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JAMES C. INGLIS, General Manager, Paddington Station, London, W.

Preface

GLASGOW, the uncrowned Queen of the West, is the hope of Scotland. Though the diadem be not hers *de jure*, the purple of authority lies on her shoulder *de facto*. She is the exemplar of the cities of the Empire, and her voice is a law unto the nation.

Scotland looks to Glasgow for a lead in art and commerce, and in administration, and in none of these has she looked in vain. It is now a truism in the world's history that the men who have been most strenuous in the development of the material prosperity of a city have been most prodigal in their encouragement of the Arts. This axiom requires no demonstration in the case of Glasgow. She represents the best qualities of the Scot in courage, independence of thought, and outlook.

In these pages we have set ourselves to present the characteristic features of the great City of the West. Her commercial and industrial progress has been the index of her endeavour in the higher purposes, and we have undertaken the pleasant task of portraying, by pen and pencil, the story of her achievements.

Writers who are recognised authorities in the various fields of industry embraced in this volume have cordially contributed to the present work, and the collective result constitutes what we modestly believe is an interesting thesaurus on the City of Glasgow.

THE EDITOR.



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From a Drawing by J. W. Phillips.

LORD PROVOST M'INNES SHAW.

The Model Municipality

WHAT IT IS
AND WHAT IT DOES.



GLASGOW is frequently referred to as "the model municipality of the world." Indeed, in these days of international visitations the phrase has become so hackneyed that the citizens now meekly acquiesce, at the same time salving their consciences with the reservation that pattern is not necessarily perfection. There may be shortcomings; these (it is urged) need be known only to themselves. In Glasgow civic patriotism is a living force. It may not make itself very conspicuous at times; nevertheless, it abounds in the Second City as in few great centres. It is no mere parochial sentiment either, concerning itself with the affairs of the parish pump. Indeed, it has been the boast of her

rulers that the Imperial Government has taken its lead on many of the great social questions from the deliberations and findings of Glasgow Corporation.

Who are the men responsible for such a notable record? To-day they number eighty—on the whole, a democratic body; albeit it includes a solitary Socialist. There are a few retired business gentlemen among them, but the great majority are still actively engaged in such diversified callings as that of iron-founder, artistic printer, butcher, lawyer, shipbuilder, grocer, hatter, model lodging-house keeper, colliery owner, pawnbroker, etc. For the purposes of representation the city is divided into twenty-six Wards, each of which returns three members by election. In addition, two are co-opted annually—these being elected by the Merchants' House (the Lord Dean of Guild) and the Trades' House (the Deacon Convener) respectively. The official head of the Corporation is the Hon. the Lord Provost, who is elected by the votes of the members and holds office for three years. He receives no monetary allowance for the fulfilment of his civic duties. Glasgow's reputation for hospitality is proverbial, but this expenditure is met out of the Common Good Fund. There are sixteen magistrates whose gratuitous services are spent in dispensing justice in the Police Courts, and controlling the licensing not only of spirit shops, but of cabmen, hawkers, newsboys, and sweeps, etc. The administration of the city's affairs is, apart from the officials, supervised by Standing Committees, which are also largely responsible for shaping the policy of each department. Their decisions are subject to the approval of the Corporation. Public meetings of the whole body are held weekly, when any member is permitted to interrogate conveners and other "heads" on the various matters under their control. This "heckling" is one of the most interesting features.

The home of the Corporation—the Municipal Buildings—is one of the city's wonders. Erected some 20 years ago, at a cost of three-quarters of a million sterling, it accommodates nearly all the principal departments, and also comprises the Civic Banqueting Hall and several salons.

What, then, does the Municipality, thus equipped, do for the citizens? It has been credited with caring for them from the cradle to the grave. Verily, there is more than a grain of truth in the statement, for an energetic Health Department has decreed that within 36 hours of the birth of an infant notification must be sent to headquarters so that, if necessary, a qualified visitor may render assistance. Corporation dairies may then be resorted to for sustenance, and right on from infancy not only the necessaries but the luxuries of life are provided by a beneficent Corporation. When the "last sad rites" are performed the civic burial grounds may be the final scene. Indeed, the municipal activities of Glasgow are as varied as they are numerous, for with a prescience worthy of the best statesmanship her pioneers set out to provide for the wants of the Greater Glasgow that is destined to be. Thus, while the municipal boundaries are meantime such as to enrich the suburban areas at the expense of the mother city, the corporate enterprises of Glasgow are the stimulating, as they were largely the creative power, of a multiplicity of flourishing communities all round the circumference. To each of these Glasgow affords a cheap and abundant water supply, an unrivalled gas department, and a tramway service that is the envy of the world. It is estimated that these each supply the needs of 1,300,000 people, or nearly half a million persons outside the municipal area. These departments, however, are but a small part of the civic undertakings of the Second City. The list includes all that relates to public health, as well as to cleansing and sewerage, baths and washhouses, together with city improvement and model lodging-houses, electricity, markets, police, fire brigade and lighting, art galleries and museums, libraries, and public parks, etc.—a gigantic undertaking, indeed, giving employment to about 17,000 persons, and an asset to the community of the amazing total of something like 22 millions sterling. With regard to the outstanding departments—tramways, gas, electricity, and fire brigade—these are dealt with later in detail.

The City's Water Supply is justly regarded as perhaps its richest heritage. It has certainly contributed vastly to the phenomenal growth of Glasgow. This department alone is valued at $4\frac{1}{2}$ millions sterling, and provides a daily average of 70 million gallons. The principal source is Loch Katrine, in the Perthshire Highlands. The distance of 35 miles to the city has been penetrated by tunnels, crossed by aqueducts, and traversed by iron pipes. This extensive scheme was inaugurated little more than half a century ago by the late Queen Victoria. Since then important additions have been approved, and within a few years Glasgow will have a supply that will meet all possible requirements for many generations. With such an ample waterflow the work of cleansing the city is undoubtedly

made easier. Nevertheless, the task is no light one. This duty has been raised to the level of a science, and now thousands of pounds are converted annually from the waste products found in the dust-bins. The Public Health Department is, naturally, one of the most important in the hands of the Corporation. Its ramifications are many and far-reaching. Included within its province are the Infectious Diseases Hospitals and similar institutions. Recognising the immense gravity of the problem of infantile mortality, the health authorities have within recent years also made an organised effort to reduce the terrible sacrifice of young life. The success attained is reflected in the improved conditions prevailing to-day, although it is sadly confessed that much still remains to be done in this direction. Believing strongly that cleanliness is a sound virtue, the Corporation have taken a practical means of encouraging this by providing some sixteen establishments consisting of baths, washhouses, etc. These are patronised by nearly a million persons annually. Closely allied to the question of health is that of Housing, and in that the Corporation have, with other public bodies, found a problem that has challenged their best energies and aspirations. Glasgow has reason to be proud of what her civic rulers have accomplished in this matter. To the operations of the City Improvement Trust, as this department is called, is due, in large measure, the credit of reducing the appalling death-rate that was wont to be a menace and a disgrace to the community.

