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OF  
CLYDE.

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GLASGOW BRIDGE.

# BROWN'S GUIDE

TO THE

## WATERING PLACES

AND

Chief Resources of the Clyde.

WITH A MAP, SEVEN ILLUSTRATIONS,

AND

A useful Table of Distances, Times, Fares, &c.

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*Third Edition—Revised and Enlarged.*

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GLASGOW:

JAMES BROWN & SON, 25 BRIDGE STREET;

AND MAY BE HAD FROM ALL BOOKSELLERS.

1864.





## PREFACE TO THE FIRST EDITION.

BROWN'S Guide to the Watering Places and Resources of the Clyde is intended to supply, in a convenient form for the tourist, a desideratum long felt, viz:—of having, in a small and cheap form, all that is necessary to be known, and requisite for the forming of a proper estimate, of the Clyde,—now certainly the first commercial river in Scotland.

The plan is simple, and the notices are brief; and no one spot is exhausted in its interest. A personal visit and a patient examination of the localities will enhance the pleasure and reward the toil; and it is hoped that, with this Guide in hand, and a reference to the map, there will be no lack of enjoyment.

GLASGOW, June, 1862.

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## SECOND EDITION.

IN submitting this Second Edition of the GUIDE to the Public, J. Brown & Son trust that it will merit as extensive perusal as the former. From private individuals, from newspaper reviews, and from

LORD PALMERSTON

During his recent visit to Glasgow, the feeling of satisfaction has been the same. The present Edition is fully posted up, and additions made.

JUNE, 1863.



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# Brown's Guide to the Clyde.

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## THE SOURCE OF THE CLYDE.

THE Clyde, the Glotta of the Romans, rises on the confines of Lanarkshire, near Queensberry Hill, and flows in a most winding course of eighty miles from its source to Glasgow Bridge. The beginnings of the river are small. Streamlets multiply and an increase is made by receiving the waters of the Daer near Crawford Moor, the Glengonner from the Lowther range, and, after gliding round the base of Tinto Hill—two thousand three hundred and fifty-one feet high—the Douglas, near Harperfield. The Clyde here becomes comparatively a wide, deep, and rapid river tumbling over Bonnington, Cora, Dundaff, and Stonebyres Linns in succession. The resources of the waters have been made available to carry on the Cotton-Mills at New-Lanark, celebrated as the scene of the early social experiments of the late Robert Owen. The scenery of the Clyde, in this neighbourhood, assumes all the appearances of attractive beauty, and invites the tourist to its banks. The deep glen, the stupendous cataract, and the abundant foliage of a summer-day, arrest the attention of the most careless, well expressed in the pathetic and truthful lines,—

“ Majestic Clutha! as a princess moving,  
From the pavilion of thy morning rest;  
To whom the Atlantic heaves with smiles approving,  
And folds his daughter to his ample breast.”

Near Hamilton the Clyde receives the water of the Avon—a considerable stream—and passes majestically onward to Bothwell Bridge—the fatal field of the Covenanters—the ruins of Bothwell Castle, and Blantyre Priory. The river at Blantyre presents another feature in its beauties—one of the very many on its fertile banks—the cotton-spinning, weaving, and dying mills, established 1785, by that eminent merchant “preacher,” the late David Dale of Glasgow. In the valley of the Clyde, surrounded with high and noble trees, stands Blantyre Works on the edge of the water. The ceaseless and deep current is the life of the Works, and its beauties correspond with its usefulness. On leaving Blantyre, the Clyde approaches in its course the noted Iron Works of Messrs Dunlop, near Carmyle, at which extreme the waters are affected by the flowing tide; and next is Dalmarnock Bridge, near which are the now useless reservoirs, formerly used to supply the inhabitants of Glasgow with water, a memento of the past.

## RUTHERGLEN ON THE CLYDE.

Rutherglen, on the Clyde, is a Royal Burgh, and is distant from Glasgow about  $2\frac{1}{2}$  miles. The population of the parish in 1861 was 9,332. Here is also the first harbour or quay, the depth of water enabling lighters of considerable tonnage to ascend to it; and close by is a building yard.

On the 13th of April, 1861, a very handsome steam-yacht-screw, of 200 tons; on March 21, 1862, another steamer, named the "Lee Min," of 150 feet length, 21 feet beam, 12 feet depth, and 60 horse-power, and on May 5, 1863, a paddle-steamer of light draught, named the "Royal Middy," were launched from the building-yard of Mr Thomas B. Seath, there. Rutherglen is one of the few towns in Scotland that can boast of great antiquity, as even in the 12th century it is noted in history, and the Magistrates of the Burgh seem emulous to maintain their honourable antecedents in their new, large, substantial, and handsome Town Hall.

## GLASGOW GREEN—NELSON'S MONUMENT.

Glasgow Green, on the banks of the Clyde, is not the least of the beauties that swell in interest, as they multiply in number, on each side of the river. The green consists of 140 imperial acres of ground, and contains many attractions for all classes of society. The curve of the river at the Green is a natural beauty, and by the neatly laid-out walks, with numerous seats, and the carriage drive in addition, the beauty is rendered more enjoyable. Near to Hutcheson Bridge, there is a strongly-laid Weir, which serves to form a lock for vessels at high-water sailing from or to Rutherglen, and also causes a uniform and sufficient depth of water for aquatic recreations. The broad, long expanse of water thus formed, presents a scene of the most animating nature. The trim and finely-built skiffs, of every size and shape, manned by expert rowers, in every variety of dress, skim along the surface with an agility truly admirable. "The City of Glasgow Royal Regatta Club," had, on Saturday, April 26, 1862, their Eighteenth Grand Annual Procession in this part of the river, and no fewer than twenty-five boats joined in the scratch-matches of the day. And again competition days in September following, renewed the scene both by the "The Royal Regatta Club," and "The Clydesdale Amateur Clubs." Cups valued L.85, L.80, L.40, and medals in gold and silver were contended for and won. The circuit extended from the Weir to Rutherglen Brigde, passing underneath the lately-erected Suspension Bridge, in the Green. The Suspension Bridge is 219 feet from butt to butt; near it, and close on the banks of the Clyde is situated "The

Humane Society's Restorative House," for the immediate use of those unfortunates who fall into the water, and Mr George Geddes, the active and experienced superintendent, has at his command all necessary appliances to restore suspended animation. Towering aloft on the north-side, and overshadowing the Restorative House, stands the Monument to the heroic Admiral Nelson, who fell in the battle at Trafalgar, October 21, 1805, aged forty-seven years. It has a prominent appearance on the Green, and there is inscribed on one of its four sides, the name Horatio Viscount Nelson, born 1758, died 1805; and on each of the other three sides, one of the most noted out of his 150 naval engagements, Aboukir, Copenhagen, and Trafalgar. The obelisk is 144 feet high, and was built in 1806. During the summer of 1861 the Monument was considerably injured during a thunder-storm, after which it was repaired, and a lightning-rod placed on the south corner to direct the electric fluid.

#### GLASGOW BRIDGES—BROOMIELAW—HARBOUR.

On leaving the neighbourhood of the Green, the Clyde becomes bridged over for city service, first by Hutcheson Bridge, built of sandstone from designs by the late Mr Robert Stephenson, in 1829; length 400 feet, with a breadth of 33 feet. Next by Victoria Bridge (so named in honour of Her Majesty's visit to Glasgow in 1849), on the site of the ancient Stockwell Bridge, built by Bishop Rae in 1345. The old Bridge, for upwards of four hundred years, formed the chief communication with the South-western parts of Scotland; and, after repeated enlargements, it was removed for the present elegant structure of five arches, built of white granite, from designs of Dr Walker, Civil Engineer, and opened in 1854; it is one of the broadest bridges in the world. Again with a Suspension Bridge, erected by private parties, for the convenience of the inhabitants of the south-side. Lastly, by Glasgow Bridge, at the foot of Jamaica Street, finished in 1835, at a cost of L.34,000, consisting of seven exquisitely thrown arches, faced with Aberdeen granite, from designs by Mr Telford; length 460 feet, and width over the parapets 60 feet; and though not the last erected, will bear comparison with any in the kingdom. The Trusteeship of the Bridges is under the Members of the Town Council, and additional gentlemen appointed by the counties of Ayr and Renfrew. They have expended during the last thirty years L.120,000, and at the 31st of May, 1862, the debt was only L.23,461 16s. 3d., while the nett yearly revenue from pontage is nearly L.8,000!

The Broomielaw is so named from the banks of the river having been at one time covered with broom, and is now the centre of a never-ending thoroughfare, caused by the fleet of

vessels berthed along its sides. It is only a portion of the harbour—but the most noticeable—and begins close to Glasgow Bridge. The Custom-House is situated on the northern side, a little way above the entrance to Jamaica Street, and, as a building, is not equal in appearance to the vast amount of business done within its walls.

### The Harbour

properly begins at Glasgow Bridge, for although the quay is on the one side extended to Victoria Bridge, yet the traffic is confined to certain vessels. Below the Bridge the harbour stretches on both sides of the Clyde for above one mile, enclosing an area of 70 acres, with 4248 yards of length of quay, and building-yards and docks for one mile more to Govan. Trade, with all nations, is here carried on in large handsomely constructed sailing and steam-vessels, both for foreign and home commerce. For the year ending June, 1861, the arrivals in the Clyde, from all parts, were 15,085 vessels! The change is marvellous, yea, almost incredible. Every class of the community, and every source of income are affected by the change, and the Custom-House revenue, from harbour dues, the most. For the year ending March 31, 1863, the income was L.974,380 6s. 3d., being an increase since the former year of L.62,233 14s. 2d., while in 1820, the sum from the same source was L.11,000; and in 1812, so low as L.3124; and if the totals from Greenock, L.1,172,732, 4s. 2d., and Port-Glasgow, L.302,410, 4s. 2d., for the year 1863, be added, the Public Revenue from the Clyde is now upwards of two and one third millions sterling annually! The great secret to this unparalleled rise in revenue, lies in the deepening of the river. At the highest tide 23 feet of water can be obtained, and 17 or 18 feet at the ordinary tide. Compare this depth with the 3 or 4 feet of former times, and the difference is astonishing. To the same source may be traced the increase of population in Glasgow. A demand was made for manual labour, and the country was drained to meet the supply. In the year 1801, when the National Census was first taken, the inhabitants of Glasgow numbered 83,769. In 1851 the sum was 360,138, and the last returns in 1861, the figures were 446,395. Of this vast population, many thousands are employed about the river through the means of the Harbour Trust, who have chambers in Robertson Street, and whose income from dues and ferries, during the six months ending in June, 1862, amounted to L.59,095 8s.; besides the mass of busy workmen engaged in the engineering and other mechanical departments, who built last year a fleet of upwards of four-score steamers, all begun and finished on the Clyde, and not far from the centre of the city.



## NUMBER OF VESSELS BUILT ON THE CLYDE IN 1861.

	Iron Steamers.	Sailing Ships.	Both.
Number,.....	81	5	96
Tonnage, .....	60,185	3,060	63,245
Horse-Power, .....	12,493	...	12,493
Cost of Hull and Fittings, L.	1,252,300	50,560	1,302,860
Cost of Engines,.....	L.456,800	...	L.456,800

## THE RIVER AND DEEP-SEA STEAMERS.

At the Bromielaw, and overlooked by Glasgow Bridge, on the north-side is the wharf for the departure and arrival of the river-passenger-steamers. Here are sheds for the accommodation of intending passengers, and during summer from an early hour till sunset, all is bustle, all is gaiety. With one or two exceptions, Bromielaw quay is the place of departure for all river steamers, and as these generally call at Greenock, parties who desire to prolong their stay in town, overtake them there per rail. The steamers on arriving at Greenock, radiate, as from a common centre, and take seven different routes, —Helensburgh and Gairloch, Loch Goll and Loch Long, Kilcreggan and Holy Loch, Dunoon and Rothesay to Arran, Largs and Millport to Arran, Ardrossan and Ayr, and the single trip to Loch Fyne by the new saloon-steamer "Iona." At most of the landing places the charge of 1d. is exacted to bear the expense of pier; there are, however, honourable exceptions. Greenock, Gourock, Largs, Millport, Inellan, and Rothesay. As a fair specimen of what the Clyde can produce in the river-steamer-line, the "Neptune" now in American waters with many others, may be noticed. This vessel is 200 feet long, 18 feet broad, depth 8 feet 3 inches, and draught  $4\frac{1}{2}$  feet; 126 tons register, and fitted up with a pair of beautiful engines of 100 horse-power. Her cabin was superbly finished, and she sailed at the rate of about 21 miles an hour!—as was known in running the Lights between Cloch and Cumbray, a distance of  $15\frac{1}{2}$  miles in  $46\frac{1}{2}$  minutes, shorter by  $1\frac{1}{2}$  minutes than had ever been reached. The Clyde river steamers are peculiar in their construction and size, few other waters having the necessity for such swift and generally such commodious craft, and are, in consequence, much sought after where a country is to be opened up by means of inland rivers, which necessitates a small draught of water with power. The deep-sea steamers, berthed half-a-mile farther down the quay, are of a greater tonnage, and from their mould and their trim appearance, are worthy of intense admiration. Here goods

are shipped by night and by day, enabling the distant ports of Liverpool, Cork, Dublin, Belfast, Londonderry, and the Western Islands of Scotland, to be visited twice or thrice weekly. Berthed still farther down the river, are the ocean steamers of upwards of 1000 tons burden, by means of which Glasgow has direct communication with Canada and the United States.

