



Glasgow

- Trade and the Industrial Revolution

By the 16th century, the city's trades and craftsmen had begun to wield significant influence and the city had become an important trading centre with the Clyde providing access to the city and the rest of Scotland for merchant shipping. The access to the Atlantic Ocean allowed the importation of goods such as American tobacco and cotton, and Caribbean sugar, which were then traded throughout the United Kingdom and Europe.

The de-silting of the Clyde in the 1770s allowed bigger ships to move further up the river, thus laying the foundations for industry and shipbuilding in Glasgow during the 19th century.

The abundance of coal and iron in Lanarkshire led to Glasgow becoming an industrial city. Textile mills, based on cotton and wool, became large employers in Glasgow and the local region.

Glasgow's transformation from a provincial town to an international business hub was based originally on its control of the 18th-century tobacco trade with America. The trade was interrupted by the American Revolutionary War, and never recovered to even a fourth of its old trade. The tobacco merchants grew rich as their stocks of tobacco soared in value; they had diversified their holdings and were not badly hurt. Merchants turned their attention to the West Indies and to textile manufacture. The trade made a group of Tobacco Lords very wealthy; they adopted the lifestyle of landed aristocrats, and lavished vast sums on great houses and splendid churches of Glasgow.[4] The merchants constructed spectacular buildings and monuments that can still be seen today, and reinvested their money in industrial development to help Glasgow grow further.

As the city's wealth increased, its centre expanded westwards as the lush Victorian architecture of what is now known as the Merchant City area began to spring up. New public buildings such as the City Chambers on George Square, Trades Hall on Glassford Street, and the Mitchell Library in Charing Cross epitomised the wealth and riches of Glasgow in the late 19th century with their lavishly decorated interiors and intricately carved stonework. As this new development took place, the focus of Glasgow's central area moved away from its medieval origins at High Street, Trongate, Saltmarket and Rottenrow, and these areas fell into partial dereliction, something which is in places still evident to the present day.

"Shipping on the Clyde", by John Atkinson Grimshaw, 1881.

In 1893 the burgh was constituted as the County of the City of Glasgow. Glasgow became one of the richest cities in the world, and a municipal public transport system, parks, museums and libraries were all opened during this period.

Glasgow became one of the largest cities in the world, and known as "the Second City of the Empire" after London [although Liverpool, Dublin and several other British cities claim the same].^[5] Shipbuilding on Clydeside (the river Clyde through Glasgow and other points) began when the first small yards were opened in 1712 at the Scott family's shipyard at Greenock. After 1860 the Clydeside shipyards specialised in steamships made of iron (after 1870, made of steel), which rapidly replaced the wooden sailing vessels of both the merchant fleets and the battle fleets of the world. It became the world's pre-eminent shipbuilding centre. Clydebuilt became an industry benchmark of quality, and the river's shipyards were given contracts for warships.^[6]

Govan

The former Parish of Govan was very large and covered areas on both banks of the Clyde. On the north side of the river, its boundary included Maryhill, Whiteinch, Partick, Dowanhill, Hillhead and Kelvinside. On the south side there was Govan, Ibrox, Kinning Park, Plantation, Huchesonstown, Laurieston, Tradeston, Crosshill, Gorbals, Govanhill, West and East Pollokshields, Strathbungo and Dumbreck. ^{xlvi} This large area along both sides of the Clyde gives some indication of Govan's former importance as the royal home of the former kings of Strathclyde. During the 16th century, many families from outside the Parish were granted permission to settle in the lands at Govan. For instance, Maxwell of Nether Pollock settled in what is known today as the Pollock Estate. ^{xlvii} From the 16th until the 19th century, Govan was a coalmining district with pits in the Gorbals, Ibrox, Bellahouston, Broomloans, Helen Street, Drumoyne and at Craigton. These mines were finally closed near the end of the 19th century. Other industries during this time were salmon fishing, hand loom weaving, pottery, agriculture and silk making. Handloom weaving was introduced into Govan around 1800 although the Govan Weavers Society had been in existence since 1756. ^{xlviii} By 1839 there were 380 weavers in Govan who earned from 5 to 8 shillings a week. The silk mill was built in 1824 on the west side of Water Row before being demolished in 1901. ^{xlx} With the coming of the Industrial Revolution in the 19th centuries, the light industries disappeared and Govan became a shipbuilding town, with its first shipyard being the Old Govan Yard in 1839. ^l This was at the bottom of Water Row and it was only three years later that Robert Napier also built his yard facing the Old Govan one at Water Row. ^{li} Govan really came to the fore in the 19th century when it became a centre for heavy engineering works and shipbuilding. It was these industries that brought great prosperity to the town and with them came huge numbers of Highland and Irish migrants into the area. This caused the population to rise from just over 2,000 in 1830, to 92,000 people by 1912. By that time, Govan was part of Glasgow holding at least a dozen shipyards and numbers of associated heavy industries throughout the Parish. As Govan expanded new houses were needed for its growing population of workers which caused the old character, plan, and streets of the village to be mostly swept away and replaced with miles of tenement-lined streets. During the first half of the 20th century, Govan was known to the world as one of the best centers for ship-making and as an industrial manufacturing base.