The Trust was constituted in 1866, under a special Act of Parliament. The Corporation was then empowered to form some 40 new streets, to alter, widen, or otherwise improve 12 existing ones, to purchase lands, to demolish existing buildings, and to erect thereon dwelling-houses for the working and poorer classes. At the same time power was also given to acquire ground and lay out a public park, in the north-eastern district, at a sum not exceeding £40,000, as well as to borrow 1½ millions sterling. Subsequently the lands of Kennyhill, Overnewton, and Oatlands were purchased for about £100,000. Upon a portion of the Kennyhill lands there was formed the Alexandra Park, which was handed over to the Parks Trustees to be used by them for building purposes. Ultimately the Corporation proceeded to the erection of two model tenements in Drygate, and also of seven model lodging-houses. The commercial crisis of 1878, which culminated in the failure of the City of Glasgow Bank, had a most depressing effect upon the operations of the Trust for a few years. Nevertheless, the provision by the Corporation of seven model lodging-houses went far to improve matters. Six of these were for males and the other for women. Previously many of the common lodging-houses, conducted by private enterprise, were within the areas scheduled under the Improvement Act. There men and women were huddled together promiscuously in dark and unventilated rooms. These, in many instances, were hotbeds of vice and misery, and were also sources for the propagation of disease. While the civic fathers wisely decided upon the removal of such contaminating centres, they as worthily set about the provision of lodging-houses which were "models" for the class catered for. Indeed, it was from these that the late Lord Rowton took his plans when he established similar institutions in London. Each of the Corporation "models" in Glasgow are commodious and convenient. These give accommodation for 2500 persons, and were erected at a cost of about £110,000. The charges range from 3½d to 6d per night. A much later addition to the Corporation "models" was the erection of the "Family Home," at a cost of £18,000. It affords accommodation for deserving

and respectable widows or widowers belonging to the working-class. The Home contains 160 single apartments, plainly furnished, each capable of accommodating one adult and three children. It is lighted by electricity and warmed by hot water heat installation. The rent of a bedroom is 5/6 per week.

As the commercial world improved the Trustees proceeded apace with their work. Where lands dealt with had valuable street frontages shops and business premises were erected on the ground flats, with dwelling houses above for the working-classes. A feature of the housing accommodation in Glasgow that is distinct from English cities, at least, is the large number of single-apartment dwellings. At present for fully 30,000 families in Glasgow "home" is represented by a solitary room. The Corporation, having dishoused hundreds of the very poorest, had, perforce, to provide suitable accommodation for these, and among the new tenements many single apartments were included. These are let at a minimum rent of £4 10s per annum, exclusive of taxes. An interesting point in connection with the improvement schemes of the Corporation is that no licensed shop is permitted on their ground. Under the 1866 Act the total cost of the various schemes amounted to over £568,000. In 1897 a new Act was passed, giving powers to deal with six congested areas. Sanction was also obtained to borrow £560,000, and of that sum £100,000 were to be applied exclusively to the purchase of 25 acres of land and the erection of dwellings for the poorest classes. Ultimately powers were obtained to expend £150,000 additional upon this scheme. Thereafter no fewer than seven extensive schemes were put into operation, and vast improvements effected. Another interesting part of the Trust's work was the erection of the dwellings for the poorest classes at Haghill and Baltic Street. These contained 112 one-apartment houses and 145 two-apartment houses. The rents averaged £5 for the former per annum and £8 for the latter, exclusive of taxes. Thus, for over 40 years, the work of demolition and improvement has gone on until a complete transformation in the slumdom of the city has been made. In the process of "rooting out" many of the evils have been simply transferred to other localities, but the general conditions of housing in the Glasgow of to-day are incalculably superior to what obtained prior to the inception of the Improvement Trust. There is undoubtedly a housing problem still, but its solution may partly at least be found in the example of the first Trustees.

In safe-guarding the health of the community the Corporation have been equally enterprising in other directions, notably in connection with the sewage. It is a common remark that "Glasgow made the Clyde, and the Clyde made Glasgow"; but in the evolution fresh problems have been created. One of the most serious was the disposal of the sewage that was being poured into the river, which at certain seasons was thus rendered a menace to public health. After careful consideration a comprehensive scheme of purification was adopted, by means of which all the sewage from the communities on both banks of the Clyde was to be diverted from the river and scientifically treated at various centres. This vast undertaking has been in progress for years, and is now nearing completion. The total outlay will exceed three millions sterling.

The Parks Department is another important auxiliary in the care of public health generally. Little more than half a century ago there was only one park within the whole of the municipal area; to-day there

are no fewer than sixteen belonging to the Corporation, with a total acreage of nearly 1300. In addition there are fully thirty minor open spaces. Then the community is in the unique position of owning a Highland estate, the rugged and picturesque mountain land of Ardgoil, totalling some 14,740 acres. This was the gift of Mr. A. Cameron Corbett, M.P., who represents the Tradeston Division of Glasgow. He also presented to the city Rouken Glen, a charming sylvan retreat a few miles to the south-west. In all the Corporation have expended nearly £700,000 in the purchase of public parks. In the majority are laid out gardens, while each is provided with a bandstand where, during the summer, free musical performances are given. There are also municipal golf courses, bowling greens, model yacht ponds, and gymnasia. The artistic side of the communal life has been developed in Glasgow as in few cities. The Art Galleries in Kelvingrove are considered among the worthiest in Europe, and the collection of paintings and sculpture has attained a reputation equal to any enjoyed by similar public bodies. Alone the buildings cost fully a quarter of a million. Of that £54,000 were derived from the surplus of the 1888 International Exhibition, £74,000 by subscription, and the remainder was provided by the Corporation. There are, in addition, art collections and museums on a modest scale in several of the public parks. In the cultivation of the arts the Corporation have not overlooked the advantages of good literature for the citizens. There is an elaborate series of district reading rooms and lending libraries. A new institution is being erected to take the place of the present Mitchell Library, which ranks among the chief reference libraries in the country in extent,

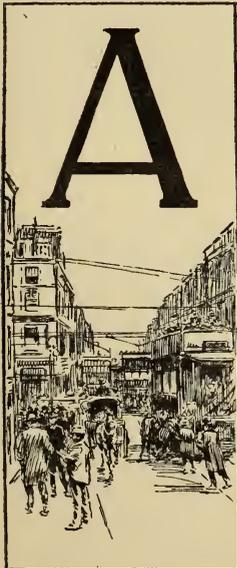
variety and value. The new buildings, which are imposing architecturally, will cost £40,000.

Among the various commercial departments of the Corporation not the least interesting are the Markets, Slaughter Houses, and Foreign Animals' Wharves. These include the Fruit Bazaar, the Cheese Market, Bird and Dog Market, Old Clothes Market, Cattle Market, Dead Meat Market, and Fish Market—each of which is in a flourishing condition. Many phases of city life are presented at these varied institutions, the Old Clothes Market particularly. This ancient rendezvous is known in most corners of the globe, as it attracts many patrons from among the foreign seamen in search of cheap, ready-made garments. The Bird and Dog Market is likewise a quaint setting on a Saturday night, when hundreds of tiny songsters and canines are bargained for.

Such are the many undertakings with which the Glasgow Corporation has to deal, and to its wise administration is due in great measure the proud position which the Second City occupies to-day. Undoubtedly there are still serious problems on the civic horizon which will probably demand early solution. The purification of the air, the extension of the municipal boundaries, the relief of taxation from the tramways or similar departments, and the recurring troubles associated with unemployment—these and similar subjects of vast importance are forcing themselves upon the attention of the city's rulers. Statesmanship of the highest order will, indeed, be necessary if Glasgow is to maintain its great reputation for a sound and sane civic patriotism.

The Tramways

THEIR INCEPTION AND PROGRESS.



WAY in the backwoods of America there is a legend that the younger generation of Glasgow are totally innocent of the pedal extremities of ordinary humanity, and that the terribly enterprising successors of St. Mungo live, move, and have their being aboard a tramcar. Diligent inquiry has traced the story to an adventurous "brave" who made his way to the city during the great Exhibition of 1901, and was so over-awed with the procession of fairy, illuminated palaces—chokeful of men, women and children—that on returning home he spread the tale of having discovered a race without legs.