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### THE SAILORS' HOME—SEAMEN'S CHAPEL.

On the north-side of the Clyde, at the corner of James Watt Street and the Bromielaw, the Sailor's Home stands prominently to view. It is a large and commodiously fitted-up building, consisting of three flats, with shops and offices on the ground-floor, with Campanile Tower for the Time-Ball, and Fitzroy's Storm Signals. The Home is made to accommodate 120 lodgers, though half that number is the general average. It was opened for use on January 26, 1857, and completed at the cost of L.20,875 5s. 11d., a sum now nearly met by the liberality and good-feeling of the benevolent in Glasgow. The Subscribers with their Managers had their Annual Meeting, May 14, 1862, and the Report presented, proved that the same sympathy which dictated the erection, still sustains the Institution, and may it soon be self-supporting. The number of seamen who take advantage of the offered comforts is very considerable. In 1859-60, there were admitted into the Home, as temporary boarders, 1167. In 1860-1, 1537; and in 1861-2, no fewer than 2252, giving a daily average in last returns of about sixty persons.

Almost every maritime nation has here a representative. They board at one common table under the presiding genius of the respected Superintendent, Mr Archibald Wilson, and they cordially submit to the prescribed rules laid down by the Committee of Management—Chairman, the esteemed William Euing, Esq., Royal Exchange. A well-selected Library, and the benefits of a Deposit Bank, add to the attractives of the Home, and the hardy sons of the deep are, during their short stay on shore, cared for, and regarded as fellow-workers in the greatness of the Clyde. This care and regard extend to their future weal as well as their present comfort. Two chaplains are at their command, Mr Robert Weir and Mr Neil M'Dermid, and service morning and evening, in the large Hall of the Home, is attended to; and lately, there was opened a neat and newly built chapel for seamen in Brown Street, in which every Sunday sermon is delivered, and all in port are invited. The chapel is sixty-two feet by forty, and has sittings for five hundred persons. It has no gallery, and cost L.1600 in building.

## THE TIME-BALL—FITZROY'S STORM SIGNALS.

On the Tower of the Sailors' Home, is the Harbour Time-Ball, (which was erected in 1857, by Mr Alexander M'Kenzie, mechanist, and has been worked, from the commencement, by the firm of M'Gregor & Co., chronometer makers, who have an observatory at the south-side), the transit instrument in which is mounted on one block of polished marble, cut down centrally, to a certain extent, so as to allow the instrument to traverse in the plain of the meridian.

The Time-Ball is dropped daily, exactly at one o'clock, Greenwich mean-time, by an electric current from an astronomical clock, which is attached to the basement of the building; and a brief account of the mode of working it, may prove interesting, as many persons have been led to suppose that the ball is dropped by hand. The dial of the clock is cut through, above the figure 60, on the seconds-dial, and through the opening projects a thin plate of pure gold, which is inclined to the seconds-hand, also of gold, at an angle of about eight degrees. Concentric, and revolving with the minute-wheel, is a wheel, notched out in three places, above which rests a lever, connected with the gold plate or trigger. At a few seconds before five minutes to one o'clock, the lever drops into the first notch, allowing the gold trigger to fall into position for contact with the seconds-hand, which, as it completes the 60th second, touches the gold plate, and a minute bright spark is seen. The signal is conveyed to the attendant, at the top of the Tower, and the ball is wound up half-mast high. The seconds-hand, after making the contact, pushes back the gold plate, which is very flexible, and continues its course; but before it completes another circuit, the trigger is lifted above the point of contact by the mechanism of the clock. At a few seconds before two minutes to one, the trigger again drops, the second contact is made, signalling as before, and the ball is wound up to the top of the staff; and when the seconds-hand completes the last second of the hour, it again touches the trigger, and the ball instantaneously descends; and no one who ascends the Tower to witness the working of it, can fail to remark the unerring precision with which the ball is discharged by the clock below. The hands of this clock are never altered. It has a small losing rate, and a little before one o'clock, every day, the pendulum is accelerated, for a few beats, which brings it to the exact time.

It is gratifying to add, that Glasgow holds a prominent place in the trial of chronometers at the Royal Observatory, Greenwich, as a chronometer, sent by Messrs D. M'Gregor & Co., for trial in 1861, was so highly approved of, that the Lords of the Admiralty, offered the sum of £50 for it, which was accepted.

The entire weight to be lifted is fifteen cwt., the ball itself

being four cwt., and is five feet diameter, built of mahogany, and covered with zinc, nearly 1-16th in thickness. It rises fourteen feet, near to the model of a ship at the extreme point of the rod. The Tower, with the Time-Ball rod, measures 217 feet from the ground, and, on the summit, the view compensates the labour of the narrow ascent—the river in its windings, in its freights, in its bustle, and in its expanse, is seen and can be studied with advantage. In Edinburgh, where there is a Time-Ball on the top of Nelson's monument, Calton Hill, the apparatus, designed and erected by Messrs J. Ritchie & Son, is connected by a wire to a gun in the Castle; and at the same moment the sense of seeing is gratified, the hearing is also. At one o'clock P.M., the report of the cannon is heard in every quarter; and if Glasgow Time-Ball had such an apparatus, and if a similar sound were heard, the service to those interested would be tenfold—and why withhold it?

### **Fitzroy's Storm Signals.**

On February 17, 1862, the underwriters of Glasgow added much to the interest attached to the Tower of the Sailors' Home, by erecting a pole and halyard for the exhibition of Admiral Fitzroy's Storm Signals, to foretell the expected character of the weather to captains of vessels about to leave. The apparatus was under the superintendence of Captain Andrew Small, examiner in navigation to the Board of Trade here, and the first signal indicated a gale from the northward. The accuracy of these precautionary intimations to mariners can be depended on, as a note by telegraph is regularly transmitted from the Metereoligical Department of the Board of Trade, and London and Glasgow share the benefit.

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### **HARBOUR SHEDS—HARBOUR RAILWAY TERMINUS— THE CRANES.**

For the safe keeping of goods, and the protection of ship-cargoes, sheds have been erected, and their appearance on each side of the Clyde, renders the Port of Glasgow much more mart-like, more the emporium of the nation. The sheds are all supplied with sliding doors, are well-lighted at night and carefully watched. The shipping interest on the Clyde required these erections, and the River Trust hesitate at no expense to meet every requisite. The sheds together, on each side of the Clyde, cover upwards of 39,183 square yards, and the whole of that area is advantageously used for the import and export of all sorts of merchandise. The improvements in shed-building are as manifest tokens of advance as in any other department of

Glasgow trade. To describe the whole of them, would require a volume—we will notice two, Springfield and Mavisbank, both on the south-side of the river. Springfield Shed is 740 ft. long by 72 ft. wide, and is lighted from the roof. It is a noble specimen of art, and a beautiful combination of angular power, and when finished was far ahead of any other on the Clyde. But even the superiority of Springfield had to give way to one lately finished on Mavisbank. Mavisbank Shed, by far the largest in size, is placed at the extreme point of the harbour, and forms a fit adjunct to meet the Sheds of Lancefield on the opposite side of the river. At the road-side, the length is 1468 feet 3 inches, and at the river-side 1462 feet, forming a gentle and regular curve. The breadth is 60 feet, with 2 feet additional for eaves; and the extreme height is 27 feet 11 inches. As a piece of engineering and mechanical workmanship, Mavisbank Shed is perfect in symmetry and admirably adjusted in all its parts. The granite causeway, the consolidated quay, the angular glass roof, the handsome glass globes (each with four reflected lights suspended from the roof), the trim cast-metal tubular pillars, and the grand and lofty vessels moored at its side, unite to make Mavisbank Shed an honour to the ingenuity of man—the vast power of mind over matter—and not little credit is due to the eminent contractors, Messrs Hanna, Donald, and Wilson, engineers, Paisley, who have scientifically carried out the architectural designs to completion. The gigantic undertaking of quay and shed, after the labour of years, has been brought to a close, and many in after days will reap the benefits. Mavisbank Shed is one of the proud Memorials on the banks of the Clyde.

#### Harbour Railway Terminus—The Cranes.

On the south-side of the river, at a short distance below Springfield Shed, there are Termini of the Harbour Junction Line connecting it with the Coal-fields of Lanarkshire. The supply of coal and of iron is abundant, and the depot containing them is large and well secured. Vessels in requisition of either, come alongside the quay, and by means of steam-wrought powerful cranes, the waggon, with its contents, is lifted, emptied, and restored to its former position, to give place to others. Mechanical power does all; manual labour guides the huge body to and from the receiving vessel! There are other cranes at convenient points, on each side of the harbour; some of them of great size and power. One on the south-side is capable of lifting forty-five tons weight; but another, the latest addition in this department, is on the north-side, opposite Mavisbank Shed, and erected in 1855, with a double jib, capable of transferring a load equal to sixty tons.

## HARBOUR AND RIVER FERRIES.

From Glasgow Bridge, to the limit of the harbour, there are four Ferries for the immediate convenience of passengers. The boats are in requisition at all hours by day, and even one of them—the second from the bridge—during night. The boatmen are officially-appointed, and charge one half-penny for each passenger. There is also a Ferry at Kelvinhaugh, and another at Govan, besides those at Renfrew and Erskine. The three last-named are used for all kinds of vehicles as well as passengers, and they serve as a connecting link between distant parts of the country. The year's revenue to the Clyde Trust, ending June 30, 1861, was L.105,768 11s., and of this very large sum, the income from the Ferries was about L.5000. This item is a pleasing proof of public estimation of Ferry communication, and the rare occurrence of accident, under the careful superintendence of the ferrymen, increases confidence.

## THE DEEPENING OF THE CLYDE.

The deepening of the Clyde is a great work. Genius and perseverance have an ample reward. By means of dredging-machines and diving-bells, the Clyde, for nearly twenty miles from Glasgow Bridge, has been made one large wide and deep canal, capable of floating vessels from 1000 to 2000 tons burden! To remove the sands and clays from the bed of the river was comparatively easy, but reefs of rocks, and huge boulders, have been reached and forced to yield to the potency of science and art, even at the depth of twenty feet. The Clyde Trust, under whose efficient management this great work has been carried on, has existed since 1758, and has expended on harbour and river improvements about L.2,000,000, a sum drawn from levied dues on vessels and goods. Still a greater work may be accomplished, and through the judicially expending of even a larger sum, a deeper fathom may be reached.

On Saturday, May 25, 1861, for a company on the Tyne, there was launched, at White Inch, below Govan, a dredging-machine, of 700 tons burden, with sufficient power to act 33 feet deep, so that it is impossible to foretell the future of the Clyde. The Strath of the Clyde will be enlarged, the banks fortified, and the depth increased. Accidents, such as befell the "Glasgow," on April 11, 1854, are never thought of. The passage is clear and will be kept so. The utmost depth is as narrowly surveyed as if it were surface-land. The searching mind of the scientific will doubtless soon discover a purifying agent to act on the fetid water of the common sewers, and so to remove the offensiveness in the harbour at a low tide. An advance is already made. A step farther, and the end is gained—limpid water, as well as deep water, at the Broomielaw.