Bridgeton

Unlike the West End of the city, which resulted from gradual urban expansion, the East End evolved from a series of small villages, Calton, Bridgeton, Shettleston, etc each with their roots as little weaving communities. As the local cottage industry was replaced by large scale powered mills, the East End of Glasgow became the city's industrial powerhouse with the production of textiles at its core. Bridgeton, which prided itself as the world's greatest engineering centre, was, for a short period in the early 20th Century, at the heart of Scotland's blossoming motor car industry. Although the buildings of those original weaving communities have long since been swept away, the radical tradition of the weavers and pride in their heritage lives on. Contrary to popular opinion there is much of interest left and the visitor will be pleasantly surprised at some of the remarkable buildings on display here. Many outstanding local architects played their part in the construction of the fine buildings and monuments featured on the heritage trail, the bulk of which were erected during the rapid expansion of the industrial period of the last century. Despite some unseemly alterations, and the accumulated pollution and grime of the passing years, the quality of their original design still shines through.

History of Shettleston

A Papal Bull of 1179 addressed to the Bishop of Glasgow refers to “villam filie Sedin” - the residence of Sedin’s son or daughter, and a later reference records a “Schedinestun”, a place name which throughout the Middle Ages appears in the rental book of the diocese of Glasgow spelt in 48 different ways.

A charter granted by Alexander II in 1226 to the Bishop of Glasgow prohibited the provost, baillies and officers of Rutherglen taking toll or custom in Glasgow but permitting legal dues to be collected at “the cross of Shedeneuston”.

Most authorities seems to agree that the “Schedeneuston” in such old records is the place now known as Shettleston, although the site of “the cross of Schedeneuston” may not be the location of what in modern times became known as Shettleston Cross.

However, it has also been said that being an old weaving village, the name was derived from “Shuttles-town”, and there are records with this spelling of the name. In Ross’s map of Lanarkshire of 1773 it is spelt “Shuttleston”, and the parish church has in its possession five pewter communion vessels each inscribed “Shuttlestoun Kirk - 1783.”

Both derivations of the name seem acceptable, the ancient form of “Schedinestun” becoming over the centuries the modern Shettleston, whilst “Shuttlestoun” was more probably the colloquial pronunciation of the name in the local dialect at the end of the 19th century and is not too unlike the way it is pronounced by some older residents even to this day.

Although a church was built at Eastmuir in 1752, initially it was only a preaching station and Shettleston did not become a separate parish until 1847. Consequently in the Statistical Account of 1795 there is only a brief reference to the building of houses to accommodate two to six families in the thriving villages of Shettleston and Middle Quarter, which at that period had a joint population of 766 inhabitants.

At the start of the 19th century and for the next hundred years Shettleston could be described as a group of four small and separate villages with the farmland stretching northwards to the Monkland Canal and to the village of Tollcross to the south. From the west Low Carntyne ran from the Sheddings to Wellshot Road, Old Shettleston from Wellshot Road to McNair Street, then Middle Quarter from McNair Street to Annick Street, Eastmuir from Annick Street to Fingask Street and then Sandyhills (not the housing scheme) running eastwards to Barrachnie.

Pigot’s Commercial Directory of 1837 records Shettleston as a considerable village situated on the high road from Glasgow to Edinburgh chiefly inhabited by weavers and through which passed six stage coaches per day bound for Edinburgh - the “Express” at 6.00am, the “Telegraph” at 9.45am, the “Regulator” at 12 noon, the “Enterprise” at 4.00pm, the “Red Rover” at 5.45 pm, and the “Royal Mail” at 10.30pm.