Daily are the people of the Second City striving to live up to the imagination of the poor, deluded "brave," and a liberal encouragement is given them by a very considerate Corporation. To state that Glasgow has a model tramway system is but to repeat what the wide, wide world has re-echoed a hundred times. The same system has its faults; but

these are whispered only in the Council Chamber. To the envious, at home and abroad, these shortcomings are never even hinted at. St. Mungo's Corporation, like all well-regulated households, keeps its family secrets to itself. That there is a modicum of justification, however, for pride as regards Glasgow and her cars has been admitted, even by Edinburgh—and condescension, surely, would never be expected to go further. The statistician with a mania for millions may revel in the records of the Tramway Department, but the head of the ordinary mortal reels at the thought of totalling up the number of passengers who annually patronise the cars. Suffice it for "the man in the street" to know that a penny will convey him fully two miles, and at the end of the year leave the Corporation a balance of thousands of pounds.

How is it all done? Who was the genius whose magic wand brought into being the ramification of routes and rates? The answer is a pleasant chapter in the civic history of Glasgow, containing, as it does, an unbroken record of success. Less than forty years ago the cobblestones and causeways of Glasgow were undisturbed by street railways. To-day such is the network that one can traverse three or four counties simply by changing cars—can, in fact, transfer himself from the blackest of Lanarkshire's black coalfields to the sylvan retreats on "the bonnie, bonnie banks o' Loch Lomond." Glasgow's first bargain in the tramway business dates back to 1871, when a syndicate secured a lease for 23 years of the system which the Corporation then undertook to

construct in the city. The Common Good Fund supplied the capital, and the following year the Glasgow Tramway and Omnibus Company had horse cars plying from St. George's Cross to the south suburban district of Crosshill. It was a modest beginning, yet fraught with immense possibilities that were speedily foreseen and as smartly grappled with. The result is self-manifest to-day.

Several years before the expiry of the lease the citizens were clamouring for complete possession of the system—now extended and improved. Naturally, the lessees were equally keen on making the best bargain, and, as part of the agreement, they sought the right to inaugurate an omnibus service. The Corporation would not tolerate such opposition, and soon set about the provision of new premises, plant, and equipment for a civic tramway department. Wisely the Town Council decided to make a start with horse-traction, leaving a proposal for electrification to be discussed after the system had been taken over. At the outset the Corporation were fortunate in their appointment of a manager, Mr. John Young, whose sagacity and prescience were only equalled by the energy and enthusiasm with which he threw himself into the work, along with the late Ex-Bailie Paton and other prominent Councillors. The intervening months saw tramway depôts spring up in various centres, stable and car sheds erected, together with shoeing forges, workshops, stores, tool houses, and machine rooms. Then over 3000 horses had to be purchased. On the 30th June, 1894, the lessees stabled their last horse and car, and the following morning—a Sunday, be it noted—the Corporation began their tramway enterprise, which has served as a model to the municipalities of two hemispheres. From the first week the success of the Department was assured, and when the accounts closed for the financial year—with only eleven months' working—the car revenue produced a credit balance of over £24,000. There were then only 31 miles of double track. Soon the demand was for extensions, and these were rapidly made at all points of the compass. Then there was the great change which marked the real beginning of the phenomenal success. This was the electrification of the system. In this respect Glasgow was accused of sacrificing whatever claims it had to æsthetic taste, for in adopting the overhead wires it was contended by the ultra sensitive that the city's vista had been utterly spoilt. The advocates of the overhead system carried the day on the score of utility and economy, and the results soon amply justified their policy. Meantime, strong opposition to the cars was offered by the new suburban railways and the subway, but, nothing daunted, the Corporation went ahead, and on the 13th October, 1898, the first of the electric cars were running from Mitchell Street to Springburn. A power station was erected at Pinkston (on the Forth and Clyde Canal), and is now one of the largest traction stations in Europe. What a transformation within a single decade! Ten years ago

vast crowds assembled and gazed with open mouth in amazement and admiration at the swift-moving vehicles gliding along under the command of some strange, unseen force. To-day the electric car is a mere commonplace convenience. At first many lives were sacrificed—partly through ignorance and partly from carelessness—but gradually the populace became alert to the new dangers. Once more there were public demands for extensions, and while the Corporation was carrying out the electrical equipment of the entire system, new routes were opened up north, south, east, and west. Neighbouring burghs had been linked up, then rural retreats, right round the circumference of the city, were included in the grip of the Tramway Octopus, until to-day the single track worked by the Corporation cars extends to practically 180 miles. Following the resignation of Mr. Young, some five years ago, the important position of General Manager was filled by the promotion of Mr. James Dalrymple. In every respect Mr. Dalrymple has proved a worthy successor, and the present enviable position of the Tramways is due in great measure to the initiative and statesmanlike qualities which have characterised his management. His efforts have been ably seconded by a corps of lieutenants, upon which various Municipalities and Companies have cast envious eyes. One of the principal is Mr. M'Kinnon, the traffic superintendent. In controlling such an enterprise—which alone employs over 4000 men—no little responsibility falls upon the Convener of the Corporation Committee. Few positions in the Town Council are more highly coveted, and in each of the three members who have undertaken the duties these last fourteen years the community has been singularly fortunate. Following the late Ex-Bailie Paton came Ex-Bailie Hugh Alexander, who again was succeeded by Ex-Bailie James Macfarlane. The policy of the Department is largely shaped by the Convener, who has also to reply to the numerous queries that are tabled weekly by Town Councillors regarding the Department. Mr. Macfarlane has ably maintained the high tradition of his predecessors in office. As an instance of the phenomenal prosperity of the cars, it may be added that the revenue for the past year (ending 31st May, 1908) reached the remarkable total of fully £910,000, while on several occasions the drawings for one week have amounted to nearly £20,000. Not a little of the popularity of the tramways is due to the introduction of halfpenny fares. The penny stages have been extended more than once, and now represent slightly over two miles each, or four halfpenny sections. A large proportion of the 800 cars possessed by the Corporation are of the top-deck covered type, while the comfort of the patrons has been further enhanced of late by a successful crusade against the pernicious habit of expectoration. While modestly admitting that perfection is not yet an accomplished fact in the Tramway Department, Glasgow's Town Council have certainly gone a long way in pursuit of it, and are not without hope of yet catching up on its heels.

Glasgow's Illumination

THE GAS DEPARTMENT.

HAS Glasgow to manufacture its own sunshine? The facetious remark fell from a visitor who found the city enveloped in a dense fog, and the populace picking their steps along its congested thoroughfares with the kindly help of the gas jet and arc lamp. While it is nevertheless true that King Sol has more than a nodding acquaintance with St. Mungo,

it is equally notorious that for no inconsiderable part of the year Glasgow's inhabitants are very largely indebted to artificial means for their illumination. The Corporation again is the happy medium through which this is supplied, for its Gas and Electricity Departments are amongst the most gigantic in the world.

What a transformation has been wrought by the



SIR SAMUEL CHISHOLM, Bart.
(Photo by White & Sons.)



SIR JOHN URE PRIMROSE, Bart.
(Photo by Lefayette.)



SIR WILLIAM BILSLAND, Bart.
(Photo by Lafayette.)



LORD NEWLANDS.
(Photo by Lambert, Weston, & Son.)



THE EARL OF GLASGOW.
(Photo by Lafayette.)



LORD BLYTHSWOOD.
(Photo by Lafayette.)



SIR JAMES KING, Bart.
(Photo by Lafayette.)



PRINCIPAL SIR DONALD MACALISTER
(Photo by Lafayette.)



