupied by a fresh-water lake, the Loch of St Tredwall (7 × 3½ furl.), on an islet in which are ruins of a pre-Reformation chapel. The soil, to the extent of some 1000 acres, is very fertile, and under regular cultivation. Midway along the E coast is a pastoral islet, the Holm of Papa, which is denizened by myriads of sea-fowl. The whole island of Papa Westray, with the exception of a small glebe, belongs to a single proprietor, Thomas Traill (b. 1822; suc. 1840). His mansion, Holland, stands near the middle of the island, in which are also a remarkably large Picts' house and three vitrified cairns, and which was the scene of the death of Ronald, Earl of Orkney, by the hand of Thorfinn, Earl of Caithness. Anciently a separate and independent parish, Papa Westray, though now annexed to Westray, has still its own parish church, besides a Free church, a public school, and a post office under Kirkwall. Pop. (1881) 345, (1891) 337.

Papigoe, a coast village in Wick parish, Caithness, 1½ mile ENE of Wick town.

Paplay. See HOLM.

Paps of Jura. See JURA.

Park, an elegant Grecian mansion of 1822, with beautiful grounds, in Drumoak parish, Aberdeenshire, close to the Dee's left bank, and 1 mile SW of Park station on the Deeside section of the Great North of Scotland railway, this being 11 miles WSW of Aberdeen. The estate, which was anciently part of a royal chase, was given by David II. to Walter Moigne, but so early as 1348 was by John Moigne disposed of to Alexander Irvine of Drum. It was sold by the Irvine family in 1737 to Mr Duff of Culter; in 1807 to Thomas Burnett for £9000; in 1821 to William Moir; and in 1839 for £28,000 to Mr Kinloch. The present proprietor is James Penny, Esq.—*Ord. Sur.*, sh. 66, 1871.

(no author listed)
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Detail - Nethermuir

James Sinclair, who again sold it to Peter and James Young, in whose family it remained till the year 1753, when it was purchased by William Chalmers of Hazlehead, Esq., the ancestor of Mr Chalmers, the present proprietor.

CITY AND CASTLE OF BRECHIN.

BRECHIN is a royal burgh, formerly the seat of a Bishop, and at a remote period the seat of the County Courts. It is beautifully seated on a rising ground,* on the left bank of the Southesk, at the distance of 8 miles west of Montrose, 12½ north-east of Forfar, 26½ north-east of Dundee, and 63½ from Edinburgh. The principal street is about a mile in length. The upper part of the High Street is literally high, while the lower part, being upon the very edge of the river, is apt in rainy seasons to be flooded. Besides the principal, there are a variety of other streets and lanes, lying in every possible direction. In one of these, the College Wynd, formerly stood the ancient Culdee Monastery; and in another, the Hospital of Maisondieu, founded in the year 1256, by William, Lord of Brechin. Upon the whole, the town is well built, and contains a considerable number of good houses; the streets are lighted with gas; and a plentiful supply of water is brought from fountains at a distance, by means of leaden pipes, which were laid down upwards of 200 years ago, by an ancestor of the noble family of Panmure. At the lower end of the town, the Southesk is spanned by a bridge of two large arches, erected in the year 1635, at a cost exceeding 1000 merks. The royalty is very limited, extending only half a

* The name of Brechin is obviously derived from the Gaelic, and is indicative of the situation of the town on a hill. The Romans formed their word *Brigantes* from it in its native signification, so denominating the inhabitants of hilly countries. "*Bria*, *Brica*, *Briga*,—these words signify one and the same thing, which is a hill, or a town on a hill. From them we have the word *brae* in our language. There is no city that either beginneth or is terminated in these words, but is always situate upon or near hills."—*Irvine's Nomenclature of Scottish History:* Montrose, 1817.

St. Andrews, 5 DA 880 A5C9

mile from the Cross in all directions. In the year 1839, the Municipal constituency was 191, the Parliamentary 232; and, at the general election 1841, the latter was 218. The Parliamentary boundaries of the city, which is in the Montrose District of Burghs, according to the Reform Act, are thus described:—"From the point, on the south of the town, at which the Skinner's Burn joins the Southesk river, down the Southesk river to the West Den of Leuchland; thence up the Hollow of the West Den of Leuchland, and up Barrie's Burn, to the point, near the source of Barrie's Burn, at which the several boundaries of the properties of Caldhame, Pitforthie, and Unthank meet; thence in a straight line, in a westerly direction, to the point at which the several boundaries of the properties of Maisondieu, and Cookston, and Mr Mitchell's land meet; thence in a south-west direction, along the boundary of the Maisondieu property, to the point at which the same meets the Menmuir Road; thence in a straight line to the westermost point at which the Skinner's Burn crosses the Forfar Road; thence down the Skinner's Burn to the point first described."

The town of Brechin is governed by a Provost, two Bailies, Dean of Guild, Treasurer, Hospitalmaster, and seven Councillors. The value of the public property in 1832, including the Town House and School, was £14,765, with a debt of £3284, and a total income of £721, balanced with an expenditure of £709. In 1838-39, the revenue amounted to £816. At one time the town possessed about 1768 Scots acres of land; but the greater part was feued off before the year 1770, and, from the low feu duties, the revenue derived from that source cannot be great. There is a Guild and Six Incorporated Trades. The trade of the town is chiefly confined to the manufacture of osnaburgs, sailcloth, and brown linen,—about one third being for the French market. In 1838 the number of looms employed on linen fabrics was 870, being an increase of about a third since 1824. There are also three flax spinning mills, extensive bleaching grounds, a porter brewery, and two distilleries. The weekly market is on Tuesday, with great markets, held on the Trinity Muir, on the third Wednesday of April, the second Wed-

nesday of June, the second Thursday of August, and the Tuesday before the last Wednesday of September, besides a fair or street market in June. There are also branches of the British Linen Company, Dundee Union, and National Security Savings Banks.

In 1841, the population of the town was 4651, of which 2111 were males, and 2540 females, inhabiting 653 houses, with 17 uninhabited and 4 building; at the same time, the Parliamentary burgh contained 5907 persons, of which 2675 were males, and 3232 females, inhabiting 849 houses, while 19 were uninhabited and 4 building.

The public buildings are the Town House, erected in 1789; the Cathedral, with its two towers; the New Church, a fine building with an elegant tower, was erected to accommodate 864 sitters, and finished in June 1836, at a cost of £1100; the Public Schools occupy the lower floor of an elegant Gothic building of two stories, with a handsome tower; while the Mechanics' Institution, which was established in the year 1835, occupies the second floor. This building was erected and finished at Lord Panmure's expense.

The Castle, the favourite residence of Lord Panmure, occupies the site of the old Castle, on the summit of a lofty cliff overhanging the Southesk, on the south side of the town, amid scenery of great beauty, being diversified with wood, open lawns, rocks, and water. The point from which the accompanying view is taken is on the high ground on the south side of the river. It was suggested by his Lordship, and, on being visited, was immediately adopted, as an excellent view is here obtained of all the characteristics of the town. The river here takes a beautiful turn, merging from the trees, sweeping through the arches of the bridge, and again disappearing in the wood, reminding us of the following lines by Cox:—

"River, thou goest with song and glee,
Through the copse-walk cool and the forest shade,
Through the green-clad vales and the silent glade;
Amidst rough rocks in ruin piled,
Thou wanderest on like an innocent child,
With dance and song, in thy sportive play,
Over the meadows, away and away!"

In the year 1303, the Castle was a strongly fortified place and offered a powerful and protracted resistance to the arms of Edward I. of England. Notwithstanding every exertion to compel a surrender, the garrison maintained the Castle during a closely-pressed siege of twenty days, and yielded only when their gallant Governor, Sir Thomas Maule, received his death wound. A descendant of this gentleman was created Lord Maule of Brechin and Navar, and Earl of Panmure, in the year 1642, from whom the present Lord is descended. The barony of Brechin and Navar belonged to several different proprietors, before it became finally vested in the noble family of Panmure.

Brechin is the seat of a Presbytery in the Province of Angus and Mearns. The Presbytery consists of the following parishes:—Brechin, a Collegiate cure—patron of both, the Crown; Montrose, a Collegiate cure—patron of the first, the Crown, and of the second, the Town, the people being assessed for the stipend; Maryton or Old Montrose, the Crown; Fearn, the Crown; Menmuir, the Marchioness of Ailsa; Caraldstone, the Earl of Fife, as heir of George Skene of Skene and Caraldstone, Esq.; Lethnot, the Crown; Strathcathro, the Crown and the Earl of Kintore; Edzell, Lochlee, and Farnell—of each the Crown; Dun, the Marchioness of Ailsa; Craig, College of St Andrews; and Logie and Pert, College of St Andrews and the Crown *per vices*. There are only two chapels in the Presbytery, that of the East Church in Brechin, and St John in Montrose.

Of the parishes which form the Presbytery, Navar was suppressed and annexed to Lethnot, which last was previously annexed to Lochlee; Dunloppy was annexed to Strathcathro or Strockathrow in the year 1618, and by the former Lord Kintore is joint patron of the united cure. Before the Reformation, the church of Strathcathro was the benefice of the Chanter of the Cathedral of Brechin. Balfour, chiefly in the Mearns, was annexed to Edzell; Kinnaird partly to Farnell and partly to Brechin; Logie-Montrose to Pert, the advowson of the former being in the College of St Andrews; Hedderwick to Montrose; St Skaoch, or Duninale, and St Fergus to Craig; and Auldbar partly to

Brechin, but the largest part to Aberlemno, in the Presbytery of Forfar. An Episcopal congregation has existed in Brechin since the Establishment of Episcopacy in Scotland. The present titular Bishop of the See of Brechin is the Right Reverend Alexander Penrose Forbes, D.C.L., who officiates in Dundee.

THE CATHEDRAL.

THE Cathedral of Brechin is supposed to have been founded by David I., in the year 1150, and dedicated to St Ninian, a Culdee. It was a stately Gothic fabric, but seems never to have been completed. The present Parish Church, which was renovated in 1808, was the *nave* of the Cathedral. The length, which must be held as including that of the ruins at the east end, is 166 feet, by 61 broad. At the north-west corner there is a huge square tower, with a spire, the whole being 128 feet in height. The lower floor of the tower, which is used as the Session and Presbytery House, has a lofty and beautifully groined ceiling. At the south-west corner of the church there is an antique round tower, built of sixty courses of masonry, to the height of 80 feet, covered with an octagonal cone of 23 feet; the diameter over the walls at the base being 16, gives a circumference of about 48 feet. The door is 6 feet high by 2 wide, and the sill $6\frac{1}{2}$ feet from the ground. There are four windows facing the cardinal points at the top of the tower, and other four in the cone above the cornice. Figures, having a religious reference, are sculptured on both sides of the door. The use for which these towers were erected has not been satisfactorily ascertained. The only other tower of the same description in Scotland is at Abernethy.*

* Similar round towers in Ireland have been supposed to belong to the ninth century, and are called *Clocht-heach*, or House of the Bell.—*Croker's Antiquities.* "Bells," according to Whitaker, "were used by the ancient Romans to signify the times of bathing, and naturally applied by the Christians of Italy,

Mitchell Library S 914
131 EDW
D. H. Edwards
(1884)

mer months, from sunrise to sunset during the winter, and from 1 p.m. on Sabbaths.

"THE MUCKLE MARKET."

On the first Tuesday after Whitsunday and Martinmas the citizens turn out as they never do on any other occasion. The streets in the upper part of the town are filled with venders of toys, show men, cheap Jacks, mock auctioneers, etc. The latter have a heterogeneous mass of remnants from Manchester, damaged ginghams from Glasgow, deteriorated hardware from Sheffield, jewellery and watches from Birmingham—

> A bonnie fashionable watch,
> Turning on a braw carbuncle.

and the refuse of warehouses from everywhere, offered to a "discerning public" as an elegant assortment of new and fashionable goods, bought for cash under the most favourable circumstances. The street auctioneer, railroad, penny postage, and parcels post have forced the douce, canny Scottish pedlar to lay aside his ell-wand and pack. Country people crowd into the town from every district, while, during the afternoon and evening, the inhabitants throng up, and the noise and crowd increase—the shouts of the boys, the firing of pop-guns, the clanging of gongs, the bellowing of showmen, the squeaking of penny trumpets, and the sound of fiddlers, pipers, ballad singers, and German bands, all playing and singing different tunes, and the boisterous love-making of Jocks and Megs. Such is Brechin "Muckle Market." The day after is known as "Little Wednesday"—at one time well named as far as the amount of work done by many on that day was concerned. Not a few

required until the "Tarinty,"—a market held at the Trinity Muir, about a mile to the north of the town, a fortnight after—to recover their equilibrium.

The weekly corn and provision market day is Tuesday. The *butter* market is held in the old flesh market off the High Street. In that place a plentiful supply of eggs, cheese, poultry, &c., can be regularly had, while the general market is held at the Cross, where the citizens are well supplied with vegetables, fish, pigs, crockery, clothing by travelling remnant dealers, and drugs by spouting quack doctors.

Brechin used to be famed for its Horse Markets, which are held annually during the Tuesdays in February and March, and were well attended and much business transacted; but, with a few exceptions, and owing to weekly auctions, they have dwindled down to several attenuated hacks. A weekly Cattle Market is also held during the Tuesdays of autumn and winter, in Market Street. A wool fair, established 1849, is held in the town on the Monday after the second Thursday of July.

TRINITY MUIR AND ITS MARKETS.

The fairs at Trinity Muir are—3rd Wednesday of April, cattle; 2nd Wednesday of June, sheep; 2nd Thursday, cattle; 2nd Friday, horse; August, 2nd Thursday, sheep, cattle, and horse; September, Tuesday before last Wednesday, sheep, cattle, and horse. These markets are still fairly attended by dealers from all parts of the country, but Thursday is the day on which the market is patronised by the greatest number of Brechiners—there being almost a general half-holiday in the town. In 1851, the grassy mounds were levelled that were at one time used for seats in the market tents, and stones inserted in the ground, with numbers attached, to point out the

Through thick and thin I make my way,
Measuring out a weaver's day
Of fourteen hours' duration.