## HIGH WATER AT GLASGOW BRIDGE.

The rising and falling of the tide is one of those natural wonders and infinite goods that are beyond human power either to prevent or to control. At the destined moment the waters of the ocean rise and fall, and that almost equally the same on every shore, and the Clyde as connected with a branch of the great Atlantic is under the disturbing force of sun and moon, to cause its undulation every twelve hours. The tide in the Clyde extends to Carmyle near Cambuslang Village, five miles above Glasgow, and when the harbour is full with its flowings, and the ships floating to quay level, the beauty is beyond the ordinary. The difference of time, however, between the higher and lower parts of the river is considerable. On June 9, 1862, high water at Glasgow, morning and evening, was at 10.25 and 10.56, while at Greenock same day it was at 8.55 and 9.26, making one hour and a half. The difference of time can be lessened by producing a greater level in the bed of the river; as on Sept. 10, 1853, one hour and 48 minutes was counted as the difference between Port-Glasgow and the Broomielaw. In the Thames river, from Margate to London, a distance of 70 miles, the time of tide is three hours—the tidal wave, in gentle yet irresistible move, seeks, and finds its bounds, and rises an average height of nine feet above low water mark at Glasgow Bridge.

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GOVAN—GOVAN FERRY—KELVIN RIVER—  
SILK FACTORY.

(15 Minutes' sail—Quay—Passengers 1d.)

Govan proper is a town about two miles from Glasgow, although Govan parish includes within its bounds the greater part of the south-side of the city, and contains, according to the last census, a population of 100,672 persons. At Govan Town, the Clyde divides the parish, and the Partick district on the north-side is both large and increasing. The parish kirk at Govan is a chief object of attraction, and from its having been built near the Clyde, and the burying-ground around it studded with stately elms, it is rendered more so. The present structure was built in 1826. The tower and spire are copies of a similar building at Stratford-upon-Avon, in Warwickshire, the birth-place of the celebrated dramatic writer, William Shakspeare, who died 1616. The Ferry on the north-side, runs close to the mouth of the Kelvin river, to the west of the quay erected in 1861, after a lamentable accident which happened to one of the Ferry-boats taking passengers from a steamer. This river rises at a spring in the playground of Banton School, in the parish of Kilsyth, Stirlingshire, and has its source in a district—Banton Hills—the richest in

mineral wealth of any in Scotland, containing twenty-four beds of coal, and fourteen of black band ironstone! The Kelvin at Kirkintilloch unites with the waters of the Luggie, and after a circuitous course of some miles, is at last lost in the Clyde at Govan. On the Kelvin, and not far from its junction with the Clyde, are the Flour Mills, which the Incorporated Society of Bakers have possessed since the battle of Langside, between the troops of the unfortunate Queen Mary and Regent Murray in 1568. The bakers, in those days, aided the Regent against Mary, and the craft inherits the lands and waterfalls given to their forefathers as compensation. Close to the junction of the Kelvin is situated the building-yard of Messrs Tod & M'Gregor, and their graving dock for repairing vessels of any size—length, 500 feet; width at entrance, 56 feet; depth, 18 feet; and on a vessel being docked, by means of powerful engines it can be emptied in two hours.

#### **Govan Silk Factory.**

The manufacture of silk was unknown in Scotland till by the foresight and enterprize of Mr Morris Pollok, a Glasgow merchant, a factory was opened in 1824, on the banks of the river below Govan. Mr Pollok imported the raw material direct from China, but in 1840 also from Virginia. At the present day, from three hundred to five hundred persons find employment both in "weaving" and "throwing" within the walls of the establishment. Mr Pollok died on the morning of March 7, 1862, in his 77th year, full of honours and full of days, the first in Glasgow—in Scotland—to introduce that branch of business now so widely and so justly valued. The building, at Govan, stands near the water-edge, and presents an object of interest in its successful antecedents and its local position on the banks of the Clyde. The business is continued by Mr Pollok's son.

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#### **RENFREW ON THE CLYDE.**

(30 Minutes' sail—Quay—Passengers 1d.)

Renfrew is the county town in the shire, though far from being the largest. The town and neighbourhood are replete with incidents both ancient and modern. In Roman times they formed a part of the province of Valentia, and in the Stuart family times they were the abode of kings, the seats of Royalty. From the latter progenitors the present Prince of Wales is named Baron of Renfrew. The town of Renfrew was formerly a seaport of greater importance than at present. It is six miles from Glasgow, and consequently more accessible to the ocean, as the town motto being a ship with the words, "*Deus gubernat navem*," under it, prove the hope and confidence of the Burgh to have been in the ship—the returning ship. There is



wharf at Renfrew, as well as a ferry, the same as at Govan, and also a railway direct from the Clyde to Paisley, a distance of about three miles, and opened in 1837. The conveyance on the rail is by horse, and in constant requisition at the arrival of the steamers. At Renfrew ship-building is carried on with spirit and enterprize, and parochial education, in a most enlarged scale, under the roof of the premises named "Blythswood Testimonial," a handsome edifice erected in 1842. Besides steam-boat conveyances to and from Renfrew, there are omnibuses from Glasgow. The population is 3731.

### THE CONFLUENCE OF THE CART WITH THE CLYDE—PAISLEY.

A short way below Renfrew is seen the mouth of the Cart as it flows into the Clyde. There are here, however, three rivers united. The White Cart, the Black Cart, and the Gryffe. The White Cart is the one most noted and the largest of the three. It runs a course of twenty miles from the parish of Eaglesham, passes Cathcart, Pollokshaws, Crookston, and Paisley, onward to Inchinnan Bridge, where it commingles with the other two. The Cart is navigable to Paisley from the Clyde for vessels of about eighty tons burden, and the cut in the Forth and Clyde Canal, being nearly opposite, the Cart frequently receives vessels direct from the North Sea. Paisley is the chief town in Renfrewshire, and as seen in the distance, with its towering steeples and its Oakshawhead Institutions, the sight is most imposing. If the "Sneddon," or quay of Paisley, was made more approachable by water, its commercial importance would increase, and its greatness would be far superior to the sanctity still lingering round the antecedents of its Abbey, its cloisters, and its cells. The Burgh population of Paisley, by last returns, was 47,419, and, with the Abbey parish, is 61,229. This population of Paisley is in a vastly different state from the Burghers in 1617, numbering 3000, when James VI., on the occasion of his visit to Scotland, was hospitably entertained by the Earl of Abercorn, at the Abbey of Paisley, on the opposite side of the Cart, was supplicated not to enter into their bounds, as they could not entertain him in a befitting manner! The difference between, the two periods is aptly seen in the post-office revenue—in 1726 the yearly income was L.28 13s—in 1834, L.3194, and so on in proportion.

### BOWLING—THE TERMINUS OF THE FORTH AND CLYDE CANAL.

(1 Hour's sail—Piers, Upper and Railway—Passengers 1d.)

Bowling quays are the upper and the lower, at one of which passengers for Lochlomond may land and proceed by rail to

Balloch; or, if desirous to remain, two good inns are at their command. Near to Bowling Bay is the terminus of the Forth and Clyde Canal, which, for traffic, convenience, and history, can be surpassed by none in the kingdom. The Canal is thirty-two miles in length from Bowling to Grangemouth, where it joins the Firth of Forth. It is  $8\frac{1}{2}$  feet deep, and so broad that vessels from 100 to 140 tons can safely pass each other. The branches of the Canal are many—the principal are those to Port-Dundas, near Glasgow, to Edinburgh, by Falkirk, and to the Monkland collieries, by Coatbridge; and the trade carried on by the main line and the branches is truly amazing, as almost night and day mechanical power, animal power, and manual labour are on the stretch along their extended banks. By means of the Forth and Clyde Canal the North Sea is joined to the Irish Sea, and goods are conveyed from Greenock or Glasgow to Leith, Alloa, Kirkaldy, Hull, London, Hamburg, and Rotterdam; and besides their returns, the transport of minerals, on the Monkland branch, make the amount of business great, and the mode of conveyance appreciated. At Port-Dundas there is a screw-steamer sails daily, during summer, as far as Lock No. XVI., near Falkirk, certificated to carry eighty-six passengers, and the inhabitants of Cadder, Kirkintilloch, Kilsyth, Kelvin-Head, Banton, and Cumbernauld, are accommodated. Steam-power is also used in the conveyance of goods on the Canal, and the resources of the communication are multiplying. At Bowling vessels are seen moving along on the Canal for some distance, near the banks of the Clyde, on their way to and from Bowling Bay; and if the ancient Roman Wall, with its ramparts and moats, were designed and executed by Roman engineers, and so made preparatory to form the bed of the Forth and Clyde Canal, there is a greater interest in all that concerns it. The Canal was opened in 1790, although the Act for making it passed on March 8, 1768. It is rather singular that one of the first vessels which arrived at the Broomielaw was the Carron Company's smack, "*MELAMPUS*," of 120 tons burden, and which was then commanded by the late Captain Andrew Walker, Grangemouth, about the year 1806.

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### THE ANCIENT ROMAN WALL AT THE CLYDE— ST. PATRICK.

The banks of the Clyde have antecedents as noted as their present marvels are great. The empire of the world had here its boundary line and the Roman legions on guard. The mighty Cæsars could proceed no farther. Here their proud ambition was stopped, and between Blackness on the Forth, and Dunglass on the Clyde, ramparts every two miles were erected in the

distance of thirty-six miles. At Duntocher was one of the Roman stations, but the largest and strongest was on the banks of the Clyde, and the space of ground between Erskine Ferry to Dumbarton Castle Rock, would be taken up with it. Here would be a Roman temple to the god Terminus, with priests and altars. Here, at the north-west point of the Roman world, the forts and sentinels would be in proportion to its position most liable to attack, and from the line of observation being across the Clyde to Newark Castle, they would be many and select. The Roman General, Agricola, completed the ramparts and finished the line to the Clyde about the year 84; and Lollius Urbicus, by a wall four yards thick, united the ramparts about the year 134. The spoils of these times must be deposited in the ruins of the wall and in the ramparts, and not a few of them at Bowling, at Dunglass, at Dumbarton Castle Rock, yea, within the bed of the Clyde. The Romans withdrew from Britain about the year 426, but they left their foot-prints almost everywhere. A few years ago, near to Bowling, was dug from a great depth, close to the water's edge, two entire bronze swords, one of them with a bronze scabbard. They are evidently of Roman origin. They tell a tale of workmanship, of proportion, and of history. The banks of the Clyde must be rich with such antiques, and future days may bring more to view. Another relic of a more important kind was left by the retiring of the Romans, one of their own warriors, the father of "St Patrick, the tutelar Saint of Ireland." The old man constituted a part of the garrison, at the extreme end of the Roman Wall, and which, with other parts, included the grounds of Old Kilpatrick, Duntocher, and Dalmuir. At Kilpatrick "St. Patrick" was born 372, and in his "Confession," he styles himself a Briton and a Roman. Early in life he distinguished himself, and fixed on Ireland as the country of his adoption and his interest. For the Irish nation he laboured, and not in vain. He taught the rude and idolatrous tribes the use of the Roman letters, the practice of the Roman arts, and the profession of the Christian doctrines. His memory is dear to the Irish, and the place of his birth—Kilpatrick—on the banks of the Clyde not less so. "St. Patrick" died about 460, and was interred at Downpatrick, the seat of his ministrations. The father's name was Maur, while that of the mother was Concha; but the official nominal Pratrius given to the son was gradually abridged into the familiar synonyme Patrick—"St. Patrick."

The western boundary of the coal and iron fields, on the Highland side, is at Kilpatrick, and is noticeable from the cropping up of igneous rocks, as we proceed down the river.

## DUNGLASS ON THE CLYDE—BELL'S MONUMENT— THE COMET.

Dunglass is a small promontory jutting out into the Clyde, and is situated betwixt Bowling and Dumbarton Castle Rock. From its relative natural position, and from its being the site of the Clyde Obelisk to the imperishable memory of Henry Bell, the ingenious and unassuming originator of steam-navigation, Dunglass deserves more than a passing notice. Dunglass is a beautiful spot, ever green, ever rugged, and contains the ruins of an ancient castle. The memorial to Henry Bell was erected in 1839, nine years after his decease at Helensburgh, and gives fresh charms to the headland. In the year 1812 the chief effort of his genius was seen in the launching of the "Comet"—the first steamer in Scotland—in Europe. That day was the brightest in the annals of Glasgow, when the waters of the Clyde embraced the small yet ominous "Comet," the precursor of boundless good to the world, and on Dunglass Rock, the remembrancer of the event stands prominently to view. The "Comet" was 40 feet long, 12 feet beam, of 25 tons burden, with engines of three-horse power, which are still preserved in Glasgow. The vessel was wrecked in some of the Highland lochs. Great as was the success to produce so powerful a model of mechanical skill, greater skill, almost superhuman, has been the transfer of the pattern made by the sons of the same fathers who built and manned the tiny craft—"The Comet." On the banks of the Clyde were also built the "Simla," 300½ feet long, 39½ beam, depth 29 feet and 640 horse power, launched in 1854; that armour-cased iron frigate, the "Black Prince," of 1250 horse power, the other parts in proportion, launched on Feb. 27, 1861; and lastly, on June 26, 1861, the "Scotia," the largest mercantile steam-ship afloat—next to the "Great Eastern"—whose utmost length is 400 feet with engines 883 horse-power, and 760 tons beyond the tonnage of the "Persia," built by the same company for the Cunard Line. All honour to Henry Bell. All honour to the Clyde. Future nations will reverence thy names and acknowledge thy worth. The copy laid down has been readily taken up, imitated, and enlarged; and the "Great Eastern" of 692 feet, by 83 and 58½ in depth, with 23,000 tons burden, is the best, and most bulky example. Associated with the whole is the fame of Henry Bell, whose name claims a better memorial than the one on the Rock of Dunglass. Henry Bell was born April 7, 1767, at Torphichen, near Linlithgow, and died at Helensburgh, November 14, 1830. His remains rest in the parish burying-ground at Row, where a Monument marks his grave—the grave of Henry Bell.