MR. ANDREW CARNEGIE, LL.D.
(Photo by Lafayette.)

introduction of gas, and, subsequently, of that most mysterious of forces—electricity. Little more than ninety years ago the winter's gloom of the city streets was relieved only by the flickering light of a primitive lantern, or the still more humble "penny dip." To-day miles may be illuminated by the mere pressing of a button. Progress, indeed! This inestimable boon is not confined to Glasgow, yet it is no empty boast that from the city emanated the genius which made possible such a marvellous change. To the late Lord Kelvin belongs the honour in no small degree; and it was a universal pleasure that the great scientist lived to see the realisation of his early prophesy, "that the public streets would yet be lighted simultaneously by electricity." From the cruizie to the arc lamp is an advance which is admirably illustrated in the Glasgow of to-day. It was in 1818 that the first shop was illuminated by gas in the Western Metropolis. At the present time that Department of the Corporation brings in an annual revenue of substantially more than a million sterling, and serves the needs of 1,300,000 people.

It is still less than forty years since the civic rulers acquired for the community the gas works belonging to the private companies, which, during the preceding half-century, had catered for the wants of the rapidly-growing city. The original Act for establishing a Gas Company in Glasgow was passed in 1817, and such was the success of the venture that within five years powers had to be obtained for the doubling of its capital. For a decade the consumers got along quietly without meters, but in 1827 this important check system was introduced, and the demand for the illuminant steadily increased. In 1843 a rival Company, called the City and Suburban, was formed, and continued in keen competition until 1869, when both were acquired by the Corporation. It was characteristic of the city that the first shopkeeper to discard his cruizie oil lamp for the gas illuminant was a member of the Police Commission—a grocer, James Hamilton, of 128 Trongate. His would be a picturesque figure were it to be seen behind the counter of any present-day emporium. Drab coat and breeches, rigg and furr stockings, and shoe buckles formed part of his attire then. After much cogitation the enterprising Commissioner-grocer had decided upon an experiment with gas-lighting, and, on the evening of the 5th September, 1818, he astonished and delighted the citizens by turning on "sax gas getees," which

brilliantly lit up his whole establishment. But a new danger threatened the erstwhile prosperous merchant. The dames of the period turned up their pretty noses, and declared that the smell of the gas would affect the butter and cheese. Progress won the day, however, and soon other shops, together with houses, and public buildings, followed the worthy example of grocer Hamilton, and the vogue of the "penny dip" was doomed.

The oldest of the present works belonging to the Corporation are Tradeston, which were begun by the private company in 1838. Dalmarnock Works—originally the property of the rival company, the City and Suburban—were also taken over by the civic authorities. Shortly after the community acquired the gas department, new works were erected at Dawsholm, which again were joined to the establishment taken over in 1891 from the Partick, Hillhead, and Maryhill Company. With the great expansion of the city the demand upon the existing works became so great that once more the Corporation was compelled to embark upon another new undertaking. In 1899 Parliamentary powers were obtained to erect works at Provan—in the north-east part of the city—and these to-day are the most modern as they are also amongst the largest of gas establishments to be found in the kingdom. Ultimately the manufacture of the illuminant was confined to the three great works—Dawsholm, Tradeston, and Provan. From these as much as 34½ million cubic feet of gas have been sent out within twenty-four hours. The area sharing in the illumination from the Corporation Gas Department extends to eighteen miles by fourteen miles, while the public lamps supplied make the respectable total of fully 28,000. There are no fewer than 227,000 ordinary meters in use, together with 40,000 prepayment or penny-in-the-slot meters. Sold, as it now is, at the extremely low rate of 2/1 per 1000 cubic feet, the product of the Department is used for numerous purposes other than the illumination of dwellings and similar properties. Nearly two thousand gas engines receive their motive power from the Corporation's Gas Works. Then the invaluable assistance given by the Department to the average household may be gauged from the fact that it has on hire about 50,000 gas stoves, while an additional 8,000 stoves and small grills are let out free of charge. Not a bad record despite the rapid popularity of the rival department of electricity.

The Electricity Department

If familiarity does not breed the contempt of copy-book days, it at least begets an indifference that seems to serve as a mask with which to hide surprise at any fresh revelation of human genius or invention. Thus the lay mind—rejoicing in an age of progress—was much less excited over the introduction of electricity than when the last "penny dip" spluttered out before the greater brilliancy of the gas jet. Nevertheless, the most modern of our forces was destined to play an even more important part in the illumination as well as with the motive power of the country. To-day the wonder rather is how the world managed its affairs without the silent, secret agency which not only enables man now to defy darkness, but permits of his trains and trams whirling along at amazing speeds wholly undreamt of in the early days of steam.

It is still well within twenty years since Glasgow first set itself seriously to consider the possibilities of

electricity in its midst; and if she has not yet acknowledged its power as an illuminant in all her public thoroughfares and lanes it certainly is not because the community fails to appreciate its advantages. Indeed, the progress of the Corporation's Electricity Department has been phenomenal—yet withal a progress that might still be said to be in its infancy. This fact was strikingly testified during the past year, when the quantity of electricity sold to private consumers showed an increase of practically 26 per cent. With an ever-expanding city, and a continuous out-cry against the dirt and disease arising from the all too common use of coalfires, the strong probability is that the future of electricity will be a bright and busy one. If Glasgow was slow in taking up the new illuminant, she, in one respect at least, showed London the way. Glasgow's was the first Post Office in the United Kingdom to be lighted by electricity, and it was owing to the attention of the

Post Office authorities being called to the improved health of the Glasgow officials by the use of this system of lighting that electricity was introduced into London and other post offices.

Away back in 1882 it was proposed in the Corporation Gas Bill to take statutory powers to supply electricity, but the clauses were struck out before the Measure was submitted to the Parliamentary Committee. Practically the first supplies of the current in the city were provided by the British Electric Company, Limited, for the lighting of the Glasgow and South Western Railway Company's St. Enoch Station, in 1879, and by the firm of Messrs. R. E. Crompton & Co., Chelmsford, who laid down plant about the same time to supply the North British Railway Company's Queen Street Station. These Railway Companies, however, ultimately purchased the plant and utilised it themselves. Another firm in the early days of Glasgow's electricity was that of Messrs. Muir & Mavor, latterly known as Muir, Mavor & Coulson, Ltd. In 1890 this incorporated company applied for a Provisional Order to supply Glasgow generally with electricity. This decided the Corporation, who about that same period had been seriously considering such a project. The result was that the Corporation also lodged an Order, the private Company withdrew, and on the Royal Assent being secured for the civic scheme on 14th August, 1890, the Town Council agreed to purchase the Company's undertaking for £15,000. At the outset the Gas Committee was entrusted with carrying on the new undertaking. No time was lost in putting the powers obtained into execution. Ground was purchased in Waterloo Street, and there was erected a generating station. The Corporation were extremely fortunate in having the benefit of Lord Kelvin's genius, and on his advice they adopted the low-tension continuous current three-wire system at 200 volts pressure, which could be connected to the new system without exchanging the lamps. Rapid progress was made, and on 25th February, 1893, the public, for the first time, witnessed the spectacle of electric-lighting in the streets. It was a truly marvellous transformation, and thousands of citizens assembled specially for the inauguration of the system which was to revolutionise the illumination of the country. Within a few weeks the general supply for private lighting was switched on. The new Department was an immediate success, for the community was quick to perceive its possibilities. Several expedients soon had to be tried with a view to meeting the increased demands for current, until the Committee ultimately turned their attention to the