The introduction of power-loom weaving has provided better and more remunerative employment, and these *fusted*, damp-smelling shops, are now in most instances, converted into comfortable rooms, and the success that has hitherto attended our enterprising manufacturers still increases, and depression of trade is seldom known.

In 1853 Messrs J. and J. Smart, Valley Works, erected a few machines for the purpose of winding the yarn used by the weavers, which were driven by a small steam engine. Shortly after a larger engine was substituted, and the power-loom was introduced into Brechin. In the same year the premises were extended. The firm commenced with 24 looms. In 1856 the number was increased to 48. Entirely new and commodious premises were erected in 1864, which accommodated 96 looms, and the original plan of a building for about 300 looms, with finishing and other accommodation was completed.

In 1864, Messrs D. & R. Duke, who had previously employed from 600 to 700 hand-loom weavers, laid the foundation of Denburn Linen Works. Commencing with 200 looms, they have now about 560. The whole buildings are very handsome, are of the most approved style, have a frontage of 200 feet in length, and are 4 storeys in height. At the western end is a handsome tower, 75 feet in height. Nearly 700 hands are now employed at the works.

Messrs Lamb & Scott, who had carried on an extensive trade in hand-loom weaving for upwards of 40 years, erected in 1865 their large power-loom factory—Caldham Works. They began with 150 looms, but in the succeeding year an extension was made, and other 50 added, while recently the number

of looms has been increased to 500. The buildings are now in course of being still further enlarged. About 680 hands are employed.

The East Mill Company are proprietors of the Southesk Bleachfield, and carried on the spinning and bleaching of yarns to a considerable extent for many years previous to 1857, when their spinning premises were doubled. It has been calculated that the length of yarn spun per week is 132,793 miles, or rather more than would go round the world five times. The Bleachfield Works are now enlarged, and the whole employ about 800 hands. The East Mills originally consisted of a corn grinding mill, and a mill for scutching or cleaning flax. The scutching mill was converted into a mill for spinning wool, but that not succeeding, it was altered into a mill for spinning flax, and was gradually added to by different companies, till it has attained it present gigantic proportions. Mr Colin Smith, of the original firm, was a partner in the house of Smith and Sons, general merchants and bankers in Brechin. The junior partner, Mr Patrick Wilson was a bookseller. Smith & Wilson, as was usual at the period, issued a quantity of half-pence, of less intrinsic value, of course, than the heavy copper coinage of the period. These half-pence bore the date 1806, with the words, "East Mill, Brechin," and a representation of the mill of two storeys high on the one side; and on the other "Payable by Smith and Wilson," with a very neat representation of the steeples, and below them the word "Church." Mr Wilson called in and paid up the coinage in that of the realm, so that these "Brechin Bawbees" are only now to be met with in the repositories of the curious.

The Inch Bleaching Company have also during the past few years added to their buildings and machinery, and give employment to about 200 hands.

Starting Obscure, John Burnett, ed., 1982, Allen Lane (Penguin) Detail-Nethermuir

county. There was also an infant daughter Martha. My eldest brother, Maurice, and the next, Henry, were mostly away from home during my childhood, working with friends of my father. The next boys, James, and Robert Barrett, and a sister, Mary Ellen, with myself and the infant daughter, Martha, constituted the domestic circle. As a tradesman with a fair connection and a Freeholder in the parish, my father was enabled, by hard work (which was shared by all who were able), to live in comfort, but there was never anything to spare.

I have already mentioned that epidemic diseases were frequent and fatal. As an instance, as far back as I can remember, I remember being in bed with my brothers James and Robert, when I was hurriedly taken out of bed and carried away to a cottage several miles distant by a friend of my mother's. I did not see my home again for a long time, six months, as I was told afterwards. When I was brought home again my playmates were gone. Black fever had almost emptied the house. I have often heard my mother relate the incident, how the fever had been some time in the village and that my brother James, who, being the eldest at home, had caught the infection, and that my mother's friend had come over to give what help she could. Having no children of her own she declared that Willie, that is me, should not die if she could help it, so her noble instinct prompted her to take me out of bed and away from the infected village to her own home. As I have said before, during the time that I was away my four brothers and sisters had all died and I was the only one that remained of five. As time went on, other children came to replace those who were lost, Robert Barrett, named after his dead brother, George Thomas and Alfred. The last was born in my mother's fiftieth year. Amongst those who might be termed the second family I was the eldest and, after a few years attending school, such as it was, and within reach of fourteen years of age, I had to go into the workshop and begin to do my part.

At the time of which I write, that is between 1830 and 1840, the means of educating the ordinary village children was of the poorest description. I myself went to a Dame's School for some years. I well remember trudging along, morning and evening, along a green lane, in company with a number of others, for a distance of about a mile to one of those venerable village dames, noted more for keeping the pupils out of mischief than for her ability to teach anything beyond the mere rudiments of learning. I distinctly recollect, one gloomy afternoon, my mother coming to the school and vaccinating myself and several others. She performed the operation by means of a darning needle, working three holes in the skin of the arm by the point of a needle and then with the other end of the same instrument, taking some matter from the arm of another child and applying it to the puncture. In my case it took well, as the mark is still visible and it was the only operation of the sort I ever had to undergo. When eight or nine years old I had to attend a school kept by an old man at the village of Avebury, two miles away. The school was kept in the bottom room of the church tower, and it was the privilege of the bigger boys to wind up the weights of the church tower clock. There was also a splendid peal of bells in the tower. Avebury

St. Andrews HD 8393. A1B8D4

is noted as containing the remains of druidical times, which lie scattered more or less over all that part of the County of Wiltshire.

As I have stated before, when about twelve or fourteen years old, I had to leave school to go into my father's workshop. After a few years, as my younger brother got up, I got a situation in the establishment of Messrs Garden and Perks, Iron Masters and Smiths at the town of Swindon. The Junior Partner of this firm afterwards took orders in the Church of England and died Canon Perks of Richmond, Melbourne, Australia. After being about two years at this place, at my own earnest wish I was bound apprentice for three years to Mr William Cambridge of The Market Lavington Iron Works, a noted manufacturer of all classes of agricultural implements and machinery. Some of the earliest Portable Steam Engines were made at this establishment between 1840 and 1850.

My eldest brother, Maurice, had long been married and in business at Winterbourne Bassett. He, some years later, with his family emigrated to Texas, U.S.A. Both he and his wife died of the yellow fever, shortly after landing at New Orleans. The children found kind friends and grew up and settled at Galveston. One of his daughters has corresponded with me. Her married name is Miluman.

My next eldest brother, Henry, after working in several engine shops in Bristol and elsewhere, obtained the situation of smith at the Great Western Railway repairing workshops at Exeter. While in that situation he had married a widow named Shevill, who had sons, two of whom were telegraph clerks on The South Devon Atmospheric Railway, which was then going through its short-lived existence, on the atmospheric system. This time, 1849–50, was the period of the great gold rushes to California, immediately following the discovery of gold in Australia, causing great excitement in England. My brother Henry, at Exeter, wrote to me suggesting that I should join him in emigrating to Australia. After some more correspondence I agreed and we at once set about the necessary preparations.

In the autumn of 1851, I spent a fortnight in London to view the Great Exhibition and was greatly impressed and somewhat unsettled by the experience of the two weeks spent in the great city. Having completed our preparations, myself, my brother, his wife and her four sons met at Exeter and proceeded to Plymouth and took passage in the ship Prian, for Port Phillip, in May 1852. After undergoing the usual experiences of ship-board life for 96 days, in the month of August 1852 our ship anchored in Portland Bay and, after making some enquiries, we and most of the other passengers elected to land at Portland, instead of proceeding on to Melbourne.

About this time the Government of Australian Colonies devoted a large portion of the funds raised from the sale and leasing of land to the purpose of paying the passage of selected working men and their families to Australia.

The ruling idea in both my own and my brother's minds in emigrating, as there were five young men in the party, or as regards two of them just approaching manhood, [was] a better chance of making something of their lives . . . offering in the Colonies. The gold discoveries in Australia also were attracting much attention at that time in England . . .

on behalf of Ireland,
rt of the United King-

RMLINE.

t.—Only 66 inmates are
local poorhouse.

In this Court on Tuesday
ll. Sheriff Gillespie dis-
nd some were adjourned.

AL GAMES.—It is now
of Fife annual Games will
olton of Pittencrieff farm
uly.

day evening Mr W. T.
ncert company gave an
Margaret's Hall, when
of the public.

Court yesterday, Edward
t Jamestown, near Inver-
, or the alternative of 30
Davidson and W. Mathie-
nch.

TRADE.—The members
t this week in the East
ntend to present their late
onial in recognition of his
de. Mr Robert Blyth of
preside.

BUTE.—Last night a social
more Street Hall, when
s been 22½ years treasurer
ndependent Church, was
ive silver tray and a purse
The Rev. Fred. Binns

URT.—This Court sat on
ew municipal buildings,
ded. Authority was given
ct a block of buildings in
r, plumber, to erect stables
e Place, and to Mr Kelly
e and byre in Rumbling-

rimming competition for
he Baths on Monday after-
en put in an appearance.
s were George Whyte, J.
d George Tullis. Several
ously given by Mr D. Har-
weller, High Street, Dun-

ARKINCH FOLKS.—At the
ninorca hen, one year old,
Young, labourer, Halbeath,
ith the effect that all save
tched. The one unbroken
was found inside a chicken
g two heads and also two
d that fully and perfectly
h with its many wonders

CONSTABULARY.—The mem-
s Constabulary were enter-
ternoon of Friday last by
his accomplished wife.
and nearly every member
re present. The men en-
and were afterwards ad-
r Millar, Inspector Cum-
spie. The men seemed to
very heartily.

this Court this week Bailie
the presiding magistrate,
l £2 for malicious mischief,
the peace. George Alian,
illiam Peacock, were each
s, for breach of the peace;
, for allowing a chimney to
d George Bathgate received
or breach of the peace.
were pronounced for petty

BOARD AND FREE EDUCA-
f the Burgh School Board
a Ross presiding—Mr W.
Board should petition Par-
Dr Hanter's free education
d willingly that the scheme
it the names by which the
as a guarantee that the pro-
d out properly. Mr John
he Chairman moved the
l said the probability was
ken to spend the £170,000
de by Government for free
cational results would be ob-
ted if education would be
oposal as that made by Dr

same sum as their neighbours, irrespective of the quantity they drank. The Justices found the charge proven, and imposed the full penalty of £5, or thirty days' imprisonment. The liquor and the vessels containing it were also declared forfeited. Andrew Harrower, miner, Lumphinnans, was charged with having in his house on the 20th April six gallons and two quarts of beer and porter. He was convicted on evidence, and fined £2, or fourteen days in prison, and had the beer forfeited.

KIRKCALDY.

ON Sunday unfermented wine was introduced in connection with the Communion in Raith Parish Church, in accordance with a decision come to by the majority of the Kirk-Session.

TOWN COUNCIL.—A meeting of Town Council was held on Monday night when Mr Gourlay moved that the Council petition Parliament in favour of Mr Hunter's Bill for Free Education for Scotland. Mr M'Kenzie seconded, and the motion was agreed to. Mr Spears, the Town-Clerk stated that he had received a letter from London, in which it was incidentally remarked that work would be begun, in connection with the Seafield Dock, in a week or ten days.

DISTRESSING FATAL ACCIDENT.—About eight o'clock on Saturday evening what at first was thought to be merely a somewhat severe accident, but which ultimately proved fatal, occurred at Charlotte Street. It seemed that on the night stated the wife of David Taylor, surfaceman, had occasion to partly fill a bath with boiling water, and, while unobserved, her little child Elizabeth, aged three years, fell into the bath, and was severely scalded. Remedies were at once applied, with medical assistance, but during the night the little sufferer developed alarming symptoms, and Dr Laing was called in on Sunday morning. Despite his utmost endeavours, however, the child only lingered on till midnight. Death is attributed more to the severe shock than to the scalding.

BREAKING THE WINDOW OF A CHURCH.—In the Police Court on Monday—Bailies Black and Barnett on the bench—three boys, named William Blackstock, and William and Brycedale Beattie, were charged with breaking a stained glass window in St Brycedale Free Church. They pled not guilty. Evidence was led, and several boys made statements which were contradictory to their previous statements as made to the police. The statements in the hands of the policemen were objected to by Mr Aikman and Mr M'Indoe on the ground that they had been obtained by precognition. The Bailies sustained the objections, and found the charge not proven. Bailie Black at the same time observed that it was plain that the boys had been telling lies.

THE RACES.—In connection with the Kirkcaldy Races and games, Captain Oswald refuses the use of his park for the races. He writes—"They have not met with the support from my neighbours I expected. The races have been chiefly won by thoroughbreds—weeds from a distance, and not by horses from the district. I feel this must always be the case as long as thoroughbreds are allowed to compete. I wish to tender my best thanks to the committees who have worked so heartily and efficiently in the cause; also to the thousands of my fellow-citizens who have met from year to year in my park, and never done any damage. It is with sorrow I have come to this resolution." The inhabitants agreed to get up a petition asking the captain to reconsider his decision, but since then he has sent a telegram stating his willingness to "grant park for games, but no races."

ALBION F.C. SPORTS.—On Saturday afternoon the second annual athletic meeting arranged under the auspices of the Kirkcaldy Albion F.C. took place at Robbies Park, Kirkcaldy. The programme included a five a-side football competition, for which eight Clubs competed, a tug-of-war, and several sprint races, all of which were well contested. Results:—Five-a-Side Football Competition (open to all comers)—First round—Crusaders, Burntisland, beat East End, Kirkcaldy, by 2 goals 2 points to 3 points; Thistle, Burntisland, beat Wanderers, Kirkcaldy, by 1 goal to *nil*; Leith Athletic beat Athenians, Kirkcaldy, by 1 goal 5 points to *nil*; Saints Strollers, Edinburgh, beat Corinthians, Kirkcaldy, by 2 goals 1 point to 1 point. Second round—Thistle beat Crusaders by 1 goal 1 point to 1 point; Saint Strollers beat Leith Athletic by 1 point. Final—Thistle beat Saints Strollers by 2 goals 2 points to *nil*. 100 Yards Race (scratch, open)—First heat—1 D.

concert had been arranged. We hear that about £10 was realised, but the little room was so crowded as to fully bear out our remarks last week with regard to public halls—the window sills were not only packed, but two of the leading amateurs had to sit on the one and the same chair.