## DUMBARTON CASTLE ROCK—LEVEN RIVER.

(Ferry—Passengers 6d.)

The natural character and isolated position of Dumbarton Castle on the Clyde, give a particular interest to all that concerns it. The antecedents of the Rock are long prior to Roman Walls, chiselled monuments, or historical incidents; more abiding and more certain than any the Clyde can boast of. Its bare rugged front is ever the same, and to alter its exterior would be to destroy its beauty. Dumbarton Castle Rock is 14 miles from Glasgow Bridge, and is a circular mass of basaltic greenstone, 206 feet above the level of the sea. The mass is divided into two, having each a peak, the western one a few feet higher than the other, with a deep chasm between them, in which is the entrance to the top, and where the military barracks are, with the armoury, in which is preserved the colossal sword of Sir William Wallace, amongst other relics. The rock stands alone. It is of a blue colour and fine grained—sharp and pointed in appearance, and remarkably bold and craggy—and must have been protruded long posterior to Dumbuck Hill or the Kilpatrick range in the neighbourhood, and of which it forms no alliance neither in constituents nor in character. Dumbarton Castle Rock is a landmark and has its history. The view from its eminences is exulting and refreshing. The flowing rivers at your feet, and the distant hills around you—all is life—all is bustle—all is enjoyment. The ascent is rendered easy by built steps and frequent seats, and the traveller is relieved at the summit by a draught of cold spring-water. The last memorable event in the history of the rock was the visit of Her Majesty the Queen in 1847, when on her way to the Highlands. The Leven river, from the expansive Lochlomond, here enters the Clyde, and is navigable to Dumbarton, where ship-building is extensively carried on—population in 1861, 8253—and next to the scenes of active industry on the Clyde, as seen from the Rock, the eye is delighted by witnessing the windings of the river Leven, the increasing towns of Renton, Alexandria, and Bonhill, with the many bleachfields and printworks on its banks. Dumbarton Castle Rock is one of the four fortresses in Scotland, which, at the Union, was settled to remain in a defensive state, and a garrison is always on duty at the Castle.

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THE SANDBANK IN THE CLYDE.

The sandbank in the Clyde is undoubtedly one of the many points of interest everywhere meeting the eye from the deck of the steamer. It is a vast accumulation of river debris, consolidated by the constant flow of disintricated particles from rocks

and roots, and is a remnant of the many hindrances which at former times impeded the navigation of the Clyde. The base of it is probably a rock, a trap-dyke of the adjacent hills, or it may be a series of huge boulders which here have found a resting-place. The bank at low water is laid bare, and can be trod upon with safety. It is many miles in length—from a little below Dumbarton Castle Rock to Greenock Harbour—and its breadth in many parts is considerable. It may be named the Delta of the Clyde, like similar sandbanks at the mouth of the Nile, the Ganges, and the Thames, and seem natural to all currents. The same preserving industry and vigorous enterprise which opened up the passage of the Clyde, may at some future day either remove the bank, or better still unite it with the Cardross side of the Basin to Ardmore Point. At present beacons and buoys by day, and lights by night, admonish against a near approach, and until outbound vessels are safely beyond "The Tail of the Bank," they are not considered out of danger.

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#### CARDROSS ON THE BANKS OF THE CLYDE— KING ROBERT THE BRUCE.

Between Dumbarton Castle Rock and Ardmore Point, is situated the ancient and more-than-ever noted Cardross. It is in the parish of the same name, and forms a part of Dumbarton or Lennoxshire. Cardross is a sea-girt town, but unapproachable by water, yet a picturesque road and a railway station make Cardross accessible and resorted to. The town is nearly opposite Port-Glasgow, on the northern side of the river, and it was within the walls of its ancient Castle that Robert the Bruce closed his earthly career. The warrior gave way to the man, and he who had conquered a kingdom, was conquered by the "King of Terrors." Robert the First of Scotland died, after a reign of twenty-two years, aged fifty-five, at Cardross, June 7, 1329, only fifteen years after the Battle of Bannockburn. The dying request of Robert was—to embalm his heart in a silver casket and carry it to Jerusalem, to execute which, a fruitless attempt was made. His body was interred in Dunfermline Abbey. A square tower marks his grave. The two last years of Robert's life were passed at Cardross. The seat of kings and the court of the nation were there; and now "The Cardross case" has become a "Household Word."

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#### PORT-GLASGOW ON THE CLYDE—FIRST STEAMER "COMET."

The town of Port-Glasgow was originally so named as being the Port designed for the City. The Burghers of Glasgow made

purchase of a piece of ground there from Sir Patrick Maxwell of Newark. The venerable ruins of Newark Castle still stands in the neighbourhood and forms the boundary line of the River Trust, though the buoys beyond are under their charge. Port-Glasgow, as the Port, has in a great measure been superseded by the transfer of trade to the Broomielaw, yet it retains its name and increases in influence as one of the harbours on the Clyde. The population, by last returns, was 7214, and there is a Provost and Magistracy, a Custom-House, a Parochial Board, Banking Offices, and a Court-House for the administering of Justice every Monday. The Greenock Railway has a Station at Port-Glasgow, and most of the elegant and finely situated mansions are built south of the line, on the face of the declivity of those hills which here skirt the town. The first graving-dock in Scotland was erected at Port-Glasgow in 1762. Sugar-refining, rope and sail-making, also ship and boat-building are extensively carried on, as well as a large share of the timber-trade with the North American Colonies. The town is distant from Glasgow 20 miles, and from Greenock  $2\frac{1}{2}$  miles.

The first steamer, the "Comet," was built at Port-Glasgow, from the design of Messrs John and Charles Wood, who became the eminent naval architects and practical ship-builders on the Clyde. The success of the "Comet" inspired them, and there were floated from the building-yard, at Port-Glasgow, the Elizabeth, in 1813; the Clyde, in 1814; the Caledonia, in 1815; and the Glasgow, in 1816. The last-named was the first steamer that ventured so far to sea as the Cumbray Islands. Mr Charles Wood died about twelve years ago, and his brother John only at the close of 1860. They occupied the foremost rank in their profession, and successfully applied the great mathematical and scientific principles to naval architecture. All honour be to their names and to the proud memorial of their cultivated genius.

#### JAMES WATT'S MONUMENT—GREENOCK.

James Watt, of steam-engine notoriety, was born at Greenock, January 19, 1736. Of this, Scotland—Greenock—may be justly proud. Never was a man of genius before his time able to accomplish so much, and few have lived to witness their labours crowned with such success. He died at Heathfield in Staffordshire, August 25, 1819, aged eighty-three years. The feeling of universal admiration to the miraculous Watt, has been largely participated in by the inhabitants of Greenock in the "Watt Memorial,"—a handsome structure in Union Street for general and scientific improvement. A pure white marble statue of Watt, with appropriate accompaniments, adorn the central compartment of the ground-floor. The Memorial of Watt will long testify the grateful remembrance of his townsfolks—the inhabi-

tants of Greenock—but if that projected cenotaph to the memory of Watt be completed, on the highest point of trap-rock within the cemetery-grounds, the latter Memorial would far surpass the former. On March 1, 1846, the formation of the cemetery was commenced on a piece of ground belonging to Sir Michael Robt. Schaw Stewart, Baronet. It consists of forty-five acres, most tastefully and scientifically laid out, under the most skilful management of Mr William Ross M'Kelvie, who has acted as superintendent with approved ability for these ten years past. On the 13th of June, 1846, the "Watt Club of Greenock" memorialised the Committee of the Town Council on the cemetery, to reserve a plot of ground on which to place a Monumental Tower to James Watt. The piece of ground contains 2371 square yards, and is 289 feet above the level of the sea. The Memorial from the Club was entertained, and from that time till the present day, stones and blocks are arriving from every quarter to complete "The National Monument at Greenock to James Watt." The Tower is to be 40 feet square at its base, with an elevation of 225 feet above the base line. At the upper division of the Tower, a turret is to be placed, an Electric Time-Ball, and apparatus for obtaining Nautical and Astronomical Observations; and from the great height, 514 feet above high-water mark, the Time-Ball will be seen from a very great distance. When the vast idea is fully carried out in the same magnificence of style as given in the noble design of the Monumental Tower, by the voluntary contributions of materials from every part of the habitable globe, and the top-stone laid, on which to fix an Observatory, then Greenock and Watt, and Watt and Greenock, will be united and celebrated with new fame and honour. Already in a rough and unpolished state, the stones and blocks which have been sent to grace the building, are piled one on the top of another in the order of arrival at the selected spot of Monument, and they in silent language speak forth the universal praise due to the memory of James Watt:—From Montreal, the Isle-of-Man, Gourock, Maryland, Malta, the Giant's Causeway, Bombay, Carthage, Cuba, Kentucky, Sevastopol, St Helen's Lancashire, Washington, Quebec, New-York, Giffhock, Wardhill, Nitshill, and Arden. As a significant expression of sympathy to the memory of James Watt, and interest in the intended monument on the cemetery grounds, the late lamented Prince Consort, in reply to a letter sent him with a copy of design of monument, says, through his secretary the Hon. Charles Grey, "His Royal Highness has looked at the plan of the Greenock Cemetery, especially at the design for the monument of James Watt, with much interest and satisfaction, and desires me to convey to you the expression of his best thanks for your kind attention in sending it to him." A sentiment worthy of the distinguished and amiable deceased.



The first harbour in Greenock was finished 1710, at the cost of L.5600 raised by a self-imposed tax. Prosperity has followed every act, and the town has reaped a full share of the vast and collective advantages of the Clyde traffic. Her Docks, her Quays, her Sugar-refining Houses, her Well-Park, Wellington-Park, and highly ornamented Cemetery, her increased Population, her Municipal Institutions, her numerous Constituency, with an efficient Member—Alexander Murray Dunlop of Corsock—and her large Inland Revenue, above £1,000,000 sterling, are so many changes in her history that mark a new era. In 1695 the population of Greenock was 1700, chiefly in Cartdsyke, the eastern part of the town. At the last census 1861, in Greenock and Cartdsyke, were 42,097 persons. Greenock in 1840 was made the Terminus of the Railway Lines that unite the town with Glasgow, Edinburgh, Liverpool, and London, by which increasing interest and multiplying resources were made to centre around it. Opposite Greenock is the Tail of the Bank, mentioned as beginning below Dumbarton Castle, which affords to the outward and homeward-bound vessels here a good and safe anchorage.

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### THE FRITH OF CLYDE.

The river below Greenock may be more properly considered the Frith, as the breadth increases at some points to 13 miles; and the wide expanse of water enlivens the scene, and makes the breeze more felt. The fleet of outward bound ships are no sooner passed, than Gourock, Ashton, Wemyss Bay, Largs, Fairlie, on the one side, and Kirn, Dunoon, Innellan, on the other, come into view. The shores teem with life and animation, and the surface of the water with venturesome and experienced boatmen. All is happiness, all is joy. Nature's volumes are read and studied, all others are left behind. The mind and the body are free, free to indulge in all the luxuries of beauty embosomed in sea coast, mountain sides, or river banks, and here every one is satiated to the full. No want of enjoyment, no want of subject, an abundance is everywhere. One of the many is contained in the geological fact, that the two sides of the Frith are bounded by two different formations of rocks; on the north is the Primary, and on the south is the Secondary. The chasm of dislocation at the bed of the river must be large and deep. The igneous rocks ranged in bold defiance, and gazing on the equally bold aqueous rocks separated from their relative position and natural base. Yet the waters of the Clyde unite the separated. The sandstones of Ayrshire are conveyed to meet the wants of Argyllshire, and the bonds of human society are strengthened and lengthened by the sympathy of supplying mutual wants.