erection of new works at various centres. Within the four years the number of consumers had leapt from one hundred to considerably over a thousand. Ground was bought at Port Dundas and at Eglinton Toll. Then the works and whole undertaking of the Kelvinside Electricity Company were purchased and taken over by the Corporation in 1899. With a thoroughness worthy of the importance of the new Department, the Corporation gradually opened up the district stations, and equipped these with the most complete and most modern plant. To the average layman the interior workings of the Electricity Department resemble somewhat a sealed book; nevertheless, there is a genuine interest shown by the citizens in this vast and growing enterprise. Leaving technicalities for the skilled electrician to grapple with, the ratepayer points with pride to the fact that the gross revenue of the Department for the last financial year amounted to over £253,000, while the increase of income from all sources totalled £28,550. Figures prove many things, but the feeling of satisfaction engendered by such a financial statement is emphasised by the further fact that the quantity of electricity sold to private consumers during the past year (31,087,000 units) showed such a remarkable increase as fully a fourth of the previous year's total. The consumers now number over 17,000. In the suburbs, particularly, there is now scarcely a tenement erected that has not an installation of electric lighting. An increasing use is also being made of the current for street illumination. At present there are nearly 850 arc lamps in regular use. As with illumination so with motive power; electricity is rapidly gaining in popularity. There are now no fewer than 4000 motors in use, and supplied off the Corporation mains. Within recent years such has been the growing demand for current generally, the Electricity Committee of the Corporation have had repeatedly to increase the plant at the principal Stations of Port Dundas, Pollokshaws Road, and Kelvinside, as well as at the Sub-Stations of Waterloo Street, Dalmarnock, Cathedral Street, Springburn, and Haggs Road. In all the Department has installed plant equal to 50,000 horse-power. Nor can this be said to be finality. From its inception the Electricity undertaking of the Corporation has had the stimulus of an enthusiastic band of experts and of an energetic and enterprising Committee. In no spirit of self-satisfied optimism, but from firm conviction, they each and all predict for the Department a still more rapid and a vastly greater success than that already recorded. Thus are the secret forces of Nature being profitably harnessed to the everyday service of Man.



Glasgow To-Day.

THE UNIVERSITY AND KELVINGROVE PARK

[From Photo by Valentine.]



Glasgow To-Day.

GEORGE SQUARE AND MUNICIPAL BUILDINGS.

[From Photo by Valentine.]



Glasgow To-Day.

CENTRAL HALL, ART GALLERIES.

[From Photo by Valentine.]

Fighting the Flames

GLASGOW'S FIRE BRIGADE AND ITS WORK.



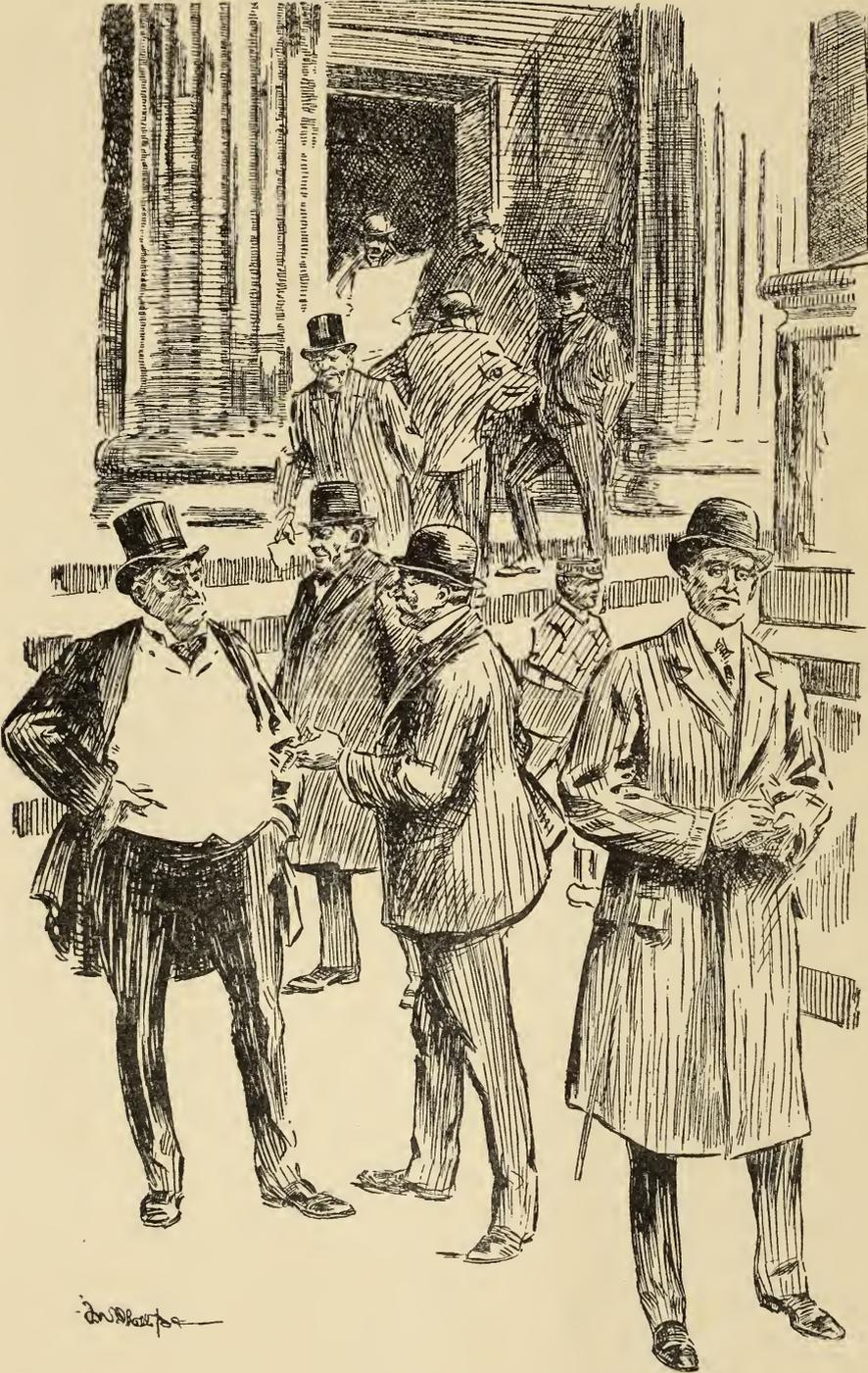
FIRE is an old enemy of mankind, and has played him many pranks. It is not in human nature to submit quietly to such outbreaks, however, and during the process of revenge the bad master of the proverb has been converted into a good servant. There are occasions, nevertheless, when the flames seek to reverse the positions once more. Then it is the corrective rod of the Fire Brigade is applied. Scientific achievements innumerable stand to the credit of modern genius, yet a spark still retains all the potency of a conflagration which will reduce to ashes priceless possessions. Alert and active indeed must therefore be the publicguardians whose duty it is to quell

the danger that threatens life and property, for with the years the risk seems only to increase. The evolution of the Fire Brigade in Glasgow is an interesting study, recalling, as it does, the earliest days of the seventeenth century and the easy-going times when the township on the banks of the Molendinar sought to safeguard itself by investing in a few leather buckets.