Coal was mined in the area as far back as 1600, and the Grays of Carntyne and the McNairs of Greenfield owned and operated coal-mines in the area over several generations, and together with the Dunlops of Tollcross who established the Clyde Iron Works in 1786, were mainly responsible for the introduction of heavy industry into this rural area.

History of Cambuslang

The town is located just south of the River Clyde and about 6 miles (10 km) south-east of the centre of Glasgow. It has a long history of coal mining, iron and steel making, and ancillary engineering works, most recently Hoover. Tata Steel Europe’s Clydebridge Steel Works and other smaller manufacturing businesses continue but most employment in the area comes from the distribution or service industries.

Cambuslang is an ancient part of Scotland where Iron Age remains loom over 21st century housing developments. The local geography explains a great deal of its history. It has been very prosperous over time, depending first upon its agricultural land, (supplying food, then wool, then linen), then the mineral resources under its soil (limestone and coal, and, to some extent, iron). These were jealously guarded by the medieval Church, and later by the local aristocracy, particularly the Duke of Hamilton (previously Barons of Cadzow and Earls of Arran).

Because of its relative prosperity, Cambuslang has been intimately concerned in the politics of the country (through the Hamilton connection) and of the local Church. Bishop John Cameron of Glasgow, the Scottish King James I’s first minister, and Cardinal Beaton, a later first minister, were both Rectors of Cambuslang. This importance continued following the Protestant Reformation. From then until the Glorious Revolution a stream of Ministers of Cambuslang came, were expelled, or were re-instated, according to whether supporters of the King, Covenanters, or Oliver Cromwell were in power. The religious movements of the 18th century, including the Cambuslang Wark, were directly linked to similar movements in North America. The Scottish Enlightenment was well represented in the person of Rev Dr James Meek, the Minister. His troubles with his parishioners foreshadowed the split in the Church of Scotland during the 19th century.

The manufacturing industries that grew up from the agricultural and mineral resources attracted immigrants from all over Scotland and Ireland and other European countries.

Cambuslang benefited at all times from its closeness to the burgeoning city of Glasgow, brought closer in the 18th century by a turnpike road then, in the 19th century, by a railway. In the 21st century, it continues to derive benefit from its proximity to Glasgow and to wider communication networks, particularly via the M74 motorway system.

New Lanark Mill

New Lanark - Cotton Mill - contained society

Robert Owen, a Welsh philanthropist and social reformer, New Lanark became a successful business and an epitome of utopian socialism as well as an early example of a planned settlement and so an important milestone in the historical development of urban planning.[1]

Hamilton

The town of Hamilton was originally known as Cadzow or Cadyou[2] (Middle Scots: Cad□ow, the “□” being the letter yogh), pronounced /kadyu/. During the Wars of Scottish Independence the Hamilton family initially supported the English and Walter fitz Gilbert (the head of the Hamilton family) was governor of Bothwell Castle on behalf of the English. However, he later changed loyalty to Robert the Bruce, following the Battle of Bannockburn, and ceded Bothwell to him. For this act, he was rewarded with a portion of land which had been forfeited by the Comyns at Dalsersf and later the Barony and lands of Cadzow, which in time would become the town of Hamilton.

Cadzow was renamed Hamilton in the time of James, Lord Hamilton, who was married to Princess Mary, the daughter of King James II. The Hamilton family themselves most likely took their name from the lands of Humbleton or Homildon in Northumberland, or perhaps from a place near Leicester.[3]

The Hamiltons constructed many landmark buildings in the area including the Hamilton Mausoleum in Strathclyde Park, which has the longest echo of any building in the world. The Hamilton family are major land-owners in the area to this day. Hamilton Palace was the seat of the Dukes of Hamilton until the early-twentieth century.

Other historic buildings in the area include Hamilton Old Parish Church, a Georgian era building completed in 1734 and the only church to have been built by William Adam. The graveyard of the old parish church contains some Covenanter remains. The former Edwardian Town Hall now houses the library and concert hall. The Townhouse complex underwent a sympathetic modernization in 2002 and opened to the public in summer 2004. The ruins of Cadzow Castle also lie in Chatelherault Country Park, 2 miles (3 km) from the town centre.