## WOOD'S HOSPITAL—FORT-MATILDA.

About one mile west of Greenock, on an elevated plateau, and at the foot of Mount Binian, is situated Wood's Hospital—"The Greenwich Hospital of the North"—an "Asylum for the relief and comfort of aged and decayed master mariners and merchant seamen of the counties of Argyll, Ayr, Dumbarton, Lanark, and Renfrew." This Hospital was founded and endowed by a native of Gourock, the late Sir Gabriel Wood, a Commissary-General of the British army, and who died at Bath, October 29, 1849. The Hospital was opened on July 19, 1854. The building is 300 feet long, 115 feet broad, with two stories, each 13 feet high, and a bell-tower rising 80 feet. Immediately beneath the Hospital, on the White Farland, is placed on a well-selected spot,

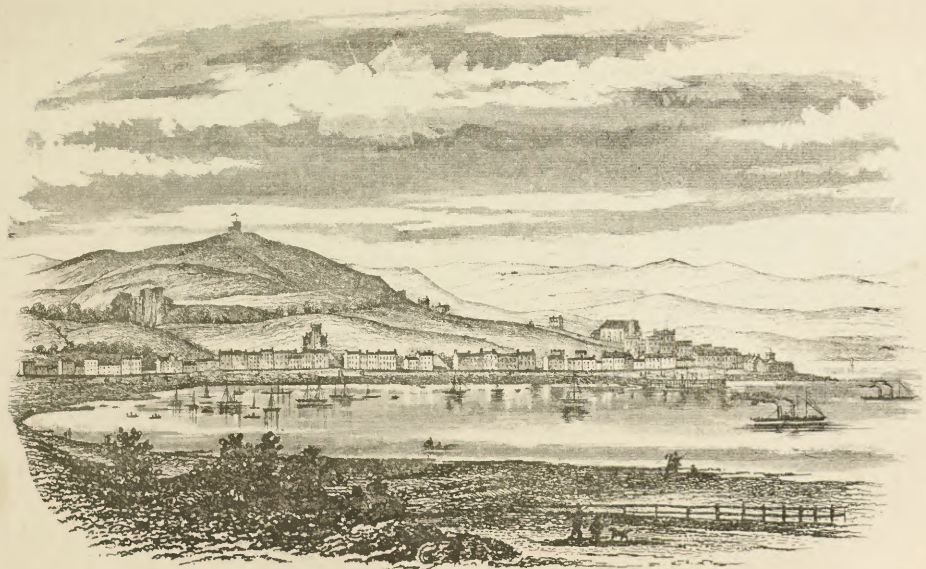
**Fort-Matilda.**

The dread of invasion from a foreign power has pervaded all classes of society in this country, and the panic has extended its baneful influence to the West of Scotland—hence the origin of Fort-Matilda. A semi-circular battery of eight large guns has been erected, and ready to ply the shot heaped up around them. Gunners live in the barracks, and are ever on the watch, and from the situation of the Fort, near to deep water in the Clyde, no vessel could escape. At present artillery volunteer corps are drilled in the area of the battery and fire across the river. May the waters of the Clyde never be stained with blood, and may her commerce never be interrupted even for a day.

## GOUROCK—ASHTON.

(2½ Hours' sail—Quay—Passengers free.)

Gourock—Renfrewshire—lies in a wide and deep bay, two-and-a-half miles west from Greenock, and about twenty-five from Glasgow, and forms one of the many summer retreats on the coast. The principal divisions of Gourock are the East Bay, Kempoch Point, and the West Bay, at Ashton. Each division has its local beauties, natural and artificial. The walk to Ashton from the Cloch is one of the most inviting and interesting of any on the banks of the Clyde. It is like a well-made avenue tastefully laid out, with noble trees and beautiful shrubs, and velvet grass thick and soft on either side. The lofty range of the Gramplians forms not the least imposing part of the picture. Light and shade vary in alternate beauty, and the rays of the setting sun are gorgeous in the extreme. At low water the sea-beach is even more interesting. From Kempoch Point to Macinroy's Point, and from that to the Cloch, new wonders present themselves at every step. We have



GOUROCK BAY.



L A R G S.

conjunction and separation of sandstone, of trap, of conglomerates in particles, the most minute, the most opposite, and the most homogeneous—an enjoyment to the curious and a feast to the intellectual—

“And thus our life, exempt from public haunts,  
Finds tongues in trees, books in the running brooks,  
Sermons in stones, and good in every thing.”

Gourock is approached by steamer and by coach from Glasgow at almost every hour. On April 12, 1862, the Burgh water-works were completed, and on that day first used by the inhabitants. The supply issues from the lands of Major Darroch, at Larkfield, from a height of 220 feet.

### INVERKIP—WEMYSS BAY—SKELMORLIE.

Situated about two miles below the Cloch in a deep bay, and at the mouth of the river Kip, is the retired vallage of Inverkip (ferry, 2d.); it is the most westerly parish in the shire of Renfrew. Near it are glens and rocks to excite the visitor to an excursion, and not the least attractive feature is the road—we might almost say garden walk—to Wemyss.

#### Wemyss Bay.

(3 Hours' sail—Pier—Passengers 1d.)

Wemyss Bay lies at the distance of  $5\frac{1}{2}$  miles from Largs, and  $3\frac{1}{2}$  miles from the Cloch Lighthouse. The villas on the shore-side are most admirably situated for summer retreat, and for pleasureable enjoyment. They are built chiefly on the grounds of the Kelly Estate, and watered by the streamlet which divides the shires of Renfrew and Ayr, and the parishes of Inverkip and Largs. Wemyss Bay has a pier approachable at all hours, and is now so well frequented as to cover the expense of rearing it. Of the walks about Wemyss Bay none are so enviable as those on the banks of the Kelly Burn, where the gentle and crystal stream contrasts so soothingly with the busy and swelling Clyde.

#### Skelmorlie.

(Pier—Passengers 1d.)

About  $1\frac{1}{2}$  miles south of Wemyss Bay, is one of the latest additions to the Clyde watering-places on the southern shore, and possesses the same features as Wemyss, in the villas of a superior description that line the shore. In the background is Knock Point, a cone-shaped hill, green to the summit, from which an expansive view is to be had. A branch of the Greenock railway will shortly be opened to this place, which no doubt will improve the locality, making it a new centre for steamers.

## LARGS—KING HACO.

(3½ Hours' sail—Quay—Passengers free.)

Largs town and parish are in Ayrshire, and by last census contain a population of 3610, having decreased in ten years 100 in number. The town is a favourite watering place and has a large wide beach of enjoyable scenes, ever fresh and ever gay. From the expanse of water here, the Clyde has a sea-like appearance, and on a stormy day the rush of water to the shore is great. Largs lies embosomed in a large Bay, and its distance from the city makes it more esteemed as a bathing resort than others nearer. Largs, from its position on the estuary of the river, and from its populousness, influence, and wealth in former times of Scottish history, was deemed by the Norwegian marauding hordes, under the dreaded and unscrupulous Haco, a prize worth possessing. Accordingly, on October 1st, 1264, Haco landed from his numerous fleet, anchored in the Bay of Largs, an army full of the most ruthless and savage warlike feeling imaginable. The waters of the Clyde were dyed with blood, and the lands around Largs were covered with the slain. Thousands lay dead on the battle field. The Scots mustered their forces under their King, Alexander III., and by their valour, accompanied with the raging elements, dashing vessel upon vessel and both upon rocks and shores, the hosts of the enemy were routed, and the discomfited remainder returned home to tell their tale of woe on Largs bay. Even Haco himself died of grief and disappointment a few months afterwards, though his son Eric married Margaret, the only child of Alexander by his Queen the daughter of Henry III. of England.

The records of the past around Largs are not confined to fatal field-days, but extend to mausoleums of Scottish Barons and of antiquarian family. Largs burying-ground contains the history of the town and neighbourhood, and invites the curious to comparisons; easily made and readily remembered.

## MILLPORT ON CUMBRAY ISLE—LITTLE CUMBRAY.

(4 Hours' sail—Quay—Passengers free.)

Leaving the Quay at Largs, the distant Ailsa-Craig to the south, and the Islands of Cumbray, Bute, and Arran to the west, with the Argyll mountains to the north, are presented to the eye. Continuing the course, Fairlie is approached by boat (ferry 3d.), a quiet retired watering place, famous for the smart cutters its zealous carpenters turns out, and at last Millport in Cumbray is quite at hand. There are two Islands named the larger and little Cumbrays. The former is a part of Buteshire, and the latter of Ayrshire in the parish of West-Kilbride. In the big Cumbray Millport stands prominently

to view like a regular and natural amphitheatre. It is situated at the south-west end of the Island, and is entered by a well-built pier at the mouth of the Bay. The shores of this island may be said to be iron-bound: irregular cliffs girt every part of them, and not less at the entrance into the Bay. Two small islands named "The Allens," guard the pier, and are assisted by other three subordinates, the Spoig, the Luac, and the Clach. The large Cumbray is about three-and-a-half miles in length, and about two miles in breadth, and has 3000 acres of arable land. It lies about four miles east of Bute, and only two miles from Largs in Ayrshire. The island constitutes a parish, and by last census has a population of 1246 persons—twenty less in number since 1851. The most attractive in architectural beauty of any of the buildings in Millport, are the Priory and the Episcopal College, with their appurtenances. The College was built in 1850, and is endowed with a full staff of officials, in a Provost, Vice-Provost, Canons, and Honorary Canons. The services of the Church of England, with all their externals of dress and magnificence of mein, are presented to the wondering gaze of the plain Presbyter who may pass the threshold of the chapel.

### Little Cumbray.

Little Cumbray is one mile and a-half long, and above a mile broad. It contains a lighthouse since 1750, though at present on a lower part of the island. The highest point of rock is 600 feet, and the island has no other inhabitants than the farmer, the lighthouse-keeper, and the rabbit-catcher, with their families. The proprietor is the Earl of Eglinton, and his rental is considerable, both from live stock and arable land. The ruins of a castle still remains on the south-west shore, which evidently had formed a connection, in former times, with the large square tower of Pontinross, opposite, on the Ayr shore. Ferryboats are always at hand, both from Millport and from Pontinross, to the Little Cumbray, oared by steady seamen; and the ramble round the island will well repay the toil. Close to the shore side at Portinross, at the base of the ruined castle is a relic of much interest—a cannon of a Spanish galleon, one of the invincible Armada ships which sailed from Lisbon on May 29, 1588, to invade Britain. The vessel was wrecked on the coast; and 80 years ago this cannon was raised, and now lies on the beach. It is  $8\frac{1}{2}$  feet long,  $1\frac{1}{2}$  feet diameter at the breech, and 1 foot at the muzzle. The Armada was dispersed in a storm, and the Clyde received her share. The sea retained the charge till the hand of the diver got hold of her prey, and rescued the destructive memorial of the past—the cannon of the Spanish Armada. The crew, 17 in number, were saved from a watery grave, and they took up their abode at West-Kilbride, where their children's children still remain.

## HELENSBURGH—THE GARELOCH.

(2½ Hours' sail—Pier—Passengers 1d.)

Helensburgh in Dumbartonshire, and in the parish of Row, is of modern date. It owes its name to the spouse of Sir James Colquhoun of Luss, by whom it was founded in 1777. In 1802 it was made a burgh of barony; and now a Provost, two Magistrates, and nine Councillors, grace the Municipality. Helensburgh is four miles across from Greenock, and two-and-a-half hours' sail from Glasgow. It is justly considered the entrance into the beautiful Basin of Gareloch, and has a population, by last census, of 4740 persons. The Gareloch stretches westward eight miles from the Peninsula of Roseneath to Garelochhead—a village at the head of the Loch—and from its depth of water and placidity of wave, is frequently resorted to by newly-built vessels to adjust their compasses before leaving the Clyde. Helensburgh is also approached by rail from Glasgow in about an hour's ride, and taking the town as a starting point, a person could pleasantly walk to the shores of Lochlomond, and returning, continue his travel to Row, Shandon, Garelochhead, Roseneath, and arrive at the Banks of Loch-Long, about three miles above Cove.

## KILCREGGAN—COVE—LOCH LONG—LOCH GOIL.

(Piers—Passengers 1d.)