To-day St. Mungo's city maintains 154 men and 34 horses—with a mountain of paraphernalia—specially for the purpose of subduing any unruly flame. But it is a vastly different Glasgow compared with the primitive community of 1601, in which year took place the first recorded big fire in the city. A large portion of the town was then destroyed, but the civic rulers, after making the customary appeal on behalf of the sufferers, went on their way rejoicing. It was nearly half a century later when these city fathers bestirred themselves again, and this time it was with the object of securing the leather buckets for use in case of fire. A modest sum of 47s. 8d. was voted from the public purse for the purchase. In 1652, however, the equanimity of the worthy Councillors received a rude shock when some eighty "closes" were caught in a flare-up one night, and nearly a thousand families were rendered homeless. The state of the corporate mind was reflected in a pathetic declaration issued broadcast to the effect that "unless spedie remide be useit and help sought out fra such as *hes* power and whois hartis God sall move, it is lyklike the towne sall come to outer ruin." But the "spedie remedy" only took the form of additional buckets; the Dean of Guild being solemnly warned as to the proper hanging of these. Meantime, Edinburgh had led the van of enterprise by procuring a fire engine, and thus spurred on, one of the Bailies and the Deacon Convener were empowered to bargain with a local tradesman for a similar machine for Glasgow. According to the phraseology of the day, it was "for the casting of water on land that is on fyre." Extravagance could not be charged against the Commissioners of that period, as a cheque for £25 cleared the bill. The maker of the engine, James Colquhoun, was appointed firemaster. Some years later the heritors provided firemen who, of course, followed their daily avocations, but, as a precaution,

the heritors had also to supply the necessary buckets and agree to send their "ablest servants" with them when an outbreak occurred. In 1684 the Gallowgate was the scene of another great fire, which the now ancient engine was unable to cope with. The enterprising citizens did not stand idly by, however; with the aid of wet hides taken from an adjoining tan-pit, they covered the thatched roofs and thus prevented the flames spreading. It was not until 1725 that a new engine was secured for £50. By this time, too, the now alarmed heritors had bethought themselves of a system of insurance, and soon several companies were in operation. Largely through their agency the first Fire Brigade was organised. Three engines were ultimately procured, and a blacksmith, John Craig, was appointed to take charge of these, and the 24 "able men" who comprised the original staff. Practice turn-outs were made each quarter—much to the entertainment of the citizens. With the rapid growth of the city the Brigade had to be frequently augmented. At the beginning of last century six engines were stationed at various centres of the town, while four large casks filled with water to supply these were placed at the end of the Wynd Church. Exactly a hundred years ago a new Act was passed empowering the Commissioners to rate the community for the maintenance of the Fire Brigade, and thereafter the Department was put on its present basis. A Superintendent was then appointed to devote his whole time to the duties of the office. Later a distinctive uniform was provided the firemen and suitable premises were erected. Sixty years ago the first modern manual engine was acquired by the city, and as instancing the advancement which has been made in the equipment of the Brigade since then, it may be added that only one of these now remains in possession of the Corporation, although there are nine Fire Stations in the city area. The manual gave place to the steam, and it in turn has had to make room for the motor fire-engine. Several years ago Glasgow Fire Brigade entered into possession of their present central premises in Ingram Street. These will stand favourable comparison with any similar department in the Kingdom. On the ground floor is the call-office, where there is an elaborate system of street alarms, led in from all the principal thoroughfares, together with electric bells that communicate with every part of the establishment including the stores and workshops. Immediately adjoining is the station proper, where are in readiness motor and steam engines, while directly above are the waiting-rooms of the duty-squad. At the sounding of the alarm the officers step through a trap-door and slide down a rod in front of the engine. A single lever throws wide all the doors and—when the steam-engines are being utilised—also opens the stables, which again permits the trained horses to release themselves, trot from their stalls, and "back" into the machine. The collar automatically falls into position, a second suffices to clutch it, and away gallops the Brigade. It is a thrilling sight—a model of organisation. The advent of the motor may have shorn the "turn out" of an old-time picturesqueness, yet few fail yet to lift their head and watch the progress of the firemen as they scurry along to the scene of an outbreak. The Brigade is under the supervision of the Watching and Lighting Committee of the Corporation, and not a little of the credit for its high standard of efficiency is due to the loyal co-operation of the civic representatives and the whole staff at each of the divisional fire stations.

D. S. ROBERTSON



Some Business Types

The Story of the Clyde

THE PRE-HISTORIC STREAM—GLASGOW'S RURAL AGE—BEGINNINGS OF THE PORT —"ANE LITTLE KEY"—EARLY DREDGING —HARBOUR GOVERNMENT—CREATION OF CLYDE TRUSTEES—AMENDING THE CONSTITUTION—FIRST STEAM DREDGERS—IMPROVING THE RIVER—THE MAKING OF THE DOCKS—THE GRAVING DOCK PROBLEM—EXTENT OF THE HARBOUR—REVENUE OF THE TRUST.



THE story of the Clyde divides itself naturally into two historical and two industrial sections. There are first the many years—the many centuries rather—when the river was merely a babbling brook, coming from the uplands of Lanarkshire and threading its way through the fields and among the hills until it tumbled over the stepping-stones at what is now the Broomielaw, spread itself out among the sandy holms at Whiteinch, and wound its serpentine way past the crannogs of the lake dwellers at Dumbuck, and under the shadow of Dumbarton Rock, finally losing itself in the wider waters of the Firth. To the citizens of Glasgow to-day this is of great, but only historic, interest.

That particular Clyde ceased to exist many years ago. So far as Glasgow is concerned, there is no longer a river. There is, however, a wonderful canal, an artificial channel which makes the city the great seaport it is, and without which it could have taken a place only in the second rank of cities of the empire. The story of this present-day Clyde is the historical section which appeals most directly to all that is modern about Glasgow—that is, to all Glasgow. Industrially, the story of the river is one of shipping and of ship-building, two sections which are closely related but fall apart naturally and allow of separate treatment.

We are concerned, meantime, with only one of these four sections. A great deal might be written—as a great deal has been written—about the time when the Clyde flowed sweet and pure between green banks, when salmon leaped at the Broomielaw, and when gentle maidens from the south side suburbs sprang daintily from stone to stone, as with their evening messages from the city shops they crossed where now ocean liners arrive and depart at all states of the tide. That was in what might be called Glasgow's rural age; the time when, like nearly all old Scottish towns, its High Street, stretching from the High Church downward to the waterside, was its business centre; when frogs were croaking in the marshlands where now stand the Municipal Buildings; when Buchanan Street was out in the country, and when shallow draft

lighters struggled up from the sea with the goods brought from foreign lands by the merchant princes of the city. From this distance of time that seems an idyllic age, compared with which ours is an age of hurry and worry and noise and nerve-racking strains. The Glasgow of To-day is the chronological successor of that other Glasgow, but it is related very little in any other way. The city has been revolutionized, and the mainspring of the revolution is found in its river.

There was a time when Glasgow was not a seaport at all, and when its merchandise had to be carried overland to and from Troon and Irvine. In 1658 the city fathers asked Dumbarton if it would consent to be the gateway between Glasgow and the outer world, but Dumbarton declined on the ground that "the great influx of mariners and others would raise the price of provisions to the inhabitants." Thus Dumbarton allowed its golden opportunity to pass by, and shut its gates against an offer which would, in all probability, have resulted in a great harbour in the shelter of its rock. Thirty-three years later Glasgow acquired thirteen acres of land at the village of Newark and founded the town and harbour of Port-Glasgow, with a tidal basin of seven acres and a wet dock of ten acres. There the illustrious James Watt constructed the first graving dock in Scotland, and there, in 1812, the famous *Comet* was built. But Port-Glasgow was too far away from the city, and in 1759 the Town Council obtained their first Act of Parliament authorising them to improve the waterway up to their own doors. Under this Act, however, they did nothing, and it was under another Act, obtained in 1770, that the improvement of the river was really begun. This second Act authorised the Town Council to make the channel a depth of seven feet between Glasgow and Dumbuck.

Meantime, the making of the harbour itself had been started. In the year 1662 the city fathers arrived at a momentous decision. They decided that "for the more commodious lading and landing of boats there will be ane little key buildd at the Broomielaw." They themselves did not realise the importance of the step they had taken, and they cannot have foreseen the immense developments of which it was the beginning. They only knew that "ane little key" would be very convenient for their shallow-draft lighters, as there they could tie them up and discharge their cargoes when, after a voyage of a day or two from Greenock or Port-Glasgow, they reached their home port. When they began the making of this quay they also began the process of converting the river near the city into the great harbour it now is, and the channel farther down into a waterway capable of

floating the largest steamers in the world. It would be interesting to know if any of the leaders of progressive movements at that time, in his wildest dreams, imagined the possibility of such a river and city as exist to-day.