DEATH OF AN EAST OF FIFE PRACTITIONER.—Dr Adam Court died, after a few days' illness, at St Monance, in his forty-second year. A native of Beverly, he studied with distinction in Edinburgh and afterwards for a year in Paris. With every prospect of attaining to the highest honours in his profession, he came to the East of Fife as assistant to the late Dr Kennedy, of Elie, about sixteen years ago. A few months later he began to practise on his own account at Pittenweem, and so continued till about five years ago, when he retired from the East of Fife. Less than three years ago he settled at St Monance, where he was was held in high esteem for his skill as well as for his mild and gentlemanly ways. His wife died about three months since, but three orphan children are left to deplore his fate. The cause of death, we believe, was abscess in the arm.

BODY WASHED ASHORE.—The body of a seafaring man, so mutilated as to make identification impossible, was washed ashore on Monday at the Isle of May. It is probably the remains of the ill-fated mate who perished with another at the wreck of the Nowegian schooner "Newcastle Packet," a few weeks ago. As a rule the dead on the islet are landed for interment at Crail, if not in the churchyard of West Anstruther, in which parish the May is situated, but for obvious reasons the body of the poor castaway was laid in the ancient cemetery of St Adrian. Fifeshire Journal 9 May 1889

AUCHTERMUCHTY.

SUDDEN DEATH IN CHURCH.—On Sunday forenoon a very painful sensation was caused in the Established Church by the sudden death of one of the members, Mr William Crichton, town officer. He had just finished ringing the town's bell for church service, and, along with his wife and daughter, had just entered his pew, when he was heard to breathe heavily for a minute. Assistance was at once rendered, and he was removed from the church. Dr M'Donald was promptly in attendance; but life was found to have been extinct before the removal of the deceased from the sacred building. The sad event caused great sensation amongst the congregation, and the service was delayed for a short time. The Rev. Mr Hogg made fitting reference to the sad event which had occurred amongst them, and in the other churches reference was also made to Mr Crichton's sudden and unexpected death. He was highly respected, and was a most attentive town officer. He was in his 61st year. Much sympathy is felt for his widow and other members of the family. His remains were interred in Auchtermuchty Churchyard yesterday afternoon. Service was conducted in deceased's house by the Rev. D. N. Hogg, while the Rev. William Affleck officiated in the hall above, where the Provost, Magistrates, and Town Councillors, along with several ladies and gentlemen, had met. The town's bell was tolled during the whole of the funeral ceremony, and, as a mark of respect, all the shops in the Cross and High Street were closed and blinds drawn. There was a large gathering present to pay their last respects to the deceased, who was universally respected.

BURNTISLAND.

COAL SHIPMENTS were less active during last week than for some time past. Thirteen vessels in all left with cargoes, six of them being steamers. Their register aggregated 3664 tons, and their coal cargoes 9997 tons, as compared with 13,414 in the corresponding week of last year—a decrease of 3417 tons. 676 tons pit props were the sole article of import. A branch of the National Amalgamated Sailors and Firemen's Union of Great Britain and Ireland has been established here, and is already putting forth some effort for an advance in the wages of crews of vessels frequenting the port.

NEW MARINE SIGNAL.—The Messrs Prescott & Co., of Dover, a week ago forwarded to a gentleman in this town specimens of Crundall's Distress Signals to be fired as an illustration of their utility in saving life and property. Suitable arrangements having been made, the signals, under charge of Captain Galloway, harbour master, and Lieutenant Toul, of the coast guard, were fired at Lammerlaws Point on Monday night at 9.15. The weather was not exactly favourable, there being moonlight and an obscuring hoar, but punctually on a rocket being sent up from the harbour-head

ing year for the season, and also
presentatives of the Company to a
petition for the Caledonian Ch
which is fired for at the rifle meeti
burgh. The weather was cloud
breeze of wind blew across the
good scores were put on. The
seven rounds each at 200, 500, an
stances, a sighting shot at each of
the last competition only three
entered the 80's; on Saturday eig
scores presented themselves on
record. The ten highest scores
of 83·2 points, while last Saturday
77·1. The following were the bes
the contest:—

Private George Adamson, do., ..
Corporal George Allan, do., ..
Private Joseph Harrold, Kettle, ..
Col.-Sergt. Thomas Sutherland, Falk
Sergt.-Instructor R. Stewart, do.,
Sergeant Thomas Williamson, do.,
Corporal James Duncan, Freuchie,
Private William K. Adamson, Kettle,
" Thomas Donaldson, do., ..
" John Jackson, Falkland,
" Alexander Fernie, do., ..
" George Donaldson, Kettle,
Sergeant David Bruce, Freuchie,

Total, ...
Average per man,

The best aggregates for the two da
are as follows:—

	1st D
George Adamson, ...	8
Col.-Sergt. T. Sutherland, ..	8
J. Harrold, ...	8
Sergt. T. Williamson, ...	7
T. Donaldson, ...	7
Corpl. George Allan, ...	7
Corpl. James Duncan, ...	7
W. K. Adamson, ...	7
G. Donaldson, ...	7
Sergt.-Instr. R. Stewart, ..	6
Sergt. D. Bruce, ...	6
Totals, ...	8
Average per man, ..	76

Detail-Netthermuir

GUARDBRIDGE.

CO-OPERATION.—The usual q
of the Guardbridge Co-Operative S
was held in the U.P. Hall on Sa
The report of the committee and
the half year was submitted, wh
there remained a balance of pro
£148 9s 11d, from which the c
mended a dividend to the membe
for the 7th quarter, and 2s p
quarter, and a dividend to non-m
per £ for the 7th quarter, and 1s
quarter. The society is at pr
thriving condition, and has on it
ship no less than 87 members.

KENNOWAY.

THE village brass band had a v
trave House, the residence of Joh
on Saturday evening, and played
of music. Mr Gilmour suitably
and gave them a liberal donation

INSTRUMENTAL MUSIC.—At a
Established Presbytery held at
week, the Rev. James Simpson a
Presbytery to introduce instrum
the church. Mr Simpson stated
been taken of the congregation, a
objecting to it. He had visited
four of them had agreed to the p
other member had said he would
The organ or harmonium will be
the service of the church abo
July.

THE PRIMROSE.—This delica
the bright star of our glens, w
sides—has become a greater fav
Parties have been out daily
gathering blooms but digging
roots and taking them home to
and pots. The primrose is the
tinction in our rural retreats.
decimation of plants in the "w
has taken place. Such indiscri
the brae-sides is barbarous, no
beautiful ferns have lately becom
once favourite *habitats*, and the
a similar fate.

LARGO.

ORGAN FOR THE PARISH CHUR
of the service in the Parish Ch
the Rev. Mr Muir said that a m
to place an organ in the church
who had any objections to offer
writing, and hand them to
Session-House on Sunday first.

ons against the lady mem-
would be soon discovered
od lawyers; that they did
ion to their law affairs, but
much, and they would be
e follow their more congenial
nd applause.) Lord Elgin,
he was right in saying that
s of the English Local Govern-
hs in Fife would be included
ent system. He was not sure
ent burgh would look upon a
id. If they were to deal with
county under a County Go-
n excluded such important
ine and Kirkcaldy, to say
St Andrews, they should be
of Hamlet with Hamlet left
d applause.) After some
al Donaldson's criticism in
tional matters being left
of an official, he (Lord Elgin)
ght that such a charge should
nent exercised its right to
nent made by the Scotch De
teacher, Burntisland, moved
ion:—"That in the opinion
ntrol of education should be
unty Councils to be formed
Local Government Bill for
rbes, Springfield, seconded.
moved the previous question.
irman of the Burgh School
after a few remarks by Provost
ovost Matthieson, Principal
up, and on the vote being
e amendment and the rest of
e motion. Papers were then
ie, solicitor, Dunfermline, on
Health during School Life,"
msden, teacher, Newburn, on
which were both ably treated
e teachers afterwards dined in
l.

KIRKCALDY.

ITT, the gifted pastor of the
st congregation, Sinclairtown,
s congregation his intention of
s.

omas William Cliver, master,
tton, mate, of the smack
l, at the Kirkcaldy Justice of
iday, for smuggling a quantity
d £5 3s 11d each, with 10s 3d

for the New Hospital have
follows:—Mason work, Alex.
head; joiner, David Wishart,
A. Ferguson, Kirkcaldy;
Pathhead; plasterery, F. Sten-
n; and smith, Henry Ritchie,

ING WITNESSES' FEES.—Sheriff
kcaldy Sheriff Court yesterday
nteresting point in reference to
witness's fees to the defender in
before the Court. Dr Camp-
Kirkcaldy, sued Messrs M'Innes
leachers, Markinch, for £2 2s,
nal fee for attending as a wit-
ction between the parties, and
that pursuer must pay himself
and recover the other 10s 6d
s in the action. He accordingly
s 6d with court expenses.

D GOSPEL TEMPERANCE SOCIETY.
vening a large and enthusiastic
he auspices of this Society was
Wynd Hall, Kirkcaldy. Mr A.
esided, while a deputation con-
Archer (G.W.C.T.); Councillor
gh; and Mr J. Davidson, Edin-
nt from the Scottish Permissive
rance Association. After an ad-
hairman, several resolutions were
opted. Mr Lorne moved the
y Mr Moodie, and supported by
—"That this meeting is convinced
cial, social, moral, and religious
nation require not merely that the
rance, which are of such appalling
l be diminished, but that moral,
ical reformers should everywhere
mbine to demand from the Legisla-
sion of all traffic in intoxicating
urce of that abounding intemper-
Taylor moved, seconded by Mr
supported by Councillor Ritchie,
That this meeting hails with the
tion the return of a majority of the
entary representation pledged to
Ir M'Lagan's Liquor Traffic Local
Bill; congratulates the electors
ry result; emphatically declares

Advocates.

FISHERY EXPERIMENT.—We are authorised to state that experiments have been begun by the Scientific Investigation Department of the Fishery Board for Scotland, in regard to the migratory movements of fish, by attaching brass labels to a certain number returned to the sea. In the event of any fishermen catching any of those marked fish they are requested to detach the brass label and send it to the Fishery Officer of their district, with a note stating where the fish was caught and its extreme length in inches.

FORESTERS' SERMON. — The members of the Cambo Court of Foresters, at Crail, attended divine service in the Free Church on Sabbath afternoon. The brethren, with the deputations from Anstruther and Pittenweem, to the number of 65, marched from their hall in the Rose Wynd to the church, where an eloquent and appropriate discourse for the occasion was preached by the chaplain, the Rev. John Jackson, from the well-known text in Amos—"Prepare to meet thy God." The weather was fine and a large number of townsfolk gathered at various points to see the interesting procession.

FISHERMAN DROWNED.—Thomas Reekie, one of the seven hands of the boat "Respect," of St Monance, perished at sea about 7 a.m. on Wednesday last. The boat was scudding before the gale when a heavy sea rose on the weather side. Skipper Mayes gave a warning cry, but the unfortunate man was swept away between two of his boat mates. A couple of oars were so thrown as to float below him, while the boat was tacked to his help. One of the crew dropped a line which he appeared to seize though it slipped through his fingers. Another took hold of his waist band with a clip but the garment tore like a dry leaf, and at the instant he sank into a watery grave. The "Respect" bore away for Leith, from which the sad news was telegraphed to St Monance, where the luckless mariner, who was 34 years of age, leaves a widow and three children, the youngest being only seven or eight days old.

VOLUNTEER ASSEMBLY.—The annual reunion of the East of Fife Rifle Volunteers was celebrated at head-quarters, *i.e.* Anstruther Town Hall, on Friday evening. The programme on this occasion was in the form of an assembly, which was entered into from first to last with the liveliest enthusiasm. This was so far seen in the artistic decorations which transformed the ungainly hall into a fairy-land, the glitter of the bayonets in particular having a fine effect amidst the clustering wreaths of evergreens. Flags of every hue were also entwined with fine effect amongst the military and other trophies. The dance was led off at 9 p.m. by the Commanding Officer, Major Rodger, and Mrs Cook, of the Clydesdale Bank, to the inspiring strains of Shepherd's Quadrille band. Altogether the dance was the best ever given by this gallant corps, or, let us say, in the East of Fife, at least 126 couples having shared in this really festive night. A large number of townsfolk were seated in the gallery.

THE HARVEST OF THE SEA.—Herrings, so invaluable at this season if only for "three to bait the line" for the Lenten fishing, are still flitting about the Forth. It is one of the unsolved problems, however, why they have shifted for the last two years from the north side to the south side, but in consequence of the gale the boats had to turn again on the errand with the big hook, so that the week was simply a blank. The weather, notwithstanding the reeving March wind, was so far settled that the fleet was away betimes with net and line on Monday. Some crews were to make a cast on this side of the May, but others trimmed tack and sheet to make a trial on the banks forty or fifty miles east of the Carr, where the young shoals are already rising to dance in the star-light. The Lent fishing is in this way attended with poor success as yet, while one may infer the unproductive nature of the herring fishing from the fact that the catch—rather less than 20,000 crans between Buckhaven and Newburgh—is about a fourth below the average of the last twenty years, while the price only runs at 10s per cran.

Fifeshire Journal 28 March 1889

AUCHTERMUCHTY.

ACCIDENT.—On Friday last, while Mr William Curr, of Messrs Curr & Co., manufacturers, was adjusting some belting in connection with the factory, he slipped and fell from the shafting to the floor, breaking and otherwise injuring some of the bones of one of his feet, besides receiving a severe shaking.