Opposite Gourock, and stretching along the Roseneath shore, is Kilcreggan, a watering place of more than ordinary retirement. Here we have no village as a nucleus, such as Gourock, Largs, or Millport, but we enter from the pier at once on the line of villas with plots tastefully laid out in shrubs and flowers. The parish kirk is at Roseneath, on the Gareloch side of the promontory, 2 miles distant. Joined to the most western point of Kilcreggan is Cove, with pier about 2 miles distant, a village of the same order, showing its late origin as a place of retreat, having perhaps more ample specimens of marine mansions. It stands, as also Strone on the opposite point, at the opening of Loch Long, the grandest of all the Lochs of the Clyde, which here stretches northward, a tract of deep clear water for about 24 miles, with an average breadth of between 2 and 3 miles, dividing the shires of Dumbarton and Argyle. Proceeding up the loch, Blairmore is passed on the left, another promising resort, on the same side of the loch, about 4 miles from the opening, lying in a sweet creek, is the Hamlet of Ardentimny (ferry), overshadowed by Ben Cruichan, beautifully deversified by rock, wood, and heath, and at the entrance to Glen Finnart, through which a well made road leads through wild and pictu-





HELENSBURGH.



THE CLYDE FROM ABOVE BOWLING.

resque scenery to Loch Eck at Whistlefield Inn, from whence the tourist may turn southward along the Banks of the Loch and of the river Echaig, famous for good fishing, through the grandest and most inspiring scenery possible, to Kilmun. Loch Long from above Ardentinnny becomes the delight of its visitors, natural beauties are so varied and so ceaseless, that fresh wonders arise at every renewed visit. The range of landscape, the wild mountain tops, the deep and mossy glen, and withal the fertile green spots, washed with the ever moving waters, charm the eye, animate the mind, and irresistibly sooth the passions, so much so that the toilsome man of business desires their retreat and their influence. Distant about 3 miles from Ardentinnny on the west side, is the entrance to Loch Goil, divided from Loch Long by the rocky ridge of "Argyll's Bowling Green," a peninsula of confused and irregular mountains. From this point the loch is narrowing to about one mile in width, terminating at the foot of Ben Arthur or the "Cobbler," 2863 feet high, which overhangs the villas of Arrochar,  $4\frac{1}{2}$  hours' sail from Glasgow. From Arrochar a road leads eastward to Tarbert on Loch Lomond,  $1\frac{1}{2}$  miles distant. From the junction with Loch Long, Loch Goil stretches in a direction north-west, a distance of about 5 miles, with a breadth of from 1 to 2 miles, with scenery scarcely inferior to that of Loch Long. Some of the mountains which rise from its banks attain a height of nearly 3000 feet; it has also within its boundaries the ruined Carrick Castle of the 16th century. The village of Lochgoilhead is distant 8 miles from Arrochar, and from it leads a road through "Hell's Glen" to St Catherine's, opposite Inverary, on the banks of Loch Fyne, where there is a ferry.

### KILMUN, ON HOLY LOCH—ECHAIG RIVER— ARDENADAM.

(Piers—Passengers, 1d.)

Kilmun lies on Holy Loch, to the north side, and is in a direct line opposite to Sandbank village, the southern portion of which, with its pier now named Ardenadam. The word Kilmun denotes the "Kil of the Mun," which intimate the origin of the place, and its object of erection. Argyllshire is noted in Scottish story, and Kilmun in the county, for its ducal fame and ancient glory. On August 4, 1442—upwards of four hundred years ago—Sir Colin Campbell, ancestor of the Argyll family, engaged to found a Collegiate Church at Kilmun, and, on May 12, 1450, James II., at Perth, confirmed the foundation by a charter; and from an early day the Kilmun aisles became the last home of the ducal house of Argyll. The abbots, and prebendaries, and monks, and priests, have each been dispensed with; not so the family sepulchre. The dust of many genera-

tions moulders there; and, among others, the mutilated remains of the faithful and noble-minded Archibald, the first Marquis of Argyll, who was unjustly beheaded in Edinburgh by the minions of the revengeful Charles II., on Monday, May 27, 1661, aged 63 years. And since the death of the first Duke of Argyll, in 1703, four dukes and one duchess of the name have been interred at Kilmun. The histories are many, and the sympathies are many, around this sequestered and lovely spot—Kilmun, on Holy Loch.

At the northern extremity of Holy Loch, winds a romantic road, passing over the river Echaig—that here pours its brown waters, laden with fishy treasures, to the briny deep. Glancing up its course, the wild and majestic hills, forming a magnificent perspective, blue with a verdure peculiar to them, court the tread of the aspiring. Situated deeply amongst those to the south, are the Clyde Powder Mills, which give employment to many hundred men, influencing the neighbourhood to no little extent. At the shore near

#### **Ardenadam.**

(3 Hours' sail—Pier—Passengers 1d.)

the explosive mixture is transferred to the Company's vessels for conveyance. Running by the works is the road leading through bold hills and shady glens to the head of Loch Striven, a distance of about six miles. Returning again to the Loch, the village of Ardenadam, with its lengthy pier and smiling beauties, stretches out before us, and the shore, embowered and sheltered, is traversed with new pleasure to the distant point.

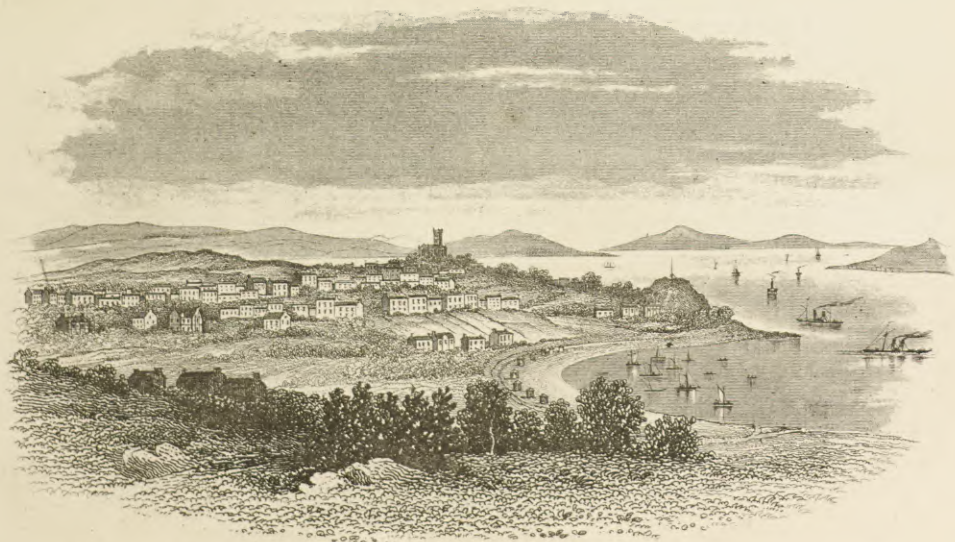
#### **HUNTER'S QUAY—KIRN—DUNOON—INNELLAN.**

Situated along the coast, at the mouth of Holy Loch, is the watering-place named Hunter's Quay (passengers 1d.) From this point, stretching along the shore to Kirn—one mile distant—villa succeeds villa, embedded in the plenteous foliage around, that finds nourishment almost to the water's edge and on the hills beyond.

#### **Kirn.**

(Pier—Passengers 1d.)

There is a good pier at Kirn, and it being easily approached from Glasgow, by rail and steamer, in one hour and a-half, enjoys a large share of patronage. The walks in the neighbourhood are all that could be desired, being away from every resemblance to city life. Along the shore for two miles towards Dunoon (certainly the most fashionable, as well as the largest and most extended of the summer retreats on the Clyde), cottages, villas, and mansions are placed thickly, not only along the beach, but literally clothing and crowning the rising ground beyond.



DUNOON WEST BAY.



ROTHESAY.



**Dunoon.**

(2½ Hours' sail—Pier—Passengers 1d.)

The village of Dunoon is in Argyllshire, and on the mound rising south of the pier stood its ancient castle, once the seat of the chief of the clan Campbell. It was then a place of great strength, as well as a royal residence, and consisted of forts and enclosures within an acre of ground. Here, in 1563, Mary Queen of Scots visited her sister the Countess of Argyll. A wall is now all that remains of the castle, having been allowed gradually to decay since 1644, when one of those feuds, too common among different and rival clans, burst forth; after which the town and country were deserted, and, unless travellers crossing at the ferry from the neighbouring shore, few were the individuals seen about either. In 1822, Dunoon possessed only some four or five slated houses, and now there are hundreds, with a population of 5444. The town and hills beyond, the walks, the flowing and clear water, and the curvature of the shore on each side of the ruined castle, render Dunoon the Brighton of Scotland. The atmosphere is pure, the scenes are enlivening, and the associations are most attractive. Beyond Baugie Bay—the safe boating portion of Dunoon shore sheltered by the Gantock Rocks—and some four miles along the coast,

**Inellan**

(3½ Hours' sail—Pier—Passengers free,)

stands prominently to view, with its pier projected from the rock-bound shore. Many of the numerous villas are newly erected, and lie close to the water's edge. The freshest sea breezes, and the most expansive prospects are enjoyed at Inellan. From an accessible height the eye can survey the extent of the Frith, from Strone Point to Ailsa Craig, with its rich maritime beauties, and endless changes. There are a Parish, a Free, and in the summer months an Episcopalian Church here, these, combined with a Post-Office and other inducements, are making this watering-place much esteemed. The Highland steamers and other boats call at Inellan, and at the southern neck of land, near it is placed The Toward Lighthouse, which, besides being a Guide to the Clyde, warns against a too near approach to the islets off the shore, called "The Captain's Bridges."

**ROTHESAY, ISLE OF BUTE.**

(3½ Hours' sail—Quay—Passengers free.)

Opposite Toward Point and beautifully built in crescent shape, on the shore of a deep half moon bay, stands the town of Rothesay, with its rapidly spreading villas to Ardbeg Point on the

north, and to Bogany Point on the south. It is a Royal Burgh of considerable antiquity, and is the county town of Bute, which includes Arran and the Greater Cumbray. It is distant from Glasgow 40 miles, and can be reached by means of rail and steamer in less than two hours, under favourable circumstances; and lying as it does encircled with hills, the general climate is favourable for invalids suffering from diseases of the chest. This watering place being, to the majority of steamers calling here, a terminus, the extensive quay always presents a busy appearance, having in one day, during summer, no fewer than from twelve to fourteen arrivals and departures. Not far from the quay, and in the centre of the town, are the ruins of Rothesay Castle, which figured largely in early Scottish History. King Robert II. lived here from 1376 to 1398, and erected a palace near the castle, where he created his son Duke of Rothesay, a title hereditary to the heir apparent to the British Crown. The palace and castle were destroyed by fire in 1685, and they have remained in ruins to this day. Near them a cotton factory was erected in 1778, and to the credit of Rothesay this was the first mill of the kind in Scotland, though they are now counted by hundreds north of the Tweed. The original manufactory has had others added to it, and all continue in active operation through the proximity of Loch Fad, which covers 140 acres, and is the largest of six lochs on the island. On its banks the elder Kean, the tragedian, chose his summer residence, where his villa still remains. On Chapel Hill, a little to the north of the town, a wide and pleasant prospect of the Bay is to be had, and from Barrone Hill, 2 miles to the rear, a view of nearly all round the island may be enjoyed. There are many good roads on the island, on which there are no tolls. Taking Rothesay as a centre, we would first notice that which winds round Ardbeg shore to Port-Bannatyne, in a wide bay,  $2\frac{1}{2}$  miles distant, and onwards by the shore to Buttock point, 8 miles distant, at the northern extremity of the island, and opposite Colintrave in the Kyles of Bute. The Kyles of Bute are the straits that divide the island from Argyleshire, and possess beautiful combinations of mountain, glen, and loch.

From Kames Castle near Port-Bannatyne (or Kamesburgh, as it is now called), another road leads to Ettrick Bay, 5 miles distant, with a vast sandy beach, off which lies Inch Marnock.

To the south of Rothesay, there is, by the Ascog shore, a road winding through the villages of Ascog, Kerry-corry near Mount Stuart, and on to Kilchattan in a large open Bay 10 miles distant. Here, in the vicinity of Kingarth Church, are some remarkable Druidical stones standing erect, and farther south the ruins of St. Blane's Chapel are sheltered in the neighbouring hills. They have been lately renovated, but still have a very antique appearance, and are surrounded by a burying-ground revealing



the history of hundreds of years. In a shady grove of majestic trees close by is a curious pit, named "The Devil's Cauldron." Close by the shore to the west of these ruins, scattered on the crest of Dunnagoil, a hill facing the sea, are the remains of a vitrified fort. On returning to Rothesay from this quarter, the road by the moor saves a walk of two miles. The island of Bute is 15 miles long and  $3\frac{1}{2}$  miles broad, and by last census Rothesay town had a population of 7122.