EDINBURGH

The royal burgh was founded by King David I in the early 12th century on land belonging to the Crown, though the precise date is unknown.[23] By the middle of the 14th century, the French chronicler Jean Froissart was describing it as the capital of Scotland (c.1365), and James III (1451–88) referred to it in the 15th century as “the principal burgh of our kingdom”. [24] Despite the destruction caused by an English assault in 1544, the town slowly recovered.[25] and was at the centre of events in the 16th-century Scottish Reformation[26] and 17th-century Wars of the Covenant.[27]

17th century[edit]

Edinburgh in the 17th century

In 1603, King James VI of Scotland succeeded to the English throne, uniting the crowns of Scotland and England in a personal union known as the Union of the Crowns, though Scotland remained, in all other respects, a separate kingdom.[28] In 1638, King Charles I’s attempt to introduce Anglican church forms in Scotland encountered stiff Presbyterian opposition culminating in the conflicts of the Wars of the Three Kingdoms.[29] Subsequent Scottish support for Charles Stuart’s restoration to the throne of England resulted in Edinburgh’s occupation by Oliver Cromwell’s Commonwealth of England forces – the New Model Army – in 1650.[30]

In the 17th century, the boundaries of Edinburgh were still defined by the city’s defensive town walls. As a result, expansion took the form of the houses increasing in height to accommodate a growing population. Buildings of 11 storeys or more were common.[31] and have been described as forerunners of the modern-day skyscraper.[32] Most of these old structures were later replaced by the predominantly Victorian buildings seen in today’s Old Town.

18th century[edit]

In 1706 and 1707, the Acts of Union were passed by the Parliaments of England and Scotland uniting the two kingdoms into the Kingdom of Great Britain.[33] As a consequence, the Parliament of Scotland merged with the Parliament of England to form the Parliament of Great Britain, which sat at Westminster in London. The Union was opposed by many Scots at the time, resulting in riots in the city.[34]

By the first half of the 18th century, despite rising prosperity evidenced by its growing importance as a banking centre, Edinburgh was being described as one of the most densely

populated, overcrowded and unsanitary towns in Europe.[35][36] Visitors were struck by the fact that the various social classes shared the same urban space, even inhabiting the same tenement buildings; although here a form of social segregation did prevail, whereby shopkeepers and tradesmen tended to occupy the cheaper-to-rent cellars and garrets, while the more well-to-do professional classes occupied the more expensive middle storeys.[37]

A painting showing Edinburgh characters (based on John Kay's caricatures) behind St Giles' Cathedral in the late 18th century

During the Jacobite rising of 1745, Edinburgh was briefly occupied by the Jacobite "Highland Army" before its march into England.[38] After its eventual defeat at Culloden, there followed a period of reprisals and pacification, largely directed at the rebellious clans.[39] In Edinburgh, the Town Council, keen to emulate London by initiating city improvements and expansion to the north of the castle,[40] re-affirmed its belief in the Union and loyalty to the Hanoverian monarch George III by its choice of names for the streets of the New Town, for example, Rose Street and Thistle Street, and for the royal family: George Street, Queen Street, Hanover Street, Frederick Street and Princes Street (in honour of George's two sons).[41]

In the second half of the century, the city was at the heart of the Scottish Enlightenment,[42] when thinkers like David Hume, Adam Smith, James Hutton and Joseph Black were familiar figures in its streets. Edinburgh became a major intellectual centre, earning it the nickname "Athens of the North" because of its many neo-classical buildings and reputation for learning, similar to Ancient Athens.[43] In the 18th century novel *The Expedition of Humphry Clinker* by Tobias Smollett one character describes Edinburgh as a "hotbed of genius".[44]

From the 1770s onwards, the professional and business classes gradually deserted the Old Town in favour of the more elegant "one-family" residences of the New Town, a migration that changed the social character of the city. According to the foremost historian of this development, "Unity of social feeling was one of the most valuable heritages of old Edinburgh, and its disappearance was widely and properly lamented." [45]

Stirling was originally a Stone Age settlement as shown by the Randolphfield standing stones and Kings Park prehistoric carvings that can still be found south of the town.[3][4] The city has been strategically significant since at least the Roman occupation of Britain, due to its naturally defensible crag and tail hill (latterly the site of Stirling Castle), and its commanding position at the foot of the Ochil Hills on the border between the Lowlands and Highlands, at the lowest crossing point of the River Forth. It remained the river's lowest crossing until the construction of the Kincardine Bridge further downstream in the 1930s. It is supposed that Stirling is the fortress of Iuddeu or Urbs Giudi where Oswiu of Northumbria was besieged by Penda of Mercia in 655, as recorded in Bede and contemporary annals.

