First published in 2017 by
Birlinn Limited
West Newington House
10 Newington Road
Edinburgh
EH9 1QS

www.birlinn.co.uk

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ISBN 978 178027 482 9

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British Library Cataloguing
in Publication Data
A catalogue record for this book is
available from the British Library.

Designed and typeset by Mark Blackadder

Printed and bound by PNB Print Ltd, Latvia

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CORRA LINN
82 Feet

W.H.Lizars

TAY	CLYDE	FORTH	TWEED	SPEY	DEE	DON	NITH	ANNAN	S.ESK	TEVI
110 Miles.	100 Miles.	90 Miles.	55 Miles.	85 Miles.	80 Miles.	60 Miles.	60 Miles.	40 Miles.	40 Miles.	55 Mi

Introduction

Any place is affected by its immediate geography through the influence of such physical features as structural geology, topography and climate, as well as the long-term impact of those who live and work there. A river is no different but, by its very nature, it is possibly characterised by a greater number of different elements. Scotland has many rivers and there is a serious challenge to any estimation of either their number or length. While the Clyde is recorded as the second longest after the Tay, it is frequently considered to have had a greater impact on the lives of more people than any other water body in the country. This is hardly surprising given the population densities of the authority areas through which it runs in its lower reaches. There is, however, more to its influence than the merely geographical. The Clyde has had a profound effect on the national psyche and its mention still conjures up those images of strength, reliability, ingenuity, enterprise and a determination to succeed against the odds which strike a chord in the minds of many Scots.

Over the centuries, it has played a variety of roles in the history of west central Scotland from recreational playground for those who holidayed 'doon the watter' or sailed the estuary to a source of power to drive various industrial mills. The challenges it has posed to those living along its banks have, at times, disguised the fact that it has never been a particularly useful river for navigation or as a routeway. For much of its early length, it travels through mostly agricultural land and while its flood plain facilitated road links both locally and as the major western route south to the English border, the river itself proved more of a handicap than an asset. The considerable number of fords and ferries which developed along its course is testament to the need to cross rather than travel along the Clyde.

Part of the configuration of the Clyde is the tortuous journey it takes on its way to the sea. After passing Roberton the river swings in a north-easterly direction, running to the east of Symington before commencing a curve westwards at Wolfclyde Bridge. This major loop is caused by the prominent feature of Tinto, a large domed hill of felsite rock lying directly in the river's path. At Thankerton, local geography in the shape of the Carmichael and Chester Hills influences its course as it turns north to the west of Quothquan Law. On the relatively flat lands surrounding the small village of Pettinain, the Clyde meanders considerably as it swings below Carstairs before heading south towards Crookboat, where the confluence with the Douglas Water results in a hairpin bend north. While the Clyde by this stage is of considerable size, it is more broad than deep and changes in its configuration over time were not only

Opposite. A comparative view of the lengths of the principal rivers of Scotland (1820) from John Thomson's *Atlas of Scotland* (1832)

mentioned in the *Statistical Account* of Pettinain parish by the Revd James Ferguson but can also be deduced from the number of oxbow lakes in this extended loop.

As it reaches Bonnington Linn, the combination of a quite sudden change as the river enters a gorge and the first in a series of waterfalls adds to the problems in negotiating it. Beyond Stonebyres, it continues to twist and turn, most notably between Bothwell and Rutherglen. The valley is restricted once again near Bowling where lava intrusions reduce its width to little more than a couple of miles. The Renfrewshire Heights which hindered the growth of those settlements facing the Tail of the Bank have also had an impact on how the river developed. Downriver from Dalmarnock, the changes made to the Clyde's bed and banks have been the focal points of many discussions of the river. The triumph of engineering over the immediate geography of the area resulted in the growth of Glasgow and the development of an industrial ascendancy based largely on shipbuilding and engineering which led to the conurbation's position as the Second City of the Empire.

Times change but geography continues to influence the area's situation in what is a markedly different world where commerce is less reliant on sea transport and focuses on different links. As one of the leading historians of the river has put it, 'the Clyde is in the wrong place in the days of motorways, Europe and speed'. Nonetheless, while Glasgow itself has discovered new ways in which to regenerate its economy, it has yet to find a satisfactory purpose for a river which is, possibly, a painful reminder of a past heritage. Elsewhere, the Clyde is now considered as a recreational and educational asset where the considerable numbers of local residents have opportunities for diversion, relaxation and a reconnection with the environment. There is need, however, for a more vigorous, coherent and imaginative approach to its integration as it passes through the city with which it is so closely associated.

In other ways, there have been considerable improvements in the river. Population change and the decline in heavy industry have had an impact on pollution levels. Following European Union legislation, domestic sewage is no longer dumped in the estuary. In addition, significant investment by Scottish Water and regulation by the Scottish Environment Protection Agency have contributed to marked improvements in water quality. The return of Atlantic salmon to the river system in 1983 has been regarded as a major indication of its improving health, while the work of the Clyde River Foundation, a charity dedicated to research and education throughout the catchment area, has done much to improve fish stocks and invertebrate habitats, as well as raising public awareness in local communities.