To be absolutely accurate it is necessary to go back to the summer of 1566 for the beginning of the making of the Clyde as a navigable waterway. In that year the Town Council employed detachments of the inhabitants, with assistance from Renfrew and Dumbarton, to clear away what was called "a formidable sandbank" about two miles above Dumbarton. The people laboured at this for several weeks, residing in huts on the river banks. Their efforts were but of slight value. The sand gathered again, and the last state of the channel was as bad as the first. At any rate, ninety years later, an official report on the city and river stated that the town was

"Chequed and kept under by the shallowness of her river, every day increasing and filling up soe that noe vessels of any burden can come nearer than within fourteene miles, where they must unlade and send up their timber and Norway trade in rafts, or floattes, and all other commodities, by three or foure tonnes of goods at a time in small cobbles or boates, in three, foure, five, and none above six tonnes a boat."

This was in 1656. The government of the harbour was then vested in the Magistrates and Town Council of the city. From 1611 to 1808 they, in their municipal capacity, were the harbour and river authority, but they did not show very much enterprise. In 1740 they determined that "A tryall be made this season of deepening the river below the Broomielaw, and remit to the magistrates to cause do the same, and go to the length of £100 sterling of charges thereupon, and to cause build a flat-bottomed boat to carry off the sand and chingle from the banks."

This, like the venture of 1566, came to very little. Up till 1768 the river remained practically in a state of nature, choked up by sand, and navigable only to very small craft. At last the man appeared who devised practical methods of bringing the sea to the city. In 1768 John Golborne, a civil engineer from Chester, started a system of contracting the river by means of jetties and removing the sand and gravel from within the narrowed channel. The principle on which he worked was that the contraction of the channel created a "scour," or strong current, which carried the sand seaward. He was so successful in his early efforts that when the Town Council obtained their Act of 1770 they contracted with him to carry out the work specified in that measure. In 1773 he entered into an engagement to make the river from Dumbuck upward a depth of six feet and a width of 300 feet at low water, at a cost of £2300. He did the work so well that when he was done there was ten inches more water than he had bargained for, and the Town Council gave him £1500 and a silver cup in addition to his contract payment. He did not stop with this contract. The work of building jetties and training walls, so as to increase the strength of the current, as well as the dredging of the harder shoals, was continued by him and other engineers, until in 1836 plans were made for dealing with the river as a whole, from Glasgow to Port-Glasgow. The lines of a permanent navigable channel were then laid down, and these, with some slight modifications, continued until quite recent times the limits within which improvements were made.

A great change in the constitution of the governing body was made in 1809, when an Act of Parliament was passed creating the Magistrates and Town Councillors *statutory* trustees of the Clyde navigation, and taking the power out of the hands of the Town Council as such. This continued until 1825, when, under an Act of that year, "five other persons interested in the trade and navigation of the river and firth of

Clyde" were added. These were appointed by the Town Council, and not by independent election, but they were the first non-municipal representatives on the Trust. The next change was made in 1840, when an Act of Parliament directed that the Trust should consist of twenty-three members of the Town Council, three representatives from the Merchants' House, one from the Chamber of Commerce, two from the Trades House, two from the barony of Gorbals, and one each from the neighbouring burghs of Calton and Anderston. This remained the constitution of the Trust until 1858, when another Act of Parliament made the number of Town Council representatives ten, gave two each to the three Houses, and empowered the shipowners and payers of harbour dues to elect nine members, thus for the first time admitting these to direct representation. Another and very radical change was made so recently as 1905, when Parliament decided that the constitution of the Trust should be:—Corporation of Glasgow, 10; County Council of Lanark, 2; County Council of Dumbarton, 1; Town Council of Govan, 1; Town Council of Partick, 1; Town Council of Dumbarton, 1; Town Council of Renfrew, 1; Town Council of Clydebank, 1; Chamber of Commerce, 2; Merchants' House, 2; Trades' House, 2, and shipowners and ratepayers, 18—making a total of 42.

The work of improving the river and harbour was carried on, slowly at first, under this frequently changing authority. About 1750 there were a dozen bad shoals in the five miles between Glasgow and Renfrew, one of them having over it only fifteen inches of water at low tide, and four of them only eighteen inches each. Golborne, as already seen, made the depth nearly seven feet above Dumbuck. This, by reason principally of the increased "scour," became fourteen feet by the year 1781. In the years that followed various Acts of Parliament were obtained, each empowering the Trustees to make the channel still deeper. In 1840 an Act was passed authorising a depth of seventeen feet throughout at high water of neap tides. The engineers of the early days did their dredging by means of large rakes, or porcupine ploughs, as they were called. These had strong iron teeth, and they were dragged across the river by hand capstans, drawing the material on to the banks. They were succeeded by hand-worked, and subsequently by horse-worked, dredgers having small bucket ladders. All these, however, were but the introduction to the plant which has made the harbour what it is to-day. In 1824 a steam dredger was obtained. It dredged to a depth of only ten feet, and the material it lifted was loaded on punts and deposited on the low-lying lands adjoining the river. The full value of the system of dredging by steam power was not realised until vessels were designed capable of lifting from a depth of over 20 feet and loading into hopper barges which carried the material out to sea. But for the introduction of such barges it would have been impossible to have disposed of the enormous quantities of material which have been taken from the river within the past half century.

The result of the many years of continuous labour and the devotion of generations of trustees and of energetic and far-seeing engineers was a steady increase in the depth of the harbour and river. Before 1818 none of the vessels in the foreign trade came farther up than Greenock or Port-Glasgow. In 1821 vessels drawing 13½ feet reached the city, in 1830 vessels of 14 feet, in 1840 of 17 feet, in 1850 of 19 feet, in 1870 of 21 feet, in 1880 of 23 feet, in 1890 of 25 feet, while now ships drawing 27 feet pass freely up and down, and one drawing 28 feet went down, in 1908, on a single tide. The depth of the channel is now practically uniform from the city to the sea.

This process of deepening has been accompanied by extensive straightening and widening within recent years. The old policy of restricting the channel, and so increasing the "scour," has long since served its day and been departed from, and the policy now followed is one of continuous dredging and widening, as well as straightening wherever practicable. In order to carry on this work dredgers of great power have been employed. For a time vessels lifting from a depth of 14 to 25 feet were considered sufficient. Now the range of lifting power is from 32 to 48 feet.

Until 1865 the sides of the river afforded sufficient quays for the trade of the harbour, but about that time it was seen that additional berthing space was necessary. The result was the making of Kingston Dock, which was opened in 1867. Queen's Dock followed in 1880, Princes Dock in 1900, and Rothesay Dock, Clydebank, in 1907. The first graving dock at the port was constructed in 1856 by Messrs. Tod & Macgregor, shipbuilders, Partick. In 1875 the Clyde Trustees opened the first of their three graving docks, in 1888 the second, and in 1898 the third and largest. The only other graving dock on the upper reaches of the river is that owned by Messrs. John Shearer & Sons, shipbuilders, Scotstoun West.

Of the three public graving docks, No. 1 is 551 feet in length, 65 feet in width and entrance, and has a depth on sill at average high water of spring tides of 22 ft. 10 in.; No. 2 is 575 feet in length, 57 feet in width of entrance, and also has a depth on sill of 22 ft. 10 in.; and No. 3, which is in two sections, is 880 feet in total length, 83 feet in width of entrance, and has a depth on sill of 26 feet 6 in. No 3 is as yet quite large enough for the biggest vessels trading with the port, but not for the biggest vessels that have been built in Clyde shipyards. The *Lusitania*, built at Clydebank, had to be taken to the Mersey to be docked, and although the battleships *Indomitable* and *Inflexible*—both Clyde-built—were docked at Glasgow, the operations could only be carried out on the highest possible tides and under the most favourable conditions. The problem of whether a dock larger than any of those yet constructed on the river should be made is one which the Trustees are at present seriously considering.