### ARRAN. BRODICK—LAMBLASH.

The island of Arran stands in the opening jaws of the Frith of Clyde, separated from Cantire on the west side by the Sound of Kilbrannan, about six miles broad, and having on its northern extremity, a distance of 7 miles from the nearest point of land in Bute, and on the east side by a wide channel limited by the coast of Ayr, 13 miles distant. Its vast mountain ranges and jagged peaks attract the attention when seen from a great distance; but their fascinating influence increases as we lessen the distance, so that, when arrived at its sides, we are for a time lost in gazing at the immense heights, which look all the greater from the solitary position of the island. It is variously stated to be from 24 to 30 miles long, with an average breadth of 10 miles. In this comparatively narrow area, geologists find a complete epitome of all the formations that are in Scotland, and so arranged as to form one of the finest fields in the world for the elementary study of that science. The botanist, the lover of natural scenery, the conchologist, and the amateur deep-sea fisher, will, at and around Arran, find ample encouragement to prosecute their favourite studies and enjoyments. The shady hills, the mountain tops, the variegated shells, and the finny tribes, are endless in their interest, and perfect in their characteristics.

Arran is approached from Rothesay by the Kyles of Bute, or taking up the rout by the other side of the Frith, by Millport; also, by a more expeditious rout than either, by rail to Ardrossan, and thence by steamer. By either of the Clyde routes, the visitor is enabled to see, in all their glory, the ever changing and ever charming beauties of the Clyde, that along its banks are so abundantly presented for our admiration. On nearing the island, at Corrie, to the north, its sides rise out of the sea at a considerable angle, appearing at a distance not even to afford a foothold; and onwards for a considerable distance to Brodick Bay, 5 miles distant, the sides maintain the same appearance.

#### Brodick.

(5½ Hours' sail—Ferry—Passengers 2d.)

To tourists, and those intending to make a stay, this village

is most conveniently situated for visiting the chief places of note in the island; and as from it run the principal roads, the remainder of the island will be described from this centre.

Opposite the Ferry in Brodick Bay is Springbank, where there is a good hotel; and about 1 mile to the north lies the village of Brodick. From this point it may be said that all the roads in the island diverge. Taking first that which leads on to the rear of Brodick Castle—a seat of the Duke of Hamilton, to whom, with a few exceptions, the whole island belongs—and proceeding onward for about half-a-mile, a bye-road leads to Glen Rosa, between Goatfell and Ben-noosh. The ascent of Goatfell, 2877 feet high, is best accomplished by following the footpath leading from the old inn of Brodick for a considerable way upwards by the east of Cuocan Burn to a mill-dam. Having gained this point, we proceed along the ridge to the right, which overhangs the valley to the north-east of the mountain. Having gained its crest, the remaining portion of the ascent, which is by far the most difficult, needs no further direction, and will be easier accomplished than by any other way. In the ascent, it is noticeable how we pass through, as it were, different degrees of vegetation. There is first the verdant and cultivated plains and mountain slopes, next a profusion of heaths, and upwards plants of a distinctly Alpine character, with the grey rock standing prominently out. The distance from the inn to the summit is set down as 6 miles, which may be accomplished in two hours; and, notwithstanding the toil it necessitates, we are amply rewarded by the sight from its top. On a clear day, the heights of Cumberland, the hills of Ireland, and the sea of mountains that cover Scotland, are seen in sweeping round the horizon. Instead of returning the same way, it may be advisable to descend in a direction nearly north, upon the shoulder of Glen Rosa, and passing along its side to the head of Glen Sannox, which runs almost at right angles from Glen Rosa, the head of each coming quite close, at the peculiar mountain *Cir Voir*, from which an adequate idea of the extent of both glens may be had. At the further end of the Saddle, as this ridge is called, we find at the lowest point a place by which we may descend into Glen Sannox, and by proceeding along the whole extent of this wild hollow, amongst a sea of heaving mountains, we pass the Baryta works, situated about one mile from the public road, then turning to the right we soon find Corrie and thence to Brodick by coast road, making a tour of the most interesting kind, which should only be attempted by those accustomed to mountain scrambles, and as it occupies a whole day, energy is wanted of no ordinary kind. Those not capable of such exertion may walk up Glen Rosa from Brodick and take Glen Sannox in a separate excursion via Corrie, and up a portion of the Glen by carriage, and some two miles further on foot, which will amply repay the tourist.

From Corrie and passing the entrance to Glen Sannox and continuing northward, the road advances from the coast through the hills to Loch Ranza, about 12 miles distant from Brodick, famous for wild and picturesque scenery. Within its stretching shores, upon a small peninsula near the entrance to the loch, are the ruins of an old castle, mentioned in history in 1380. In the rear of the loch is Ben-Ghoil a steep mountain, and two beautiful glens. A road from this romantic loch, on the south side, by the shore, has charms for the adventurous; it passes Scridden, the most northern point of Arran, on which there are chasms of immense depth, almost hidden with heath, and should be approached with care. Near Scridden Point is the "Cock of Arran," a large stone on the beach, forming a well known landmark; and, continuing for some distance, the Fallen Rocks come unexpectedly into view. From this we may regain the road near Glen Sannox, about one mile farther on.

From Brodick a road leads across the island to Blackwaterfoot, affording some magnificent views of the distant hills of Cantire. Near the termination of the road at the shore are some remarkable caves, hollowed out of the sandstone rock, and traditionally connected with the romantic career of King Robert the Bruce, the largest of which, King's Cave, being 114 feet long, 44 broad, and 47½ high; the others are equally large, and are called, the King's Kitchen, another his Cellar, a third his Stable. The hill above the cave is called the King's Hill. At the northern side of this hill, at Toremore, there are some remarkable druidical remains, consisting of two concentric circles of unhewn stones; and on Drumidon point, one mile to the south of King's Cave, are the ruins of a rude fort on a promontory about 300 feet above the level of the sea.

### Lamlash.

(6½ Hours' sail—Pier—Passengers free.)

To the south of Brodick, another road leads by the coast to Lamlash, 6 miles distant, and the comparatively low-lying cultivated portion of the island. It is picturesque and pretty for a few miles, but it is not desirable that the tourist should proceed further than Lamlash, or, at the most, Whiting Bay. The village is protected in the rear with hills, the principal of which are Row Hill, Dunfinn, and Dundown, with the glens Alaster and Meneadmar, all within easy access of the hotel; and in the front, lying in the middle of the semi-circular bay is Holy Isle, completely sheltering the enclosed waters.

Holy Isle is a mass of Trap Rocks, intermixed with sandstone, about 2 miles long and half-a-mile broad, rising in some parts to about 1000 feet high. On its shore is a remarkable cave, with some runic inscription within. It is said to have been the chosen

abode of St Molios about the 6th century, who lived to the advanced age of 120 years, and was buried at Clachan, a hamlet between Brodick and Blackwater foot.

Within the boundaries of Arran are two parishes, Kilbride and Kilmore, and they constitute a part of the Presbytery of Cantire in the Synod of Argyle. The Duke of Hamilton is patron of both parishes.

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### AILSA CRAIG.

Ailsa Craig, a huge rock, consisting of trap traversed by large seams of granite and basalt, standing well out in the Atlantic, is seen from most of the watering places of the Clyde. It is distant from the nearest point of land in Ayrshire about ten miles, and about fourteen miles south of Arran, presenting from these points of view a round, cumbrous shape, and from the north-west a conical appearance. On this side it rises abruptly out of the sea, in a series of cliffs 200 to 300 feet high, to a height of 1140 feet. From the top of Ailsa Craig the descent is by a rapid gravelly slope, covered by heath and grass, to the sea, where there is a kind of beach formed by the accumulation of debris. About 200 feet from the summit are some springs, and on the ledge of a crag are the ruins of a square tower, an ancient stronghold. The island abounds in rabbits, and is the resort of Solan geese, gulls, gannets, and myriads of other sea fowl, and let at an annual sum of £30 by the proprietor, the Earl of Cassillis, who received his title in the British Peerage in it, in 1831, as Marquis of Ailsa.

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### THE LIGHTHOUSES ON THE FRITH OF CLYDE.

The lighthouses on the Frith of Clyde are three in number—the Cloch, the Toward Point, and the Cumbray—if we exclude the lighthouse on the small island Pladda, south-west of Arran, and which is under the control of the Commissioners of northern lights, as well as fifty others in Scotland. The Cloch is on the Renfrewshire coast below Gourock, and is opposite Dunoon at a distance of three miles. It is 76 feet above the level of high water, and is visible 13 miles off. Toward Point Lighthouse is placed on the Argyleshire coast below Inellan, is 55 feet high, and is seen 11 miles off. While the third, on the Little Cumbray island, rises 115 feet, and is visible 15 miles. The one light is seen from the other, and readily distinguished by the peculiarity of its shade, or its movement. Their usefulness is unquestioned, as from their position they warn against an approach to dangerous reefs and rock-bound shores, and give the safe course to the harbours. The lighthouses are under the management of the Cumbray Light Trustees—which consists of the Earl of Eglinton, the Earl

of Cathcart, Sir M. R. Schaw Stewart, Bart, the Lord Provost, the Bailies, Dean of Guild, and Deacon Convener of Glasgow, with their predecessors in office, also representatives from the Town Councils of Greenock and Port-Glasgow. These, with their invited friends, make an annual survey of their trust in the month of August, on board one of the largest Clyde steamers. The several keepers vie with each other to have premises, reflectors, appurtenances, in the best possible order, and they form not the least of the beauties on the banks of the Clyde. Improvements and progress in everything are constantly going on, and not less within the domains of the Clyde lighthouses. At the official visit made by the Trustees—August 2, 1861—the Cloch appeared to the greatest advantage, having had nine new 25-inch parabolic reflectors put in—those formerly used being of smaller dimensions,—also new ventilators, and fresh lightning conductors; also at the Cumbray a new dioptric light apparatus, of the second order of magnitude, and other minor alterations.

In addition to the above-named lights, under the control and supervision of the Cumbray lighthouse trust, there were shown, for the first time, on Monday evening, the 23rd of September, 1861, newly-removed lights between Cardross light and Port-Glasgow, to indicate the centre of the new channel, and respectively designated the Perch Light and the Quay Light. These lights are somewhat different in character: the former is a catadioptric fixed light of the fourth order, showing a pillar of light all round; and the latter is a polozonal lens of the sixth order—showing directly up channel, and exhibiting a disc of light:—both are white. These lights were, however, only removed to a new position to give a more certain guidance to navigators.

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### WAR SHIP IN THE CLYDE.

The war ship in the Clyde is the Admiralty guard ship. The vessel is named "The Hogue," of 60 guns, and has 450 seamen, at present commanded by Captain Arthur Farquhar. "The Hogue" has been placed on this station not only as a protective, but also to serve as a tender for youthful Scotch, who prefer sea to land service. The ship is easily recognised from any other at the anchorage. The port-holes all round, and its immense bulk of length and breadth are conspicuous. Visitors are allowed during the day. It is a matter of regret to many, that there is no vessel in the Clyde, such as the "Conway" in the Mersey, in which to educate, in a practical manner, aspirants for seamanship,—without undergoing the drudgery of a long apprenticeship before the mast. The trade of Glasgow and the young men in the city and neighbourhood alike, call for

a second "Conway;" and the merchants would soon find the advantage from it, as those of Liverpool do. There are also Gun-Boats for coasting service, and to protect the fisheries.

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### THE PREVENTIVE SERVICE IN THE CLYDE.

The preventive service consists of stations at Gourock, Inverkip, Largs, Ardrossan, and Lamlash, which are supplied with men to protect the interest of the National Revenue. At each station three is the number, except at Lamlash, which has seven, including an officer who has under him all the stations except Gourock (which has five men and an officer named Archibald Mackennon). The whole keep a watchful guard, under the Inspecting Command of Capt. J. C. Campbell, and are at instant call by night or by day. Gourock is head-quarters, where the commander resides; and the station-house is built on Kempock Point, underneath which is the boat ready for service; the men being supplied with accoutrements and weapons to enforce obedience to civil authority.

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### THE CHANNEL FLEET IN THE CLYDE.