SERVICE OF SONG. — Last Sunday evening a service of song was given in the Free Church. The piece submitted was entitled "The way to Heaven," the Rev. William Affleck reading the story, and the members of the choir singing the various parts. The whole was gone through exceedingly well, and the church was filled to its utmost.

BURNTISLAND.

FALKLAND.

THE grass parks on the estate of Ballo were let for the season on Monday at a slight increase of rental compared with last year.

KINGSKETTLE.

CONCERT BY DUNDEE VOCALISTS.—The concluding concert, in connection with the present course of lectures was given in the Public Hall on Friday evening. There was a good attendance. Dr Bell presided. The music, which consisted of a well-selected programme of songs, duets, solos, and choruses, was efficiently gone through by Miss Baxter, Miss Cooper, and Miss Mina Watson; and Mr Douglas, Mr Clark, and Mr Carmichael—all from Dundee. The whole performance was a first-class one, and the enthusiastic and hearty applause accorded the singers showed how their services were appreciated. All of them were deservedly encored. The usual votes of thanks were given at the close.

Detail - Netherman

LADYBANK.

SOIREE.—A congregational soiree was held in the Free Church here on Friday evening. There was a large attendance, and the Rev. P. C. Stewart presided. The first speaker was the Rev. Dr Laird, Moderator-elect of the General Assembly, Cupar, and addresses were also delivered by the Rev. Mr Affleck, Auchtermuchty; the Rev. Mr Craig, Kettle and Cults; the Rev. Mr M'Kenzie, Falkland; and the Rev. Mr Kerr, Ladybank. Messrs Feathers & Son, Dundee, gave an excellent magic lantern entertainment, while Mr Beatson and choir gave a fine musical treat.

PROPERTY SALES.—On Saturday afternoon, the property belonging to the late Mr Walter Williamson, manufacturer, Commercial Road, were exposed for sale, in four separate subjects, in the writing chambers of Mr J. Oliphant Watt, solicitor, when only two of them were disposed of at the upset prices. The two cottages were each set up at £230, but no offers were made. The premises occupied by the Union Bank, and by Mr Watt, were sold at the upset price of £580—the present annual rental being £30. The three shops and warehouses adjoining were also disposed of at the upset price of £340. The rental is £29. The purchaser was Mr Wann, Cupar.

LESLIE.

SOCIAL MEETING OF TRINITY U.P. SOCIETIES.—The Young Mens' and Young Womens' Association in connection with Trinity U.P. Church held their closing meeting in the Church Hall on the evening of Tuesday. The Rev. Mr Martin occupied the chair, and gave a short address on "Self." The reports of work having been read, a varied and excellent programme, consisting of songs, readings, and recitations, was gone through. We thought Mr Hutcheon's rendering of the pathetic story, "The Road to Heaven," exceedingly fine. The others who took part were Misses Archibald, A. Ogilvie, J. Ogilvie, Ritchie, and Messrs G. Belford, R. Belford, Hepburn, Dall, Low, Dalrymple, and Reid. Miss Hewison played the accompaniments with much taste.

LEVEN.

ASSEMBLY.—The annual spring festival of the Leven Literary Association took place in the Town Hall on Friday evening. There was a very large turn-out, and Provost Inglis presided. After the Chairman's opening remarks, Mr Riddell, the secretary, submitted a very satisfactory report—showing the Association to be in a flourishing condition. Mr Murray, who was in capital voice, sang "The Scout" and "They all love Jack," and was followed by Mr Wilson, Cameronbridge, with the "Low-backed Car" and "Killaloo," both of which were given in inimitable style. Miss Wishart rendered "Three Old Maids of Lea" in a capital way. The great event of the evening was the performance of the popular farce, "The Area Belle," which really took the audience by surprise. The whole of the actors were simply perfect in their parts. An assembly followed, dancing being kept up till an early hour next morning. The music was supplied by Messrs Dunn & Davidson's band, Edinburgh, and Mr S. M. Murray efficiently acted as M.C. The assembly was one of the most successful and enjoyable ever held in the town.

LITERARY FESTIVAL.—The annual spring festival of the Leven Literary Association took place on Friday evening in the Town Hall with one of the most crowded and brilliant assemblages ever held in Leven. Provost Inglis was in the chair, and performed the duties thereof in his usual admirable manner. Mr Riddell then read the secretary's report, which showed the past session had been a great success. Mr Murray sang the "Scout" in splendid style, and Mr Wilson of Cameron Bridge sang the "Low backed car," and afterwards [illegible] rendered with great

Donuchie was fined 10s, and
like amount, for breach of th
Kirk, a young lad, for usin
had to pay 7s 6d. All these
the same court on Monday
miner, was fined 10s or 7 day

PARLIAMENTARY.—At the
the speaker presiding—the p
the proposed substitution of
ballot. The proposal was c
servative Government, and a
discussion, which took up the
vote was taken and found to
against. The speaker deci
could be effected in the circu
vote of want of confidence in
given.

A.O.F. ASSEMBLY.—The
Court Robin Hood No. 6342
Hall on Friday last. The
decorated, and displayed to
the splendid district banner.
rather small. Dancing comm
was carried on till an early
Deputations were present fro
were received during the i
water's quadrille band supplie
H. Wildridge purveyed.
prospering condition with a g
a large sum at credit.

MARKINC

EARLY NESTING.—Many p
of the season are visible. Th
its hay hall; and domestic fo
ing and wild birds building n
thrush's nest, containing four
in this locality.

RURAL.—Taking advantag
turn in the weather, farmers
begun sowing. The land h
condition for the operation, a
weather this labour will spee
as ploughing is completed on

CONCERT.—A concert, und
Ancient Order of Foresters,
Hall, on Friday evening,
townsman who has had a se
the last few years, and has h
tated for work. Robert Tu
occupied the chair. The pr
a lecture on "Burns," inter
part songs, pertaining to the
ton also played a selection
harmonium. The lecture w
style, and was interesting a
poet's life and character.
well sung, and a trio, "Wi
maut," in which the perfor
table, with the usual accom
spree, was very effective.
"Lea Rig" tastefully, and
rendering of "John And
"Braw, Braw Lads," was a
Mr Breingan was at his b
little and cantie wi' mair."
ated with the usual vote
was held and continued till
proceeds, after deducting
£11.

PITTENW

THE TOWN COUNCIL v.
interdict at the instance
against James D. Leckie,
and Miss Rachel Leckie,
Henderson on Friday. A
pursuers setting forth that
removed the erections com
the ground belonging to
which it was before they
T. Davidson, for pursuer
dict already granted be
that the defenders be fo
After hearing Mr Leckie
self (his agents having wi
the Sheriff gave decree
motion, and found the de

STRATHK

GOOD TEMPLARY. —
the auspices of Magus M
the Lodge room here, on
Bro. the Rev. James M
livered an address on th
customs and the advant
At the close of the public
opened in the degree of
candidates from Magus
Lodges were initiated
Mackay, D.G.C.T., M
S.V.D., Guardbridge Lo

STRATH

LET OF GRASS PARK
[illegible] belongi

iew of the serious nature of the
e Cattle Diseases Committee of the
solved to apply to the Privy Council
whole burgh forthwith declared an

ACCOUNT.—In the Kirkcaldy Sheriff
me ago an action was raised at the
mes Riddock, solicitor, Jedburgh,
t Jack, residing in Nether Street,
the sum of £3 7s 1id for professional
fender's agent objected to the
was incurred in connection with a
ppeal to the Quarter Sessions on the
ppellant was incompetent, and that
cted pursuer to abandon the same.
it appeared that defender wished
for the Volunteer Inn, Lauder, and
, asked Mr Riddock to appear, on
At that time pursuer was of
the application was for the
a porter and ale license to that
ouse, and was of opinion that
as quite competent. Defender's
at the inn license had been lost for
that there was no porter and ale
nection with it, and that therefore
by defender should have been
ew application for a new license.
lordship gave judgment, in which
the appeal was one worth trying,
advice given seemed to have been
erefore gave decree for pursuer for
ound him entitled to £3 12s 8d

SHEEP-STEALING.—At a First Diet
y Court held in Dundee on Friday—
ll Smith on the bench—John Thom-
from Kirkcaldy, was charged with
sheep on the night of 31st December
1st January last from a field on the
ge, in the parish of Kinghorn.
ded guilty. Mr Fairweather, who
is behalf, said prisoner resided in
worked in Burntisland, and walked
ese places night and morning. On
ght, after his day's work was done,
drink with some fellow workmen.
ome, as they passed the field, it was
t they should take a sheep, and
impulse the sheep was taken, and
ided. Prisoner was married and had
y. He had served six years in the
in the Reserve, and had a pension
ay, and this conviction would in all
rive him of that pay. During his
he went through the Zulu War.
the Egyptian campaign, and fought
; and was up the Nile with the
intended to relieve Gordon from
He asked his Lordship to deal with
re as the outcome of a drunken
scal said there were 154 sheep in
e disappeared on Hogmanay night,
the head, and some other portions
a culvert under the public road ad-
d. It was tracked to the prisoner's
three leg bones and 13½ lbs. of
ound. The Sheriff asked what had
other men who were said to have
the carcase? Mr Agnew said that
time he had heard of these men.
id he did not think the prisoner and
ve of a family could have eaten a
xcept 13 lbs. within such a short
ing sentence, his Lordship said that
ng ago men were hanged in this
ep-stealing, and it was still held by
ry heinous offence. Had it not been
ave dealt with the case as he would
a first offence, and for the stealing
thirty shillings' worth of any kind
The most lenient sentence he could
months' imprisonment, to run from
the date of his declaration.

O THE "LANG TOON."—At the be-
month the wife of Mr James Irvine,
esiding in Dover Street, Glasgow,
triplets—all boys. The circumstance
o the notice of Her Majesty by the
Mr William Buchanan, the district
Kelvinside, and a few days ago a
eceived from General Sir Henry
eying the Queen's gratuity of £3 to
Unfortunately the interesting little
since died. Three at a birth is
al circumstance that a *News* repre-
night called upon Mr Irvine, and
t as he had come home from his
Mr Irvine is a sharp-eyed, bright-
, rather under middle height, and
at more youthful than the forty-one
he pleads guilty would lead one to
have been married 21 years," said
"I was married at the age of
wife was 19 years of age at the
e twenty years we have had seven-
—the oldest of whom is now nineteen

and Arbroath they were getting 8s per 80 spindles, but in addition to that they had what they called a bounty, which amounted to 9d. (Hear, hear.) The preparers in Kirkcaldy were, he found, very low paid, earning only 7s 3d per week, while there was a method adopted whereby two women did the work of three, and received 8s 6d per week. That method he condemned; and, continuing, strongly advised the millworkers of Kirkcaldy to lose no time in joining the Union of their fellow-workers, and thus united they would have their wages advanced without recourse to striking for what they believed to be only their fair and just demands. (Loud cheers.) He then recommended that they should return at once to their work, and that they should hold a mass meeting a month hence to consider the wages question. That was the advice he gave at similar meetings held at Arbroath and Montrose, and it was accepted, with this result, that before the mass meeting was held the employers conceded the demands of their workpeople, and in one instance recommended the employees to have nothing more to do with the Union. (Laughter and cheers.) Mr Williamson at this stage left the meeting with the view of waiting personally upon the employers to see if they would open their gates on Tuesday, and on his return informed the meeting that the masters agreed to do so. After some futher discussion the following resolution was proposed, seconded, and carried by acclamation, viz.:—"That this meeting of millworkers engaged in Kirkcaldy, having struck work for a rise of wages which they held they were entitled to immediately, and having heard the address of the Rev. Mr Williamson, President of the Dundee and District Mill and Factory Operatives' Union, take his advice in the meantime and return to their work to-morrow (Tuesday) morning at ten o'clock, but with the resolution that they have a mass meeting of workers in a month hence to consider the whole wage question. That they consider that the workers would be benefited by forming themselves into a Union, and accept the offer of the Honorary President to enrol names for that purpose, leaving the nature of the Union to be determined at a future meeting." After the votes of thanks to Mr Williamson and the Chairman, the meeting, which was throughout of a most enthusiastic nature, was brought to a close.

Fifeshire Journal 14 Feb 1889

ANSTRUTHER.

AN EVENING MAIL.—The postal authorities in Edinburgh have at last granted the evening mail to the South, which had been demanded for some time back by the inhabitants. The mail began for the first time on Friday, and has been found to be of great advantage to the community.

MESSAGE FROM THE PREMIER.—The resolution which was carried at a recent meeting of the electors and forwarded to the Premier has elicited a reply, in which Lord Salisbury desires to express his sincere gratitude for the assurances of approval of the policy of Her Majesty's Government contained in the motion.

SOUP KITCHEN.—A local committee, with Provost Dairsie as convener, has arranged to re-open a soup kitchen in the interest of the poor neighbours of East and West Anstruther. The cellar, so well-known as Cromwell's guard-room, is again secured as a kitchen. The distribution, which is twice a week, began on Wednesday. The appeal for funds is to be made by a committee of young ladies.

SNOW STORM.—In exposed situations the drift arrested traffic on road and rail. The first down train from Dundee on Saturday was little if at all overdue, but on the west section the first uptrain did not reach Thornton till some minutes past 9 a.m., while the service was more or less behind time for the rest of the day. The roads were impassable at several points for wheel traffic, and on Sabbath the mail gig was brought to a halt on this side of Ardross. The frost was intense, but the fleecy mantle allayed any fear as to the safety of the wheat, &c. Out door labour has, of course, been at a standstill.