A ford, and later bridge, of the River Forth at Stirling brought wealth and strategic influence, as did its port. The town was chartered as a royal burgh by King David in the 12th century, with charters later reaffirmed by later monarchs (the town then referred to as Strivelyn). Major battles during the Wars of Scottish Independence took place at the Stirling Bridge in 1297 and at the nearby village of Bannockburn in 1314 involving William Wallace and Robert the Bruce respectively. There were also several Sieges of Stirling Castle in the conflict, notably in 1304. Sir Robert Felton, governor of Scarborough Castle in 1311, was slain at Stirling in 1314.

STIRLING

The origin of the name Stirling is uncertain, but folk etymology suggests that it originates in either a Scots or Gaelic term meaning the place of battle, struggle or strife. Other sources suggest that it originates in a Brythonic name meaning "dwelling place of Melyn". [5] The town has two Latin mottoes, which appeared on the earliest burgh seal of which an impression of 1296 is on record:[6]

Hic Armis Bruti Scoti Stant Hic Cruce Tuti (The Britons stand by force of arms, The Scots are by this cross preserved from harms) and

Continet Hoc in Se Nemus et Castrum Strivilinse (The Castle and Wood of Stirling town are in the compass of this seal set down.)

Standing near the castle, the Church of the Holy Rude is one of the town's most historically important buildings. Founded in 1129 it is the second oldest building in the city after Stirling castle. It was rebuilt in the 15th century after Stirling suffered a catastrophic fire in 1405, and is reputed to be the only surviving church in the United Kingdom apart from Westminster Abbey to have held a coronation.[7] On 29 July 1567 the infant son of Mary, Queen of Scots, was crowned James VI of Scotland here.[7] Musket shot marks that may come from Cromwell's troops during the Wars of the Three Kingdoms are clearly visible on the tower and apse.[7] Another important historical religious site in the area is the ruins of Cambuskenneth Abbey, the resting place of King James III of Scotland and his queen, Margaret of Denmark.[8] During the Wars of the Three Kingdoms, the Battle of Stirling also took place in the centre of Stirling on 12 September 1648.

The tomb of James III, King of Scots at Cambuskenneth Abbey

The fortifications continued to play a strategic military role during the 18th century Jacobite Risings. In 1715, the Earl of Mar failed to take control of the castle. On 8 January 1746 (OS) 19 January 1746 (NS), the army of Bonnie Prince Charlie seized control of the town but failed to take the Castle. On their consequent retreat northwards, they blew up the church of St. Ninians where they had been storing munitions; only the tower survived and can be seen to this day.[9]

Economically, the city's port supported overseas trade, including tea trade with India and timber trade with the Baltic. The coming of the railways in 1848 started the decline of the river trade, not least because a railway bridge downstream restricted access for shipping. By the mid 20th century the port had ceased to operate.