This book considers an assortment of maps, plans and other documents which either depict the Clyde itself or indicate some particular aspect of the places, industries or other features closely associated with it. Like others in this series, the choice of what is discussed has proved challenging and is inevitably affected by availability, a need for a degree of variety but, particularly, personal preference. Many books have been written about the river, its towns and trade but little on its cartography. This work provides only a limited selection of the vast heritage of images of the river but, once again, I have drawn on an extensive range of resources to bring their availability to the attention of a wider audience. The Clyde has posed many challenges and it is left to the reader to decide how ably this text has been equal to meeting the task.

Acknowledgements

Once again, I would like to record my thanks to Hugh Andrew and his staff at Birlinn, in particular, Andrew Simmons for the commissioning of this book and for their support throughout the production process. The work has posed considerable challenges and has required my reliance on the expertise of a markedly broad range of individuals in providing either access to or information on particular depictions of the River Clyde.

There are, however, two individuals who merit especial recognition for their guidance, sage counsel and knowledge of the collections under their charge. Both Chris Fleet, Map Curator at the National Library of Scotland and Jane Brown, Head of Maps and Plans, National Records of Scotland have given freely of their time and unique understanding of my somewhat idiosyncratic requests. They should be given much credit for any value this work may have. In addition, I want to record my thanks and appreciation to Professor John Hume for his deep knowledge so freely shared, for his kind words and inspiration.

Many others have all assisted me in my wide-ranging search for relevant material and I want to record my indebtedness to the following colleagues, friends and professionals: Elaine Anderson, Sonny Maley, Niki Russell, Moira Rankin (University of Glasgow Library), Dr Irene O'Brien and the staff at Glasgow City Archives, Emily Malcolm (Glasgow Museums), Monika Woisin-Mikelsen and Antje Schröder (Bundesamt für Seeschiffahrt und Hydrographie, Rostock), Paul Archibald, Fiona Baker, Martin Davis, David Ferguson (Royal Troon Golf Club), Anne Lappin, Ian Mack, John McMillan (Turnberry), Lyndsay Mark, Lena Moser, Lisa Otty, Jon Reid (RNYC), Campbell Russell, Anne Taylor, Sue Walker and Stuart Wilson (SEPA).

I also wish to record my indebtedness to David Cranstoun of that Ilk and Corehouse and the Right Honourable The Earl of Eglinton and Winton for permission to reproduce maps from their family papers.

A considerable number of institutions have provided illustrative material to support the text. A full list of picture credits can be found on p. 273.

I would like to offer my thanks to all for their help and assistance. Their generosity has been both heartening and encouraging. It is my hope that this work is a testament to their own expertise. However, any errors in the text are of my own making for which I take full responsibility.

Ferry Dike
Draw Bridge
Kirk
Killpatrick
Manse
Sandy ford
Gateside
Upper Dalnotter
Reddan
Relief Meeting House
Hill
Spouts Green
Park
Erskine House
Lord Blantyre
Offices
East Longhaugh
Freeland
West Longhaugh
Gillespie Esq.r
Cockhill
Duckmoss
Slateford
Coldside
Wraisland
Dryknow
School
Ritchiesten
Kirktown of Erskine
Kirk
Manse
Ferry Cottage
Dalnotter
Mount Blow
Donald Esq.r
Great Dalmuir Canal
Top
West Porton
Bishopton Inn
Meadowhead
Mossside
Carts Moss
North Porton
Back o' the Hill
Hillhead
Drumcross
Cartimpan
Crossgate
Ford
Bosland Town
Roslands Castle
Inglestone
Newton
South Porton
Weft Rofland
East Rosland
Bardoch
Bargarran
Damhead
Kilts
North Barr
Buchannan Esq.r
Barr Hill
Rashylee
Old Toll
Burnside
Shilton
Old bar Castle in ruins
Quarry
Soap House
Rosland
Ale House
Craigton
Ditch
Burn
Little Craigton
Auchenmain
Craighead
Houmhead
Craigend
Stonehouse
Low Glashinnoch
Rashiecrook
Barnagry
Green wells
Park
Fulton Esq
Gateside
High Park
Barsail
Tinyland
Freestone Quarries
Looking Glass
Craighall
Wrightlands
School
Dargavell
Maxwell Esq
Dykenauk
Maxwellfield
South Barr
Alexander Esq.r
Reddan Lodge
Freeland
Greenhead
Wardhouse
The New Road from Greenock to Glasgow
Mickle Commonside
Little Commonside
Wheelburn
Newmains
Inchinnan
Allans
Barnsford Toll
Hawshaw
Rameckshaig
Fulwood Townhead
Fulwood Mill
Brownfield
Barnhill
Barnsford Bridge
Stotterie
Netherfield
Sandyford
Under House
Inch
MOSS
MOSS
PARISH
PARISH