THE PROPOSED FREE CHURCH.—A meeting of the building committee was held on Saturday night—the Rev. Mr Macalpine in the chair. As we stated last week, Mr Stephen Williamson, at one time member for the burghs, accompanied his donation of a second £1000, with a recommendation of a plan or sketch by his friend, Mr David Henry, architect, St Andrews, who was present at the meeting. One member expressed himself strongly to the effect that it was premature to agree to a plan, especially in view of the appeal to make the Church a fitting memorial of Dr Chalmers in his native town, but the resolution of the meeting was to adopt the design submitted by Mr Henry, subject, however, to certain alterations on the steeple. The building, as already stated, is in the primitive style of architecture, spoken of as Norman, with about 800 sittings, at a cost of £4000.

vacant seat at the Board. Treasurer Duncan next proposed, and Councillor Ramsay seconded, the election of Councillor William Morton, baker, as bailie, which was likewise agreed to *nem. con.* The arrangements as to the appointment of an assembly elder induced Councillor Bonthron to ask if this was necessary in these days, but it was allowed to pass without challenge or remark. A letter was read from the town clerk of Inverness suggesting, *inter alia*, the absorption of the Harbour School and Parochial Boards into the Town Council. One or two members, like Councillor Bonthron, pointed out the inexpediency of such a union in view of the very dissimilar nature of the duties, but at the suggestion of the Chairman it was agreed to hold any discussion over in the meantime. The treasurer submitted a letter from the Provost of Crail asking payment of the annual reddando, viz., 11s 1d due for the last eight years. This, we may explain, is an ancient agreement by which the freeman in the one burgh is a freeman of the other, but in view of the fact that the privilege is a thing of the past, in the case, for instance, of the harbour at Crail, it is argued that the obligation no longer exists. It was agreed, however, to remit the question to a committee. Resolving into the Police Commission, it was agreed to appoint Treasurer Brown inspector of dairies. The meeting then resolved into a committee on the account—a sum of over £80—for services in connection with the new water supply by Messrs Jamieson & Guthrie.

THE EAST OF FIFE FLEET IN THE GALE: UNPARALLELED LOSS OF NETS.—The north-west gale was experienced in all its fury at the entrance of the Forth. So early as Thursday afternoon the sky was full of warning, in particular with the curious forecast known to seamen as the "sun dog"; nevertheless, with the fine shoal on the coast, the boats sailed to cast their nets as usual near the Isle of May. Several anticipated the storm and were back to the pier by midnight, but many, if not most, were caught a few hours later by the gale. Some persevered and saved their nets, but only to encounter a new disaster in the loss of spars and sails. Luckily there was no lack of those able and willing to perform the part of the good Samaritan. Thus the "Thomanna" of St Monance, dismasted near the Carr, was saved by the "Gleaner" of Pittenweem; the "Onward," also of St Monance, by the "Betsie Horsburgh" of Pittenweem; a third St Monance boat, the "Renown," by the "Jessie Hugh" of Cellardyke; and the "Margaret" of Buckhaven by the "Seven Brothers" of Cellardyke—one and all, in the course of Friday night, came into Anstruther. In the meantime the gale was rising at sea. It was indeed a fearful night, with the beacon light on the May ever and anon shrouded from view by the blinding showers of snow, and with nothing to be heard save the dismal roar of the breakers. Daylight broke at last, but only to reveal new terrors, for it was but too evident that unless there was a shift or abatement in the gale the boats would be driven on the rock-bound coast on this side of St Abb's, on which the surf could be seen chafing as white as snow. Thus, boat after boat slipped or cut her swing to sacrifice every net in the drift so as to weather the Head. This was on Saturday night, when it is impossible to describe the uneasiness in the homes of Cellardyke. Eight boats were still at sea at the mercy of the gale, booming so incessantly on the shore. There was likewise a new anxiety, as, fishing at their doors, the crews are only supplied with provisions for the night. Nor was this alarm in vain, for as in the case of Skipper Doig, and the crew of the "Onward" of Cellardyke, they had no other sustenance than a single slice of bread for the day. So it was with the first peep of day on Sabbath old and young might be seen straining their eyes between hope and despair to catch a glimpse of the well-known sail. And thus hour followed hour till at last the little wing-like specks were descried on the horizon, and by the ringing of the church bells for the afternoon service the last of the herring boats, the "Sea Gull," was safely moored at the pier. No little uneasiness continued to be felt for the safety of the "Celerity" of Anstruther, but she likewise arrived in the course of the night. The "Celerity" had put to sea with the great lines, but it appears that she came to anchor during the gale under the lee of what is known as "Bervie Brow." So far as we hear, there is happily no disaster to life or limb, but the loss of nets or sea tackle is unprecedented. A hundred boats have more or less shared in this misfortune, but twelve or thirteen have lost their entire outfit of five and thirty nets. In more than one case the yarn as fine as a sewing thread was torn like gossamer in the surf. As we explained the other week, the nets are so floated as to hang like a wall not below as till now, but above the rain, which was often pulled with scarcely a shred. It is idle to speak of a monetary loss, it is enough to say that in the middle of the fishing only too many

Detail-Nethermuir

AMALGAMATION SC
Kilconquhar School
Williamsburgh School
members were prese
Thomson of Charleton
a letter from the Depa
lay in carrying out the
Inspector's last repo
possible, the Board wo
made with reference
tion scheme with Elie
tion, and produced a
against the removal
After these document
called on Mr Ketchen
which stood in his nar
since last meeting he
the Williamsburgh an
of which he would giv
reserve his remarks
been read until it had
seen how much of the
trict, which in all a
presented by the p
burgh return, Mr
that the number o
was 84, and the avera
of which he would t
of these 21 resided in
the Toft and East En
Place; that of the 21
under 10, and only on
school the number on
attendance 84; that
Kilconquhar parish, 9
Williamsburgh; while
under 10 years of ag
showed that the id
involved in asking th
even to the existin
imaginary. In consi
his motion was reason
meeting should bear
the fact which had a
the Poor-law Act for
parish occupied, as
an unenviable positio
was proved by the
assessment, that the
was nearly 50 per c
parties who were ten
house property in th
facts, and considering
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are so crippled that they, will not resume what has been of late years the harvest of share.

l efficient. Several rounds of were fired from the 4 guns in he horses behaved remarkably ic warfare, considering that it t time they had been under fire. inspection, Colonel Thomson mb, commander of the battery, pleased with the way in which ned out and manœuvred. The photographed in the field by The Volunteers, again headed hed through the city to the e men were liberally supplied Considering that the Battery two days before, and marched a distance of about eighteen g part in various manœuvres, ly to be complimented on the e they made on Saturday. The ttery, which has recently been v 60 feet square, and provided harness-room, shell store, etc., Colonel Thomson on Saturday xpressed himself highly pleased tion. The St Andrews Battery, d from a Garrison Battery last the first carried out all its the open, and was the only in Scotland "to take to the fficial inspection last February. ess is due to Sergeant-Major takes great pains in drilling vas officially complimented for in Lamb at the Drill Hall on

PROFESSOR CROMBIE, D.D. :
.—On Sunday forenoon, the D., Boarhills, conducted the n Church for the Rev. Dr her chose for his text these ry in well-doing," from which ropriate discourse, and towards ollowing reference to the late bie, D.D., Professor of Biblical ogy in St Mary's College :—me briefly refer to one who l of our common Father, and n example of patience in the ing, of unwearied diligence in nd truth. I speak of another ssors who has gone the way of hie was one person as known ld, and another and totally to his students. They alone preciate his services, and judge . As a student, I speak of him or. We had no greater desire him and listen to his words, wisdom and learning. Con- ial gift that God had bestowed not tire listening, for his voice nt, his language always choice ner calm and attractive. The f a wonderful memory, when ed to lecture for a whole hour ultation of notes or written r he lifted his head from his lways expected something never disappointed. Noth- delightful than to hear his as he took up ground that nderstand, and then gradu- difficult and the less known. it in a chair of criticism, and, in a chair of biblical criticism, everent spirit that could not gs; he loved truth, and in- with the same love. Those ood fortune to listen to him , cannot appreciate him to the se misfortune it is that they , will never be able to ap- s St Mary's has sustained in nbie. For several years back well, and at the close of each stom to solemnly bless those r was ended, and to pray ht be back in his place again t of another session. Often words of parting to us. , at the close of session 1887 yes—'gentlemen,' you have, valuable advice given you by s. I have but two words to fence neither to God nor man, py in the thought that you ty to your Maker and your d now we have to mourn his ll power to follow in his foot- followed in the footsteps of ver spoke with deepest and d who made it his meat and

curer, stating that they had agreed to reduce Mr Glen's yearly rent from £18 to £13, on the conditions before agreed upon. Provost Paterson moved the adoption of the minute, which was agreed to. *Applications for use of Town Hall.*—A letter was read from the officers of the Artillery Volunteers applying for free use of the Town Hall for Friday and Saturday, the 6th and 7th September, when they proposed holding a bazaar in order to defray the cost of improvements and alterations in their drill hall, which were rendered necessary when the battery was transformed into a field battery last year. The Council unanimously agreed to grant free use, seeing the object was a national one. A petition was then read from the St Andrews Male and Female Whitsunday Benefit Society, stating that they had met for the last six years, once a week, in the committee room of the town buildings free of rent, and soliciting a further continuance of this favour. As the Society existed mainly for the benefit of the working classes in the city, and as much of their funds as possible were devoted for sick and funeral money, they hoped the Council would allow them free use of the room as formerly. Mr Murray thought the claim should be granted. The Provost was of opinion that they should impose a merely nominal charge of about 10s for the use of the hall by the Whitsunday Benefit Society, and carry this principle out in all cases. Mr Harris suggested 5s as a nominal charge, and thought that the same principle should apply also in the case of the Artillery Volunteers. Mr Murray protested against charging at all. The rooms were empty, and existed for the public benefit, and he did not see why they should not be occupied. Mr Harris moved that a nominal charge should be imposed in both cases. Mr Morris seconded. Some opposition being still offered, a show of hands was taken, when the motion was carried by a large majority. It was then agreed to charge the Artillery Volunteers 10s 6d for the use of the hall for two days, and 5s for the Benefit Society for the year. A letter was read from Mr George Gordon, Shore, stating that the shed he rented from the town was infested with rats, and suggesting improvements to the amount of from £10 to £12, if the Council would reduce his yearly rent by £2. The matter was referred to the Committee. *Bell Fund.*—An application was read from the "Association to provide a nurse for the sick poor of St Andrews" for a donation for the Bell Fund to enable the Association to send their nurse, Miss Sarah Pettigrew, to a training hospital and classes at Cambridge, where she might further train herself for her profession. The outlay required would be about £20, and as their fund was limited and made up entirly from voluntary contribution, they hoped the Council would recognise their claim. The petition was signed by the medical practitioners in the city, who testified to the good work done by the nurse. Provost Paterson moved that a donation of £10 from the Bell Fund be given for this commendable object, which was unanimously agreed to. A letter was read from the City Brass Band, soliciting a donation of £5 from the Bell Fund to defray the expenses incurred during the past winter, which included 30s for the cleaning, &c., of the City Hall during the time the band practised there until the Drill Hall was ready, and also the providing of programmes for the open-air concerts at the Links this season. As the band gave its services free, it was trusted their application would be favourably considered. On the motion of the Provost, it was unanimously agreed to take £5 from the Bell Fund for a donation to the band, as being for "a moral and religious purpose." *Railway Fares.*—Correspondence as to railway fares between Glasgow and St Andrews was read. The manager of the N.B. Railway wrote saying he had carefully considered the suggestions made by the Town Council, but regretted that the Company could not see their way to alter the present fares between Glasgow and St Andrews. They had agreed, however, to try as an experiment next month, to have return tickets from Glasgow to St Andrews, available from Friday and Saturday to Monday—the 1st and 3rd class tickets to be 10s and 8s respectively. The Provost had written back expressing satisfaction at the proposal, but pointing out that the Company would gain increased passenger traffic by summer visitors coming to and from St Andrews, if they made the tickets available from the beginning of June to the end of September. The ordinary tickets, which were available for six months, were only 2s 1d dearer than the Friday tickets. The manager had replied that they could not agree to do so at present, Mr Harris suggested that they should try and get the same return charge ticket, from Friday to Monday, from St Andrews to Glasgow, as well as from Glasgow to St Andrews.

by her to open the door (which had a patent inside handle), but that it suddenly burst open.

ANSTRUTHER.

AN ENORMOUS SKATE.—Among the fish landed in the end of last week at Anstruther was an enormous skate, which measured 6 feet in length, 5 feet 1 inch in breadth, fully 1 foot in thickness, and over 1 cwt. in weight. It was sold to a local curer, and sent on fresh to Dundee.

PARNELL DELEGATES.—At a meeting of the Junior Liberal Association of the Coast Burghs at Anstruther on Tuesday night it was resolved to appoint the chairman, Bailie Lumsden, and Mr R. M. Oswald, Pittenweem, as delegates at the forthcoming Home Rule demonstration in Edinburgh.

OPEN AIR SERVICES. — A series of open air services have been held alternately over the week at the piers of Anstruther, Pittenweem, and Cellardyke by the Rev. H. G. Macalpine, of the Free Church, assisted by the Rev. Mr Hardy, Newbattle. There was a large attendance, and no little interest was awakened by the eloquent and stirring appeals of these devoted evangelists.

FISHING.—With the exception of a boat here and there the North Sea fishing is relinquished for the present. The hardy fisher is thus busy to east and west getting ready for the coming drave, the prospects of which have not been so bright for the last four or five years. About two hundred Fife boats are already afloat in the herring sea, about 140 at Shetland, and the rest mostly from Buckhaven, Shields, &c. So far the advices are very encouraging from all the stations, so that the work is going on under the most kindly influences all round.

ST JOHN'S CHURCH.—The conveyances to enable the visitors to attend St John's Episcopal Church have been resumed between Elie and Pittenweem. On a beautiful day it is perhaps the most charming drive on either side of the Forth. Nor are the interesting reminiscences of the church to be overlooked. Nowhere else, indeed, has the pastoral succession been so unbroken since the Revolution or the death of the Rev. Andrew Bruce, who left the parish for conscience sake. Amongst the incumbents were Bishops Glegg and Low, Nathaniel Spence, George Robb, &c. The interest is so widespread that the little church is rather inconveniently filled.