Perth

Perth was made a town or burgh by King David I in the early 12th century. There was probably already a settlement there but it was an obvious place to create a new town. It was at the first spot where the River Tay could be bridged. On the other hand ships could easily sail up the river to Perth. In the Middle Ages Perth was a busy inland port. Hides, timber and fish were exported. Perth was also a manufacturing center. Wool was woven in Perth. It was then fulled. That means it was beaten in a mixture of water and clay to thicken and clean it. At first the wool was trodden into the water and clay by human feet. (The men who did this were called walkers). Later the wool was pounded by wooden hammers worked by watermills. There was also a leather industry in Medieval Perth. There were skippers and tanners and leather was used to make things like gloves and shoes. There were also horners. In the Middle Ages cow and goat horn was used to make things like spoons, combs and ink wells. There were also the same craftsmen found in any medieval town like butchers, bakers and blacksmiths. In the Middle Ages Perth had weekly markets. It also had annual fairs. In the Middle Ages fairs were like markets but they were held only once a year and they attracted buyers and sellers from a wide area. In 1231 Dominican friars came to Perth. In the Middle Ages friars were like monks but instead of withdrawing from the world they went out to preach and help the poor. Dominicans were known as black friars because of their black costumes. Carmelites of white friars came to Perth in 1260. Franciscans or grey friars came to Perth in 1460. In 1429 a small monastery was founded for Carthusian monks. During the Middle Ages the only 'hospitals' were run by the church. In Perth there were 5 hospitals. In them monks looked after the sick and the poor as best they could. (They also provided hospitality for poor travelers). There was also a leper hostel outside the town. In 1210 Perth was severely damaged by floods. However the town recovered and King William the Lion made it a royal burgh. At first Perth was probably defended by a ditch and an earth rampart with a wooden palisade on top. However Perth was occupied by the English from 1296 to 1313. In 1304 the English king ordered that stone walls be built around Perth. However when the Scots re-captured Perth in 1313 they destroyed these walls to prevent the English occupying Perth again. In 1329 Robert the Bruce was succeeded by his 5 year old son. In 1332 Edward Balioll, the son of King John landed in Fife with his supporters. They fought a battle against the regent at Musselburgh. Balioll captured Perth and he was crowned king of Scotland. Civil war followed. Balioll's forces held Perth until 1339, with English support. It was relatively easy for them to hold Perth because it was a port. Perth could be supplied water. In 1396 came the battle of the clans. There are different versions of what happened. Two clans or federations of clans were feuding and the king asked them to settle their differences by choosing 30 champions who would fight each other. The two sides fought on North Inch. One side, the Mackays, were left with just one survivor who fled by swimming across the Tay. King James I was assassinated by nobles in Perth in 1437. In January the King and Queen were staying in the black friary. At midnight rebels led by Robert Graham broke into his rooms and stabbed him 16 times. The Queen and her children escaped to Edinburgh. PERTH IN THE 16th CENTURY AND 17th CENTURY Perth was one of the birthplaces of the Scottish Reformation. In 1544 6 people were executed in Perth for heresy. However in 1559 John Knox made a rousing sermon in St Johns Kirk. He claimed that the mass was idolatry. The audience responded by smashing the high altar. They then went on to destroy the friaries and monasteries. Following the reformation St Johns Kirk was divided into 3 separate kirks. In 1600 came the Gowrie conspiracy. According to King James VI he was hunting at Falkland when the Earl of Gowrie's brother, Alexander Ruthven asked him to come to Gowrie House. Ruthven supposedly told the king that they had a man with a container of foreign coins at the house. The king eventually went with a group of companions. The king was led to a room in a turret by Ruthven who then locked the door. According to the king, Ruthven then threatened him with a dagger. Ruthven left the room and locked the door. Meanwhile the companions of the king were told that the king had left and they were about to leave as well. However the king opened a window and called for help. The king's companions rushed to the room and killed Ruthven. The Earl of Gowrie then rushed to the scene with his servants and in the ensuing fight he was killed. It is believed by many that the conspiracy was stage managed by the king to get rid of a family he disliked. In the 16th century and the 17th century there a number of metalworkers in Perth. As well as blacksmiths there were goldsmiths and silversmiths and craftsmen who worked with pewter. There were also armourers (armour makers) and, when guns became common, gunsmiths. The leather industry continued to prosper. There were also weavers and fullers in Perth. Furthermore Perth was still a busy little port. However in the late 17th century a linen industry grew up in Perth. It soon became the pillar of the town's prosperity. By the late 16th century Perth probably had a population of around 6,000. By the standards of the time it was a large town. Like all towns in those days Perth suffered from outbreaks of plague. It struck in 1512, 1585-87 and again in 1608 and 1645. However each time the plague struck the town recovered and it continued to slowly grow larger. James VI's hospital was built in 1569. (The present building is mid-18th century). A new bridge was built across the Tay in 1616 but it only lasted for 5 years. It was destroyed by severe storms and flooding. The Fair Maid's House dates from the early 17th century. In 1644 the royalist Marquis of Montrose captured Perth after he won the battle of Tippermuir. Charles II was crowned king at Scone in 1651. However in August 1651 an English army captured Perth. Cromwell built a fort on South Inch but it was demolished in 1661.