On the evening of Tuesday, August 27, 1861, four war vessels, named the Starboard Division of the Channel Fleet, arrived in the waters of the Clyde from Kingston. They came up under steam, and dropped anchor below the Tail of the Bank; and at an early hour next morning, The Fleet—The Fleet—were words in the mouth of almost every one: all were on the tiptoe of expectation to see them. The vessels were respectively named:—"The Revenge," the flagship, of 91 guns—Rear-Admiral Robert Smart—Captain Fellowes; "The Centurion," of 80 guns—Captain H. D. Rogers; "The Conqueror," 101 guns—Captain E. S. Sotheby; and "The Donegal," 101 guns—Captain Sherard Osborne. "The Revenge" is a new vessel, and, although carrying fewer guns than "The Centurion" and "The Conqueror," yet it is the largest ship in the Fleet, and may be taken as a fair estimate, comparatively, of the others. Her dimensions are—250 feet long, 50 feet broad, and 3317 tons register, with engines of 800 horse-power; complement of men, 880, inclusive of 200 marines. During the four days' access, 130,000 of the citizens of Glasgow visited those monsters of the deep, and foremost the Lord Provost, the Magistrates, Councillors, and others; and on Thursday following, the Admiralty and principal officers were invited to a grand banquet in the city, to which they were conveyed in first-rate style on board one of the Clyde steamers—"The Giraffe."

On Monday, September 2d, the remainder of the Fleet joined their companions in the Clyde. The "Edgar," bearing the flag

of Rear-Admiral J. E. Erskine—Captain G. P. Mends; the "Hero," Captain A. P. Ryden; the "Trafalgar," Captain J. B. Dickson; and the "Aboukir," Captain C. T. A. Shadwell. The two first-named are 91-gun, and the two latter 90-gun ships. The latter division lay parallel to the first arrived, and together they presented a vast destructive floating power to guard the Channel; and surely every one would desire that their qualities may never be put to the test, and that peace-universal may reign over the world. On Thursday afternoon, Sept. 5th, the Fleet weighed anchor, and sailed towards Belfast Lough.

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### THE CLYDE JUBILEE OF STEAM NAVIGATION.

The year 1812 will ever be memorable in the history of Clyde Navigation. On this eventful year the first steam-vessel was built, and the amazed crowds on the banks of the river witnessed, for the first time, the effects of an unseen power impelling "The Comet" onward in her course at the rate of five miles an hour! Fifty years have rolled on since, and the Jubilant feeling of admiration has increased and is increasing. If the several periods of five or ten years were taken, and an exhibition made of the trophies of each, the comparison would be like the iron ore to the delicate needle! The amount of mental labour, and of bodily toil, to attain the Clyde distinction, is incalculable, and the diversity of capacity and of talent no less! Never in the epoch of events has there been such causes of Jubilee, of rejoicing. Individual fame, family honour, or corporation claims, are not to be compared to Glasgow-celebrity in the Steam Navigation of the Clyde. Let the Clyde Jubilee be remembered from all sides of the time-honoured river. Let her landmarks record her extended width, her great depth, and her drawn line of course in the well-placed and firmly-fixed buoys. And let her flag of peace, of freedom, of plenty, and of enterprise, be carried on the mighty waters, to the utmost bounds of the habitable world, and the motto of the city re-read in all lands—"Let Glasgow Flourish." For, as in the days of old, when the trumpet, heard from afar, sounded the morning of Jubilee, the bondman was free, the pledge was restored, and perfect equality regained. So now, more than ever, in the latter age, at the Clyde Jubilee, the sound of perfect freedom in trade with all nations, irrespective of colour or of clime, has been proclaimed to the ends of the world. Interchange of commerce, equality of privilege, and reciprocity of rights are the filial bonds, the rich heirlooms of Britain, and these have a home, a centre in the capital of the West, and float by every breeze on the flowing waters of the Clyde.

# BUCHANAN'S FAMILY AND COMMERCIAL TEMPERANCE HOTEL,

4 SOUTH PORTLAND STREET, GLASGOW,

(*Opposite the Suspension Bridge, Carlton Place.*)

**J**OHAN BUCHANAN respectfully intimates to his Friends and the Public that he has Removed from 3 Clyde Place, where he has conducted business for 21 years, to the above more extensive and commodious Premises.

Families, Tourists, and others visiting Glasgow, will find this Hotel in a quiet, airy locality, and convenient to the Greenock and South-Western Railway Terminus, also to the Highland and Coast Steamer Wharf.

BREAKFASTS, LUNCHEONS, DINNERS, TEAS, &c.

*Moderate Charges.*

GLASGOW—28 TRONGATE.

## To Tourists and Commercial Gentlemen.

**T**HE Old-Established TONTINE HOTEL, in the centre of the City, admirably adapted for Tourists and Commercial Gentlemen, being the only Hotel originally built as such. All the Rooms are High in the Ceiling, Airy, well Ventilated, &c., with the best of Attendance. *Charges Moderate.*

D. DEWAR, PROPRIETOR

GLASGOW—7 CLYDE PLACE.

## SOUTH-WESTERN HOTEL,

*Immediately adjoining Glasgow & South-Western and Greenock Railways, and opposite Steamboat Wharf, on the South-Side.*

**T**HIS Hotel is conveniently situated. It has undergone a thorough Renovation, and has been Replenished in a first-class style. Tourists and Commercial Gentlemen may rely on every attention and comfort of a Home.

Wines and Spirits, first quality. Luncheons, Dinners, and Marriage Suppers at Moderate Charges. Airy Bed Rooms. JAMES SCOTT, PROPRIETOR.

## LORD BYRON HOTEL, GLASGOW.

**T**HIS Hotel (being in connection with the "COMMERCIAL," Rothesay), offers superior accommodation, at moderate charges, to Families and Gentlemen, and is peculiarly convenient for Travellers departing or arriving by the Steam Packets. Its situation, near the Custom-House, and on the Quays, is both convenient and pleasant. It is one of the oldest established Hotels in the City, and is conducted on principles combining comfort with the strictest economy.

Broomielaw, July, 1864.

W. BROWN, PROPRIETOR.

GLASGOW—235 BUCHANAN STREET.

## LENNOX'S VICTORIA TEMPERANCE HOTEL,

*Within Two Minutes' walk of the Caledonian and Edinburgh & Glasgow Railway Stations.*

**T**HIS Hotel is very conveniently situated, and, from the very liberal support which J. L. has received for the last 14 years, he flatters himself that, by personal attention to all its departments, he will merit a continuance of that support which he has hitherto received. *Charges Moderate.*

JOHN LENNOX, PROPRIETOR.





## ROYAL HOTEL, GREENOCK

DUNCAN M'KELLAR, PROPRIETOR.

GREENOCK.—CATHCART SQUARE.

## THE WHITE HART HOTEL.

**T**OURISTS, Commercial Gentlemen, and others, will find the WHITE HART convenient, comfortable, and economical.

An *ORDINARY* Daily at 2 P.M., for the convenience of Travellers and Business Gentlemen in Town,

PROPRIETOR—JAMES MACPHERSON.

GREENOCK.—ENTRY BY 2 WATSON'S LANE, HAMILTON STREET.

## BUCK HEAD HOTEL.

WM. BRODIE

**B**EGS to intimate that he has entered on a Lease of the above old-established House; and trusts, from his experience, to merit a share of public patronage.

*Well-Aired Beds.—Charges Moderate.*

GREENOCK.—8 CATHCART SQUARE.

## BUCHANAN'S TEMPERANCE HOTEL AND COMMERCIAL LODGINGS.

*Established 1837.*

COMFORTABLE AND WELL-AIRED BED ROOMS.  
*SOUPS, STEAKS, AND CHOPS.*

**LARGS COMMERCIAL HOTEL,***Half a minute's walk from, and directly opposite, the Quay.***JAMES LYON****HAS GOOD ACCOMMODATION FOR TRAVELLERS.***Well-Aired Beds. Moderate Charges.***MILLPORT.****SOMMERVILLE'S****TEMPERANCE HOTEL****AND COFFEE-HOUSE,****ADJOINING STEAMBOAT QUAY.***Well-Aired Bed Rooms.***HELENSBURGH,****Prince's Street, Opposite Railway Station.****SHARP'S TEMPERANCE HOTEL.***SOUPS—CHOPS AND STEAKS—WELL-AIRED BEDS.***HELENSBURGH TONTINE HOTEL,***One minute's walk from Quay and two minutes' walk from Railway Station.***JAMES THOMSON, PROPRIETOR.****V**ISITORS to Helensburgh will find every comfort and convenience at this old-established House. A fine view of the River from the windows.*Family Apartments may be had on very moderate terms.***ROSENEATH FERRY INN,****FINELY SITUATED AT ENTRANCE TO GARELOCH,****JUST CONVENIENT TO THE PIER.****THOMAS WILSON, PROPRIETOR.****KILBURN—STAG HOTEL.****WM. WALKER, PROPRIETOR,****R**ESPECTFULLY intimates to Tourists and the Public that all convenience, comfort, and moderation of charge, will be found by those patronising his Hotel.**W. WALKER** has secured an additional number of Tickets by which Parties living in the Hotel can have Fishing in the River Echalq; which fishery has been strictly protected for a number of years.**P.S.—POSTING IN ALL ITS BRANCHES.***Horses and Carriages kept at Livery.*

## COTT HOUSE INN, KILMUN.

D. M'INTYRE

**W**OULD beg to draw the attention of Gentlemen to his House, pleasantly situated at the Head of the Holy Loch, and convenient for Fishers in Loch Eck, and on the River Echaig.

*CHARGES MODERATE.*

## ARGYLL HOTEL, SANDBANK.

RONALD M'NEIL

**W**OULD invite the attention of STRANGERS and VISITORS to the Frith of Clyde to his Hotel, situated at the head of Holy Loch, where they will receive every attention and comfort.

POSTING IN ALL ITS BRANCHES.

BOATS AND FISHING TACKLE WITH ATTENDANCE.

*CHARGES MODERATE.*

## HOLY LOCH—PIER HOTEL, ARDENADAM.

JOHN JAMIESON

**B**EGS most respectfully to intimate that he can place at the convenience of TOURISTS and FAMILIES SUPERIOR ACCOMMODATION at this beautiful retreat.

*Steamers frequently each day.*

## QUEEN'S HOTEL,

Kirn Quay, Dunoon.

**T**HIS Establishment affords Superior Accommodation for Tourists and Family Parties. Bowling Green attached. Carriages, Boats, &c., on Hire. *Moderate Charges.* The favourite swift steamers "Iona" or "Mountaineer" arrive at the Wharf at Half-past Nine every morning, returning in the afternoon at Half-past Four o'clock; and Steamers to Glasgow, Rothesay, Loch Lomond, Loch Long, &c., almost hourly.

## DUNOON—WELLINGTON HOTEL.

**T**HOMAS RAMSAY returns thanks to the Public and his Friends for the liberal support which he received during the four years he was in possession of the Hotel and Ferry of Roseneath, and as he has REMOVED to this Commodious House, which is situated in one of the most retired parts of Dunoon, and commands a beautiful view of the surrounding scenery, he again solicits a similar support. His rooms are all beautifully fitted up, and well adapted for Travellers; beverages are all of the finest quality, moderate in price; and the Hotel only about seven minutes' walk from the Pier.

## DUNOON.

**DUNOON—ARGYLL HOTEL.**

JAMES THOMSON, PROPRIETOR.

**T**HIS Hotel is beautifully situated, and commands a magnificent view of the Frith of Clyde, and Visitors will find this House unequalled for situation. First-class Accommodation for Private Families and Tourists, and Charges Moderate. HOT, COLD, FRESH, AND SEA WATER BATHS.

**CROWN HOTEL, DUNOON.****A NIGHT AT DUNOON FOR 4s. 6d.**

INCLUDING TEA, LODGING, ATTENDANCE, AND BREAKFAST.

At the CROWN, First HOTEL from the Pier.

ALEX. M'LAREN, LESSEE.

CARRIAGES, BOATS, FISHING TACKLE, &c.  
LIQUORS, &c., FIRST CLASS.**DUNOON—ROYAL HOTEL.**

A. LAUDER,

**L**ADE of the WELLINGTON HOTEL, WEST BAY, begs to inform his numerous friends and customers that he has entered on a lease of the CALEDONIAN, now the ROYAL HOTEL, where Tourists and others will find every comfort and strict attention to their requirements.

*N.B.*—A Commercial Room, and a large suite of first-class accommodation for Private Families has been added since last season.