RECKLESS DRIVING.—At a Burgh Court on Saturday—before Bailies Lumsden and Morton—William Henderson, butcher, High Street, pled guilty to recklessly driving a horse yoked to a spring cart along Shore Street on Thursday afternoon, whereby Alexander Mackenzie, son of a pedlar, was knocked down, his head and face cut, and one of his ribs broken. Mr Cook urged in extenuation that there were two carts coming along the street at the time, and, in order to get clear of them, Henderson drew to a side. The boy was standing on the street singing with his father when the accident occurred. Henderson regretted what had happened. A sentence of 10s or seven days' imprisonment, was imposed.

TOWN COUNCIL—A LIVELY MEETING.—A special meeting of the West Anstruther Town Council was held on Monday night—Provost Wilson in the chair. The leading topic of the night was the letter from Mr Cook explaining that the mysterious document with regard to the seaware, of which so much had been whispered of late, was nothing more than a copy from the public registers of the original charter of the burgh. Mr Cook went on to say that he had invited the clerk to verify the copy with the quaint Latin of the ancient records, and not only so but he had offered a transcript as a gift to the town, so that the invidious criticism at the last meeting of Council was altogether pointless with regard to himself. The chairman called on the clerk (Mr Jamieson) for an explanation. The Clerk said that as the letter had been printed and circulated in the interval, there was, he thought, something underlying it. He would, therefore, submit a written answer to next meeting. The chairman saw no reason why the explanation should not be given there and now. Councillor Russell explained the circumstances that led to the printing of the letter. It was simply for the information of the committee in consequence of the meeting being adjourned from month to month through the illness of the Provost. The Clerk—"I have given my answer, and I will abide by it—I will not be treated in this high-handed way." It was eventually agreed, on the suggestion of Councillor Gilmour, to allow the Clerk to reply in his own way. As convener of the committee, the Chairman reported that there was nothing as yet to advise with regard to the handsome offer of Mr J. R. Welch to assist the town in the seaware dispute. Councillor Russell submitted the amend-

and also the double solo ladies exhibited great facil Miss Thom's firmness of to a young lady of her years. Thom's rendering of the very tasteful, as also "Love Miss Hutchison. In the cl gave "The Garden of Sleep with great feeling, and "U land" with an energy wort recitation, the seniors gav from the "Merchant of Ven showed that they had ca words of the great master. recitations very happily, a stone recited "Only" with indicated decided talent. following report :—

"Considerable changes ha the past year in the history o cumstances have led to a ne being obtained; but there is change adding considerably pupils, and increasing the fac thorough attention to each cla result in the future progress o pleasure in reporting that t session all the pupils have e At the close of last session Mis the Edinburgh University Exa her senior certificate in His German; and Miss Nelly Sal liminary in four subjects, and for English, History and Geogr and Drawing. During the pa went up for examination in with the Science and Art Kensington, but the results Still more recently four pupils burgh University Junior a The results have not been an all have passed. We have bee which have reached us of the of this Institution, as both in they have taken the highes Misses Gulland at Edinbur Robertson at London, who ha grammarians of the school. have conducted themselves their general conduct, alon of undiminished esteem fo very gratefully acknowledged stand out as eminently brill possess talents which only Unfortunately some of them truth of the well-known fable Tortoise;" little effort might the top of all their classes, efforts and allowed the plodd win the race. The system of aminations has been rigidly ca materially assist our efforts guardians would examine the as it would give them the best the subjects taught, but also pupil. In this connection, from the numerical value of the place noted on the alone that the pupil take It is a method where shown, each pupil having it w be at the top of her class. W the Rev. James Bell, B.D., w ducted the University examin time and attention in deciding We are also deeply indebted Miss Arnot for the great trou examining all the sewing an merited commendation. Th Rev. Mr Gordon of Kettle, an of Cupar, for the time they be reading prizes in all the cla taught by Mrs Alloway of E last winter, but no prize has former years, our grateful ackn to Mrs Renton of Cupar, and of Glasgow, for the valuable priz As mentioned in last report, t the session a lawn tennis c croquet. As the result, a tennis (Miss Lloyd, umpire), (Mrs Blackstone, umpire), wh petitors in tennis were :—Miss Lizzie Hutchison; in croquet Mary White, and Mabel Gulla gone on much as usual. The division, under Miss Lloyd, ha Literature, Composition, and and Elegy and Macaulay's essa Gardner's Puritan Revolution Brunswick period, with the ge The 2nd division, under Mr Milton's "Paradise Lost," spearе's "Merchant of Venice have also studied the general lit As stated in last report, we the general routine in teaching ing more attention to the features of the country; the ce the manners of the people. seniors have gone over the geo

Detail - Nethermuir

Fifeshire Journal 27 June 1889

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Detail - Nethermuir

blood than would belong to a fox, and said, "Surely they have killed a sheep". I jumped off and smelt the blood and it was not fox. After blowing for some time, thirteen couple came to me, all from the bottom of the hill. Jack Capel said to me, "I see something at the bottom of the hill in a ditch; it looks like a dead fox." After pointing it out to me, I said, "It's not a fox," and we started to scramble down the hill. It was very steep and we had great difficulty in getting down. We found "Matron" dead, lying on her back, and her belly and legs looked as if they had been riddled with shot. She had been worried by the other hounds and the holes were caused by the hounds' tushes. She was quite stiff, and the hounds just put their noses under her and turned the body over. Probably the fox had got to ground about top of hill and "Matron" had gone in after him, and they had all rolled down the hill together fighting. For some days afterwards the hounds were very unsettled and quarrelsome.

I sent hounds home to Cowdenbeath with George Palmer and Capel. I went and dined at Dron with J. Richmond. Gordon drove me into Perth to catch the night train. I slept at Edinburgh, and went on to London next day.

31st December, 1887.—From the Fife paper:—

"The Fife Hounds met at Largo on 14th December, and found in Pitmuir Hill. The fox started through Kielsden and Balcormo Wood, and through a flock of sheep, and on to Bonnyton Wood, crossed the road south of Teasses Toll, the hounds rattling him

along at a killing pace. Leaving Greenside and Cassindilly to his right, he crossed the old deer park of Struthers, and leaving Chance Inn to his right, he ran through the Tomb Den, and over the Pitlessie road, through Crawford Priory policies, crossed the River Eden, and running north he entered a big culvert running under the railway embankment, which was big enough to let the hounds in, and they soon pushed him out, and he pointed for the Eden again, but doubled back and ran through Springfield Wood, jumped the wall, when one hound spied him, then another, and another, and all was up but shouting. But crossing the railway in front of an approaching train, which necessitated the hounds being stopped until the 'Iron King' had sped by, gave him an extra lease of life; but the hounds were quickly on his line, racing him like a pack of ravenous wolves, with their 'hackles' standing on end like porcupine quills, through Crawford, and over the road to the Tomb Den, where they rolled him over just as he scrambled over the wall. Then what a scene! The Colonel pops over the wall, with a face wreathed in smiles, and the stiff and lifeless body was taken from the hounds and hung on a branch of an adjoining tree, and Jack Shepherd, with a most determined and cut-throat appearance stamped on his features, takes his knife and severs the head and brush from the body, and then with a ringing whoop the Colonel throws his lifeless form to the yelping curs around him. 'Whoop! Tally-ho! loo-loo-loo!'"

going to Norfolk Hounds. Mr. Fountaine (Di Follett's brother) is master.

Friday, 22nd March.—Meet at Three Pots Inn; drove on. I rode Mr. Foxwell's nice brown mare, good hunter with pleasant manners and good mouth; J. A. T., big bay horse of Mr. Drackley's; had been steeplechased the week before; behaved like a demon and ran away all day. Drew Burbidge Wood; crowds of stockingers, who greeted father with "Ullo, Captin, got back to your hold 'aunts, ave yer! Could not we drink yer 'ealth this fine morning?" Very large field. Nettie Townsend and her father, Mr. Jack Follett and Hugo Haig, Mr. and Mrs. Young (Green T.'s sister), etc. Three Pots spinneys blank; Woolvey blank; Attlebury blank; Lindly *blank*. Too disgusting and disheartening. Horrid jogging day on a most uncomfortable and tiring saddle. We at last ended at Caldecot, where we had tea and saw some of their beautiful rooms and the electric lightings thereof, and drove home in a more cheery state. How I *hate* a blank day. Lady de Clifford dined at Cliff. Cribbage as usual.

Saturday, 23rd March.—Meet at Corley. Father rode "Fairy," I "Harbinger," very fresh. Mr. Pierrepont rode a horse with a silver tube in its throat for roaring. We all, Mr. and Mrs. Oakeley, Ted and Cis, Mr. and Cis Callender, father and I, drove on to Arbury; lovely old place, belonged to Rosie's godfather, Mr. Newdegate. Got on our horses there and trotted on to Corley, the meet. Crowds of

Charity School children in uniform, straw hats and aprons. Found a lame fox, a very pretty find. Fox ran snapping past H. Callender and J. A. T., who said, "He don't go right". One of the hounds actually had hold of him as he bundled into a hole, and so just saved himself. They then proceeded to dig for the poor little thing while the pack went to draw again. Found another fox, who made a line for the next wood. Cut off a corner of ploughed field. Huntsman all wrong. Wrong side and wrong way. Bucketed along road; no good. After some time they let the bagged lame fox out. Mostdisgraceful proceeding. Enormous yelling crowd of running boys and men. Fox let out miles away from pack. General scuffle getting out of wood after them. "Harby," quite wild with excitement, plunged and rushed at a nasty blind ditch. Cis Oakeley just in front of me, so had to pull him rather to the left. He quite lost his head, and apparently never even noticed a horrid strong binder, so down we both came, on his right side. I of course hung, notwithstanding my safety skirt, but comforted myself that it must break directly and that I should then be free. But not a bit of it. I had, out of youthful folly, substituted lace instead of the orthodox tabs and buttons, and the consequence was that the lace (a champion) held me suspended upside down like a huge pendulum. "Harbinger" behaved like an angel, and only jogged slowly. Had he chosen to gallop, I must have been smashed, probably killed. He trod on my hand and knocked my mouth with

his hind leg. I kept on wondering how long it would last and how much I should get trodden down before any one would come. It all seemed *such* ages. I must have looked too ridiculous for words, walking on my head and hands backwards, being buffeted forwards by "Harby's" hind feet and back by his front legs, while *my feet* were perched proudly on the saddle. Every one thought it was a dangerous accident, consequently most of the field stopped and Mr. Rowley Beach and another gentleman came to my rescue. I said, "It is no use *trying* to lift me, please undo my habit!" By degrees I was let down and felt very jumpy. After many struggles and kicks I was hoisted on to poor old "Harby's" back again, and we pursued the fast vanishing hunt. Through Corley again and they eventually killed. "Harby" pulled and plunged like a demon, in fact his fall has hopelessly demoralised him. Found again at Cowlees, through Arbury, fox in view for one field, ran through Annesley Park, Stockingford.

Tuesday, 26th March. — Cliff, Atherstone. Packed, etc.; early lunch. Drove in hired fly to Nuneaton; went by train from there to Leamington, where we had to change stations and wait hours. At last we reached Swindon and put up our horses at Deacon's while we went to the Goddard Arms, a most charming and comfortable hotel.

Wednesday, 27th March.—Up early and left Swindon by the 8 A.M. train. Just as the train was moving father received a wire from the Duke to say they would wait for next train. However it was

then too late to change, so off we went. Got out at Daunsey and went to the inn where we waited hours. We got on our gees, I on "Fairy," father on "Harbinger," and dawdled down to the meet at "Swallets Gate," the same place where they met 22nd February, 1871, the day of the Great Wood run. The first people we met were Colonel and Mrs. Helm. Nelly and Captain Atherley, Colonel Peter Miles and two or three others were all we knew at first. After hours of weary waiting, Lord Worcester trotted up with the hounds, followed by the Duke and most of the field. We all proceeded to draw a gorse. "Fairy" awfully fresh and peacocked along and was much admired by the Duke. Father committed me to the care of Tom Morgan, Captain Spicer's huntsman, who told me a good deal about Vincent, etc. Drew gorse; chopped fox there. Found. Great Wood; fearful ride. Henry Baker (Hardwicke) came and talked to us. Good run; killed at Webb Wood. Followed Lady Cholmondeley. Drew Dauney Strips; did not find. My hat came off. Lord Dangan lent me his pin. We arrived at Chippenham and joined Nay and drove to Badminton, leaving our horses to follow with Henderson. We got to Badminton about seven. The Duchess came down the passage to welcome us saying, "How glad I am to see you". She took us into the ante-drawing-room, where we chatted, and then took us upstairs and into my room. Then I and Nay unpacked and dressed. Dinner very late, about nine. The Duke took me in. Mr. Holford

St.A HD 9861.8D88W2 Dellar - Nethermuir
Jutepolis: Dundee ... 1885-1923 Walker, Wm M.

been "material". That was one view, and Mr. Micawber's was another.

To treat of living and working conditions among Dundee's textile workers is, perhaps, to make a distinction without a difference. True, for most workers, there was a life lived inside the factory and a life lived outside of it, and these could be separately described. In determining the general quality of life, however, living and working conditions were symbiotic; the industry an encasing and uncomely iron-lung.

The artificiality which follows from a no doubt convenient methodological separation of living from working conditions is most obvious in the case of domestic workers employed by the industry. Sack sewing in the home called for a degree of self-discipline no less severe than the enforced discipline of the factory. The odour of jute filled the houses of sack sewers just as pungently as it did the weaving sheds of employers. The needle used for sewing could be just as cruel to the hands of sewers as jute fibre was to the fingers of spool and cop winders.[1] Female workers in some mills were required to lift unassisted a "load of sixty pounds" but only over short distances.[2] Female sack sewers carried bundles of sacks between home and factory and a bundle weighed from 60 to 68 lbs.[3] In the home, a sack was not only the unit of production but an item of furnishing. Sacks kept out the cold in the ramshackle beds of domestic workers and, as makeshift screens, they gave a little privacy

1. Scottish Prohibitionist, 30 Apr. 1910, contains a popular piece on domestic sack sewing which is extremely useful.

2. In the late 1920's John Sime had a major triumph in inducing the factory inspectorate to undertake a special enquiry into weight-lifting in the Jute and Allied Industries. See Annual Report of the Chief Inspector of Factories and Workshops 1930 (London, 1931), 105-11.

3. Lennox, op. cit., 190.

in rooms occupied by parents and grown-up children alike.

Where jute products were taken into the home, the distinction between living and working conditions was blurred. Yet the regimen of jute could be as dominant in the lives of those who were not outworkers. The Dundee Social Union deplored the "ignorance of the workers regarding the dietetic values of foods",[1] but the point was academic for workers who were obliged to use their lunch break to clean dust from machinery while at the same time trying to consume a meal.[2] What the Social Union called the "proper preparation of food" inevitably left much to be desired in a city where mothers lived from 6 a.m. to 6 p.m. in a factory. The cost of living in Dundee was unusually high and one reason for this may have been injudicious purchasing. But Dundee women hardly had the leisure to learn the art of shopping.

It was the view of the Social Union that not a little disease in Dundee sprang from the presence of slum properties with "sanitary accommodation of a very defective kind".[3] The historian could also instance the calculation of the city's Medical Officer that insanitary dwellings accounted for one-quarter of the deaths in Dundee each year. The contribution of insanitary homes to mortality would need qualification, however, given the existence of mills with lavatories "dry and in shocking condition . . . only two provided for 300 women".[4]

In reporting on housing conditions in the city, Social Union investigators felt compelled to mention the "dread of open windows" which prevailed among workers.[5] Walter Walsh was another strong advocate of the

1. Dundee Social Union, op. cit., xv.

2. A perpetual complaint made by John Sime (Union Letter-book no. 2, Sime to H. M. Inspector of Factories, ff. 12, 27, 40; 3 Oct. 1919, 28 Oct. 1919, 26 Nov. 1919, respectively).

3. Dundee Social Union, op. cit., xi.

4. R.C. on Labour, The Employment of Women (London, 1893), 309.

"fresh-air-habit". But at home, as at work, fresh air was hard to find. Where windows in slums overlooked what were euphemistically called "ash-pits", it is not surprising that windows were closed against a stench described by the occasional Social Union visitor as "appalling".[1] Nor were workers introduced to the bracing advantages of fresh air by their experience in the mills. As late as 1902 one factory inspector reported that in Dundee the "sickly odour of jute seems to demand a better system of ventilation . . . . It is a common circumstance for a young person when first employed . . . to contract a certain peculiar complaint called 'mill fever'".[2]

Two points are perhaps fairly clear. The causes of working-class disease and distress arising at home or at work were normally so enmeshed as to defy unravelling. Or they were simply the same causes present at home and at work.

The physical environment of jute production (and this needs to be stated) was no worse than in textiles elsewhere in Britain, and no more injurious than conditions in other industries. The very large Dundee mills built by the city's very wealthy families were monuments of civic and commercial pride, erected certainly with a view to efficient production but with an eye to the comfort of workers. In the 1860's an expert observer reported:

> "The recently built mills have been constructed . . . with every modern appliance for the physical comfort of the operative . . . . Some of the new works . . . are most imposing structures, palatial in appearance, colossal in extent, and, in durability, magnificence, or comfort, unsurpassed by the mills in any other town in the kingdom, or . . . any country in the world."[3]

1. Ibid., xi.
2. Annual Report of the Chief Inspector of Factories and Workshops 1902 (London, 1903), pt. 1, 129.
3. A. Warden, The Linen Trade, Ancient and Modern (London, 1864), 621.

Of course it could be argued that the architectural impressiveness of Dundee mills may be little guide to the morale of those who worked in them. Equally well it might be insisted that standards of building and of comfort are historically relative. The fact remains that leading Dundee jute firms were responsive to the recommendations of factory inspectors, and careful of conditions on their premises. The majority of employers, unfortunately, did not have the capital, the sense of prestige, or sufficient interest to bring their standards up to the level of Dundee's leading magnates. In a report of the Royal Commission on Labour, it was told of one jute company employing more than 1,000 females, that ventilation was "capital", and that lavatories were "excellent", being "tiled throughout and thoroughly ventilated and flushed". The same firm had "Electric lighting" which was "much appreciated by workers". Another large jute firm boasted "Excellent work rooms, lofty, well lit, thoroughly ventilated, water taps and sinks provided." With great innovation this company had a "Recreation hall and gymnasium", a "dining room", and a "Musical and dramatic society" all of which were under the control of workers. There were other mills which presented a very different picture of "Sheds very close, low in the roof, and overcrowded", with dust "very bad" and "Effluvia from lavatories."[1]

Not all Dundee mills fitted the satanic description, and in no Dundee mill did the preparation and processing of jute fibre lead to spectacular disease like the "phossy jaw" common among match workers, or the colic, convulsions, "wristdrop", blindness and paralysis risked by workers in paint manufacture.[2] Factory inspectors in the late nineteenth century were disturbed that jute dust contained "silicious matter" and that some

1. R.C. on Labour, The Employment of Women (London, 1893), 309.
2. Ibid., 23-6 and 151-5.

jute bales harboured "the bacilli of tetanus".[1] Modern research, however, tends to the conclusion that jute is harmless[2] and, while modern research is conducted in mills with modern ventilation, there is no obvious reason to suppose that in itself jute dust was more than an irritant which, at worst, probably increased the chances of droplet infection.

It was not so much the physical conditions in which jute was produced, but the labour employed in producing it, which accounts for the misfortune of the city and its workers. Factory conditions no more than typically bad and in some cases better than was conventional, became pernicious where jobs were commanded by married women. The employment of children and young persons was also regarded as baneful, although the evidence here is less firm. In any event, the two subjects to which social investigators gave major attention were child labour and its relation to physical retardation, and the employment of married women and its consequences for Dundee's infant mortality rates.

Quite apart from employers and parents who had a vested interest in child labour, support for juvenile and half-time employment came from many and perhaps some surprising sources. As president of the Dundee Mill and Factory Operatives' Union, Henry Williamson did not deprecate but championed child labour.[3] The Dundee Trades Council has left no record of its opposition to the practice.[4] Represented on the Dundee School Board, the

1. Annual Report of the Chief Inspector of Factories and Workshops 1903 (London, 1904), pt. 1, 163.
2. A. Mair, D. Smith, W. Wilson, and W. Lockhart, "Dust Diseases in Dundee Textile Workers", British Journal of Industrial Medicine, xvii, (1960), passim.
3. Minutes of the Dundee School Board (Dundee, 1897), 332.
4. There are no surviving archives of the Dundee Trades Council, and the views of that body could easily be misrepresented. The Trades Council did not, however, record any objection to child labour during the sittings of the Royal Commission on Labour, nor on any other occasion which the writer can discover. What is more, the Trades Council was criticized in 1891 in the Piper o' Dundee for having allowed Williamson to project himself as the spokesman of labour on the half-time question

Catholic Church followed a policy of leniency in the granting of school exemptions, and was no doubt sorely pressed to do so by Catholic parents. To some in the city, the employment of children was considered to have advantages greater than its function as a supplement to the family income. In 1883 a writer in the Dundee Advertiser reported on half-time employment as conducted in the firm of Baxter Brothers. The choice of firm was a wise one, for it ranked high in the league of enlightened Dundee employers. This hardly excuses, however, the manner in which the writer was carried away:

> "As to the whole question of the employment of half-time children I will venture an opinion . . . . If children must be employed, this is the best way I know of their being so, as the work is light; the pay in just proportion; and best of all, their education is provided for. They are placed at once on the high road to industry . . . and they receive . . . the golden key of life in the elements of education. How unspeakably happy the condition of the working children in dry and comfortable atmospheres at work which challenges without overstraining . . . which has room for smiles and laughter, compared to that of the dirty, neglected child of careless or drunken parents, with the street for a playground, and a troop of rude companions."[1]

This passage is not remarkable for its suspicion of street-play, nor for its expressed belief in the value of an early introduction to work discipline. Both were endemic in Victorian Britain. But the claims made for half-time education, that "the girl or boy" as the writer put it, "may ultimately pass into University College" and that this was "the peculiar glory of Dundee",[2] merely invited amusement in a commentary otherwise interesting. Clearly, to the writer, the work performed by children was not onerous. The work was "shifting", that is, the removal of full bobbins from the spindles of spinning frames and their replacement with empty

1. Quoted in Dundee Year Book 1884 (Dundee, 1885), 59-60.
2. Ibid., 59.

Slk. *c.* 1700 T. Craig-Brown *Hist. Slk.* (1886) II. 81:
The High Street . . . being always very "nestie throw its not being casaed".

Gall. 1702 *Session Bk. Minnigaff* (1939) 74:
The deponent heard the said John say filthy nesty bitch.

Sc. 1717 D. Lindsay *Sermon Synod Lth.* 13:
Like a bright Taper in a nesty Candlestick.

Sc. 1756 M. Calderwood *Journey* (M.C.) 168:
I often had a curiosity to taste the tea, but the water in the cannall, out of which it was filled, looked so naisty, that I durst not venture.

Abd. 1865 G. Macdonald *Alec Forbes* vi.:
I canna bide that Bruce. He's a naisty mean cratur.

Ork. 1880 Dennison *Sketch-Bk.* 112:
Ye pooshan, nesty, filt'y crater.

Fif. 1894 J. W. M'Laren *Tibbie and Tam* 108:
Tibbie has a nesty habit o' openin' a' his letters.

Ayr. 1900 G. Douglas *Green Shutters* v.:
The "harmless bodies" and the "nesty bodies."

Peb. 1929 *Sc. Readings* (Paterson) 84:
That impident, nesty bizzom o' a neebour.

Deriv.: *nestiness*, filth, ordure.

Inv. 1714 *Trans. Inv. Scientif. Soc.* II. 214:
Cleaning and keeping the streets and lanes or common vennels of the burgh free from muck, filth, dunghill, and other nestiness whatsoever.

Gsw. 1718 *Burgh Rec. Gsw.* (1909) 5:
No uschawes nor trypes be browght to the mercats uncleansed, nor any lights, livers or uthers be thrown doun in the mercats, nor any nestiness found therin.

II. *v. tr.* To make nasty or dirty, befoul (Ags. 1964). Also *refl.* Also in Eng. dials.; *intr.* to commit a nuisance (*Id.*).

Edb. 1707 *Town Council Order* (2 May):
That each Family shall be poynded for their Children or Servants that Nests [*sic*] the Streets, Turnpicks or Stairs, Closses or Vennels of the City in 4*sh Scots*, when any Complaint shall be made.

Sc. 1728 T. Boston *Works* (1853) VI. 563:
As willing to be washed as ever child ashamed of his nastying himself is.

Bnff. 1749 W. Cramond *Ch. Keith* 55:
If any person shall be convicted before the session of nastying within the walls of the churchyard.

Kcb. 1911 G. M. Gordon *Auld Clay Biggin'* 106:
Her face fair shinin' wi' soap as was her hair for creesh, nestyin' the blue ribbon wi' whilk it was tied up.

[O.Sc. *nestiness*, 1633, *nesty*, 1664. The form *nesty* is also found in Eng. till the 18th c. *Cf.* Du. *nestig*, foul, dirty.]

¶NESTLE, *v.* To rummage, poke about in.

Kcb. 1815 J. Gerrond *Poems* 212:
What traveller e'er met sic folk
To nestle kists or ripe a poke.
[*Sic*, but prob. a misprint for *rustle*.]

NESTLIN(G); NESTY; NET; NETH; NETHER. See NEST; NESTIE; NEAT, NIT, *n.*[1]; NEATH; NAITHER.

NETHER, *n.* Also *naither*, *neddar* (Sc. 1880 Jam.), *-er*, *-ir*. The adder, *Vipera berus* (Sc. 1825 Jam.; Cai. 1907 *County of Cai.* (Horne) 399, Cai. 1964); *fig.* an ill-natured or irritable person (Uls. 1924 *Northern Whig* (21 Jan.)). See also ETHER, n^2. For comb. *nether's neb*, see NEB, *n.*, **1.**, Combs. (7). ['nɛðər, 'nɛd-]

Knr. 1895 H. Haliburton *Dunbar* 60:
The day—it's stinging like a nether.

Ags. 1920 A. Gray *Songs* 17:
I saw your hert, wi' channerin' neddars there.

Cai. 1952 *Edb. John o' Groats Lit. Soc.*:
What if we lifted a peat with a "hairy brotag" on't, or worse still—a "nether"?
[O.Sc. *neddyr*, id., *c.* 1450, O.E. *nædre*.]

NETHER, *adj.*, *adv.* Also *n(e)ither*, *nithir*; *nedder*, *nidder* (Jam.). Sc. forms and usages. ['nɛðər, Abd. + 'nɛd-]

I. *adj.* Lower, under (Sc. 1710 T. Ruddiman Gl. in Douglas *Aeneis*, *nithir*, *nidder*, 1808 Jam., *nither*; Sh. 1866 Edm. *Gl.*, 1914 Angus *Gl.*, *nedder*; Fif., Lth. 1926 Wilson *Cent. Scot.* 256; Bwk. 1942 Zai; I. and ne.Sc. 1964, *nedder*). Now mainly in place-names, of the lower-sited of two roads, farms, etc., e.g. *Netherbow*, *Nethergate*, *Nether Mains*, etc. Only *liter.* when applied to things in Eng.

Peb. 1715 A. Pennecuik *Tweeddale* (1815) 171:
An herd's house called Blair-Bog; and then Romanno Grange, over and nether.

Bnff. 1723 *Ann. Banff* (S.C.) I. 195:
Bracco's Uper and Neither Guishaughs.

Wgt. 1747 *Session Bk. Glasserton MS.* (1 March):
Jannet McCandlish, housekeeper to William Credie in Neither Arrn.

Abd. 1851 W. Anderson *Rhymes* 121:
At the nethergate wall
By Saint Mary's aisle.

Kcb. 1895 Crockett *Moss-Hags* li.:
They unrove the nether rope and drew little Margaret up to the bank.

Sc. 1926 H. M'Diarmid *Drunk Man* 2:
But aince I get them there I'll whummle them
And souse the craturs in the nether deeps.

Sc. 1963 *N.E. Scotland* 91:
The spaces in the old settlement pattern were filled with a multiplicity of small units, some of which took the name of the old township and added a prefix to indicate the different site. Easter or Wester, Nether, Mid or Upper are common all over the region.

Combs.: †(1) *nether-chafts*, the lower jaw. See CHAFT; (2) *nether-end*, the posterior (I. and ne.Sc., Ayr., Uls. 1964); (3) *nether ski*, see SKY, n^2.

(1) Sc. 1736 Ramsay *Proverbs* (1776) 68:
The piper wants mickle that wants his nether-chafts.

(2) Kcb. 1789 D. Davidson
Twa herds upo' the sinn
Forgathering, straught dow
clap
Their nether-ends.

Ayr. 1824 A. Crawford *Ta*
73:
The first salutation that I g
on my nether end frae ane
braid side o' his claymore.

†**II.** *adv.* Next below, ne
Jam.). Also in Yks. dial.

NETHERANCE, -ANS; NE
MEST, -MIST, -MOST; N
NETLEBIT; NETLY, NE
NETTER. See NAITHER
NEATH; NETTIE, *adj.*; N
NATTLE; NATTER.

NETTERCAP, *n.* Also *-cr*
nettercaup (Fif. 1875 A. Bu
nat(t)ercap, *neddarcap*, *ne*
Jam.), and reg. in reduc
nett(e)rie (Kcd., Ags., Per.
CAP, **1.**, a spider (Per. 1
Strathearn 155; Kcd., en
occas. a daddy long-legs,
1964). Also *attrib.* in phr.
fig., nimble fingers; **2.** s
3. =ETTERCAP, **3.**, a bad-t
(Cld. 1880 Jam.; Fif., Lt
Cent. Scot. 257; Kcd. 196

1. ne.Sc. 1874 D. Macgrego
Lang-leggit nettries, an' liz
Ags. 1894 A. Reid *Songs* 12
Whaur only netterie's wab
Fif. 1896 G. Setoun *R. Urq*
Rob keeps an e'e on the bi
the busses an' nettercaps m
moon when she shows hersel
Ags. 1930 A. Kennedy *Orr*
He admired the slim daftne
as they clipped up the pap
fingers" his Granny had once
Ags. 1948 *People's Jnl.* (23
He [tortoise]'s gien the net
[Forms of ETTERCAP, A
prosthetic *n* from wrong div
indef. art. See also ATHER-

NETTI; NETTIE. See
NEAT.

NETTIE, *adj.* Also *netty*,
nittie (Edm.), *net(t)i*, *nati*
1. Agile, deft, quick in mo
neat (Sh. 1866 Edm. *Gl.*; C
of Cai. (Horne) 80; Ork. 192
Cai. 1964).
Sh. 1892 G. Stewart *Firesi*
I wis peerie but naet

2. Tenacious, niggardly (
Gl., *natie*).
[Orig. somewhat confused.
from Norw. dial. *naten*, Icel
nimble, brisk, energetic, Faer
Norw. dial. *natig*, quick, energ
But there has been strong for
tic influence from *nettie*, N
Eng. *natty*, trim, spruce, an
forms may in fact belong
also *natti*, NAT.]

The Agalety of Kirriemuir, Adam Reid, Details - Nethermuir
John Grant, Edinburgh, 1909

CHAPTER II

THE PLACE-NAME, AND KINDRED MATTERS

IN these days, Kirriemuir, as "Thrums," has become the Mecca of the Barrie cult, and, year by year, considerable numbers of pilgrims traverse its narrow, steep, and crooked ways to pay their devoirs at its classic shrines. It is averred that the indignation of the zealot is a sight to see, when in his blissful ignorance he requests a ticket for "Thrums," to be told by a supercilious booking-clerk—there's no such place! Even the native will deny its existence, and threaten with pains and penalties all and sundry who dare to call the burgh anything but KILLAMEUR.

But the native is in even a worse case, when, to enforce his protest, he demands a scrutiny of the map. The sheet is as innocent of Killameur as of Thrums, and only by much hardiness of speech may he convince the sceptic that the point named Kirriemuir—a good five miles north-west of the county town—is in very truth all that stands for both. "That craetur Barrie," will, assuredly, come in for as good a tonguing as is in the nature of his critic, but he will carry his point and retire victorious.

He is wondrously touchy on the subject of Thrums, and very slow of conviction. Generations may pass ere he takes kindly to it; indeed, the present race may die disowning the intruder. If they only knew what liberties have been taken in the past with the name of their town! Few names, if any, have been so twisted, so transformed. Even its original form, whatever it was, seems lost in the exuberance of evolution. Surely one name more or less can matter but little, and THRUMS, or anything else, in the light of what we are now to see, might easily be forgiven, and gracefully accepted.

St. Andrews
DA 890. K7

Professor Blackie says: "It is not only in commemorating, like coins, special historical events, that local names act as an important adjunct to written records; they give likewise the clue to great facts and movements of which written history preserves no trace," and our great public documents are singularly illuminating on this very point. Here, for example, is a list of no fewer than thirty-six forms of the chief local place-name, as culled from the different volumes of the Register of the Great Seal. These varied spellings of a single word might form the subject of a long dissertation, but it will be sufficient for the present simply to tabulate them in approximate chronological order:—

Keirmure	Keremur	Kermuir
Kelimur	Kyrremure	Killemuir
Kerymure	Kirmure	Killemur
Kerymore	Kerimore	Kyrimor
Kerimor	Keremore	Kyrrymure
Kerimure	Kerymur	Kyrymuir
Keremure	Kerrymur	Killemoor
Kerremure	Kermure	Killemoore
Kylymure	Kyremure	Kiremoor
Kyrymure	Kyrimure	Kirrimoore
Killemure	Kiliemore	Kirimore
Kerimuire	Kerymor	Kirymure

Now, though this list seems bewilderingly varied, it shows but two forms of the erratic word. The difference lies between the prefixes Ker and Kil, and the popularly accepted definitions of the place-name incline now to one style and again to the other. But, as both forms are present in this list, it is conclusive so far, at least, that in one or other of these spellings lies the true, or original designation of the town.

The OLDEST form is, of course, most authoritative. Without doubt that was the Kerimore, Kerimure, Kermuir, or Keirmore of certain twelfth and thirteenth century documents, to which reference will again be made. This word embodies the Gaelic CARROU MOR, meaning the big quarter, or division (of Angus), and assigns the name to a period far earlier, it may be, than the introduction of Christianity, to which the KILMORE appellation avowedly belongs. The civil divisions of the Sheriffdom of Angus during the twelfth century

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embraced the "Quarter of Dunde, the Quarter of Kerymure, the Quarter of Abirbrothock, and the Quarter of Brechin." Kirriemuir was easily the largest of these divisions, and Carrow-more its *natural* designation.

By a liberal exercise of faith, a tenth century reading becomes possible. Symeon of Durham refers to WERTER-MOOR in 934, and if WERTER be accepted as Old English for QUARTER, it may be held, as Skene agreed, that the "great quarter" is the earliest known meaning of the name. Symeon's reference is to King Athelstane, and reads as follows: "Thereupon he subdued the enemy, and wasted Scotland with a land army as far as Dunnottar, and Wertermoor, and with a naval force harried it as far as Caithness."

The preponderance of the Ker, Kir, or Kyr form, as shown in the list, might in itself be conclusive, but other documents yield their quota of evidence in favour of the earlier word. Thus, the Register of the Privy Council renders it through the sixteenth century — Keirmure, Keremure, Kerimure, Kirmure, etc., and the Douglas papers generally are equally favourable to the Keri, or Kiry reading.

The evidence of the REGISTRUM DE ABERBROTHOC should also be adduced. The great Abbey of Arbroath was the ecclesiastical superior of the local church; and being a near neighbour, as it were, the spelling of the name appearing in its records is of much importance. The leading forms are Kelimur, Keremore, Kerymore, Kyrimor, Kyrymur, Kylymure, and Kyrymore, and the dates of these entries range from 1485 to 1525. Here again, the balance is distinctly favourable to the KER or KYR prefix. The two exceptions seem to prove the rule, and may safely be regarded as merely the badly spelled forms of a word easily mangled by the local pronunciation.

The variant, Kilmarie, which means the "Church of Mary," has much to commend it. But little can be urged in its favour, and, in point of fact, the word does not appear in its proper three-syllabled form in any important connection. To say that Kilmore or Kelimur are corruptions of Kilmarie is an easy solution of the difficulty, but it is far from being so satisfactory as that which simply regards the natural change

of the older Kir into the more liquid Kil as amply accounting for its existence.

There is a legend in the local lore, gravely recounted in days gone by, that once upon a time a KILN stood on the MUIR, and that on this fact the name Kil-a-muir was founded! It may be hoped that the apocryphal KILN had a better foundation than this fable, which, really, accounts for nothing save the local pronunciation of the name. That, however, it very correctly indicates, a fact which the stranger should carefully digest. Of "Kir," or "Kirrie," and the like, little need be said. They show better, perhaps, than anything else could, the fondness of the native for his birthplace, but "THRUMS"—well, that's another matter.

THRUMS is not a beautiful name, but it fits the scene of the Barrie idylls like a glove, to use the popular phrase. And not the scene only, but the PERIOD, which, though it has passed away, could not have been better designated than by this word, whose magic will preserve its memory as time rolls on. KIRRIE seems now to be but a fusionless makeshift; for the spell of genius has fallen on the town, and the glamour of THRUMS has spread the wide world over.

But WHY Thrums? is the oft-repeated question to which some answer should now be tendered. Well, the word is simply the local technical term for threads, a "bunch" of which hung on every loom in the old weaving days. These thrums were the ends of warp, saved from previous webs, or furnished with the new, to mend the broken threads of the growing fabric. One of our old Acts of Parliament forbids the making of "thrumys" of undue length, to the scaithing of the master weaver. In point of fact, the abuse here indicated led, in later times, to further parliamentary interference, and to the establishment of the elaborate system of inspecting, measuring, and stamping, referred to in a subsequent chapter.

They played many parts in the domestic economy of a weaving community, these web ends, and were more in evidence than was any other detail of the trade. The weaver's dress, for instance, was often very "thrummy." His "breeks" were tied at the knee, and often his "gallaces" and minus buttons were replaced by the ubiquitous article. His

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finished web was tied with thrums, and if his barrow was broken or "shauchly" they were freely used in repairs or strengthening. A watch chain made of plaited thrums was no exclusive monopoly, and as boot laces they had a sort of universal popularity. Verily, to thrums the old-time weavers were indebted more than can now be rightly understood.

In the weaver's dwelling also, and among his bairns, thrums had an almost unrestricted use. Alternating with "caddis," and "ravellins" they were sponge, swab, duster, even kindling, and in his flower plot thrums were indispensable. Often they overflowed the cottage and found their way to the grocer's shop, where a bunch of them served as thread or string for every sort of package. Some weavers, more for convenience than of necessity, wore their thrums "gravat" wise; they were their laddie's "strings" in an almost twineless age, and in a myriad forms the "lang ell" of warp flaunted its linten strands in every corner of the township.

What more natural, then, than the title Thrums? What more felicitous than the use made of it in the masterly fiction of its distinguished son? As we have seen, thrums were used for mending the broken threads of a web; and so this skilful weaver of romance gathered and joined in the fairest of fabrics, the scattered threads of life and character current in his native town. Unknown as Kirriemuir to the outer world, esteemed as Thrums almost universally, the present age can show little that is more remarkable than the transformation here effected by the hand of genius. The delicate, but sincere compliment paid to Mr Barrie in the general adoption of his quaint *alias* is suggestive of the spirit in which his townsmen should regard the influence of his writings. These shed a-lustre over the burgh greater than all the Douglas pride of other days, more enduring in its appeal to the heart of humanity than all the strife of lordship and vassalage. The Great Quarter in the ancient days, Kirriemuir once more is true to its name, and has won its "title clear" not only to its place in Angus, but in the admiration of the literary world.

CHAPTER III

THE EARLIER RECORDS

SOMEWHAT hazy and disjointed, as is only to be expected, the earlier records relating to Kirriemuir show from the first the ecclesiastical jurisdiction of the great Abbey of Arbroath, and the civil superiority of the powerful house of Angus. Mr George Hay, the historian of Arbroath, says:—"Light shed from the torch of religion is mainly that which enables us to grope our way in the obscure region of the early history of this country, both national and local." Thus, in the reign of King William the Lion, and early in the thirteenth century, we find Malcom, the last of the Celtic Maormors, or Earls of Angus, assigning, with other benefices, the Church of Kerimor in the diocese of St Andrews to the Aberbrothock foundation. Another entry in its *Register*, of even earlier date, indicates that the value of this "Ecclesia de Kelimur," as at first donated by Earl Gillechrist, was 5 marks.

This early donation of Earl Gillechrist is of great importance. It dates from 1201, and bestows on the Abbey of Arbroath "the chapels, lands, tithes, common pasturage aisements, and all the pertinents belonging to the Church of Kerimore." In Earl Malcolm's time the name of the chaplain or priest of Kerimore was one Bricius, who signed certain charters granted by the feudal lords, sometimes as Bricius and sometimes as "Bricio p. de Kerimor." It is interesting to note that this cleric was not a celibate, as is attested by a later charter of the Countess of Angus, where mention is made of Nicolaus, the son and successor of Bricius, as "Sacerdotis de Kerimure." Bricius also acted as *Judex*, or judge, in the baronial courts held at Kirriemuir, an office