The jurisdiction of the Clyde Trustees now extends over 18½ miles of river, and the area of Glasgow harbour has reached the large total of almost 490 acres of land and water, and 19,082 lineal yards of quays, made up as follows:—

	Land—Acres.	Water—Acres.	Quays—Yards.
Riverside (North),...	27.7	219.75	4187.1
Riverside (South),...	29.48		
Kingston Dock, ...	3.74	5.33	823.3
Queen's Dock, ...	24.85	33.75	3334
Prince's Dock, ...	39.84	35.00	3737.3
Rothesay Dock, ...	40.00	20.5	1847
Quays under construction:—			
Yorkhill, ...	...	...	1148
Meadowside, ...	...	...	530
Totals, ...	165.61	314.33	19,082

Besides all this, the Trustees hold in reserve for harbour extensions the lands of Shieldhall, Shiels, and Braehead, that is, all the ground on the south side between Govan and Renfrew, measuring altogether over 200 acres.

In conclusion, some figures may be given showing the extent of the work carried on by the Trustees in keeping the harbour always in advance of the requirements of its trade, and also showing the progress made as illustrated by steadily increasing revenue. The floating plant now consists of six powerful dredgers, the two latest, built in 1904 and 1906, respectively, capable of lifting from a depth of 48 feet, and the others ranging from 32 to 40 feet; twenty-four hopper barges, twelve of 400 tons capacity each, and twelve of 1200 tons; two steam digger barges, two diving bell barges, 195 punts, 98 row boats, seven steam vehicular and passenger ferries, twelve steam passenger ferries, 51 buoys, the tug *Clyde*; *Clutha No. 1*, used for general purposes; the steam yacht *Comet*, used by the Trustees for inspecting the harbour, etc., and the Garmoyle lightship—a total of 401. It is estimated by Mr. W. M. Alston, engineer-in-chief to the Trust, that altogether 75,679,695 cubic yards of material have been dredged from the harbour and river since 1844. In 1844-45 the total lifted by five small dredgers was only 234 cubic yards, whereas in 1894-95 one dredger alone lifted 1,080,770 cubic yards, working 3087¼ hours, and the total lifted by all the dredgers in 1907-08 was 2,768,676 cubic yards in 19,231¼ hours.

Perhaps, however, the remarkable progress of the harbour is best shown by the continuous rise in the revenue from 1770 downwards. In order to save space each tenth year only is given:—

YEAR.	REVENUE.
	£ S. D.
1770, ...	147 0 10
1778, ...	1733 19 5
1788, ...	2064 5 9
1798, ...	3199 1 6
1808, ...	5472 0 9
1818, ...	7732 18 11
1828, ...	17,669 14 10
1838, ...	39,030 1 0
1848, ...	60,621 8 1
1858, ...	78,783 17 6
1868, ...	143,480 17 3
1878, ...	217,100 0 3
1888, ...	311,495 1 6
1898, ...	430,327 6 4
1908, ...	556,965 15 6

The total of all the years since 1770 reaches the very large figure of £16,165,196 7s. 11d.

The Romance of Clyde Shipbuilding

BIRTHPLACE OF A GREAT INDUSTRY—MANY
CLYDE DEVELOPMENTS—THE FIRST IRON
VESSEL—FROM IRON TO STEEL—INSPIRING
THE WORLD—COSMOPOLITAN CLASSES
—FREE TRADE IN ABILITY—INCREASING
PROGRESS—VARIETY OF WORK—FROM
COMET TO LUSITANIA—LEADING ALL
IMPROVEMENTS—GAS AND OIL VESSELS—
WORKMEN EMPLOYED.

If the story of the evolution of the River Clyde, from a country stream to a great waterway, capable of carrying the largest vessels in the world, even in this, the twentieth century, is one of the romances of industrial progress, so also is the rise and development of that great industry of which it was, to all intents and purposes, the birthplace. Ships were, no doubt, built elsewhere from the time of Noah downward. The Phœnicians, who navigated the Mediterranean, and crossed the Bay of Biscay, and worked the tin mines of Cornwall, had remarkably seaworthy ships for their day; the Vikings, who came over from Scandinavia and ravaged the eastern and northern shores of Britain, had wonderful longships, with which they braved the storms of the North Sea; Alfred the Great founded the English Navy long before any ships were built on the Clyde; and the noble galleon was ploughing the Spanish main while yet only small wooden craft—if even these—were being constructed at Port-Glasgow. It is true that the early Briton made his dug-out canoe on the shores of the Clyde, with fire and a stone hatchet. Some fine specimens of these primitive craft have been found embedded in the soil on the river side, one in 1903 within a mile of the place where the *Lusitania*—the fastest, and one of the two largest vessels yet built—was launched four years later. The dug-out canoe was really the first attempt to produce a vessel better than a mere log of wood, and in so far as it represents the beginnings of the great industry of shipbuilding the Clyde may fairly claim to have been associated with that industry from its very start.

This, however, is not quite the sense in which the river may fairly claim to have been the birthplace of present-day shipbuilding. If we take shipbuilding and marine engineering at the stage in their development which they have now reached, we find that the research of the scientist combines with the enterprise of capital and the skill of the trained workman to turn out, as Ruskin says, "the most honourable thing that man, as a gregarious animal, has yet produced. . . . Into that he has put as much of his human patience, common sense, forethought, experimental philosophy, self-control, habits of

order and obedience, thoroughly wrought handiwork, defiance of brute elements, careless courage, careful patriotism, and calm expectation of the judgment of God, as can well be put into a space of 300 feet long by 80 feet broad." And we also find that if we begin with shipbuilding as it now is, and work backward along its different lines of development, these lines will, in nearly every instance, lead us to the Clyde. Even the marine steam turbine, although invented on the north-east coast of England, was but a costly toy, in which only its inventor and a few enthusiasts had confidence, until a Glasgow shipowner and a Dumbarton firm of shipbuilders ventured out into the unknown by constructing the river steamer, *King Edward*, expressly for the new type of machinery. In like manner the triple-expansion engine and the compound engine may be traced back to their origin in Glasgow engineering shops, and the revolution in naval architecture which they brought about may then be followed down through the years without ever going more than a couple of miles from the boundary of the city. Once upon a time, long before anyone believed that iron plates would float, stout ships of wood were built at Port-Glasgow. By and by—in 1819—a small iron vessel was launched on the Monkland Canal, near Coatbridge, and a new era was begun. Sixty years later—in 1879—the Allan liner, *Buenos Ayrean*, was built at Dumbarton of mild steel, and again a great revolution was inaugurated, a revolution which has meant more in the progress of naval architecture than even the transition from wood to iron.

The Clyde is, therefore, closely associated in the annals of shipbuilding with every notable stage in the twin industries of hull construction and engine making. From it there has always come the inspiration that has fired enthusiasts into action all the world over, and even to this day students of naval architecture come from Japan, in the Far East, and America, in the West, to sit in the naval architecture classes at Gilmorehill, and study the practical side of their profession in Govan or Partick, Clydebank, Dumbarton, or Greenock. There is no stronger testimony to the fact that Glasgow remains the Mecca of shipbuilding than the

cosmopolitan character of the classes taught by Professor Biles (who occupies the world's first chair of Naval Architecture), and the way in which youths of all nations mingle on a footing of absolute equality in the drawing offices and moulding lofts of the Clydeside. These things are also striking evidence of the confidence of Clyde shipbuilders in their power to retain their leading position in spite of the ever-growing competition of other countries. They have inspired and trained thousands of men who have afterwards done everyting in their power to transfer as large portions as possible of the shipbuilding industries to their respective countries. The shipbuilding of Japan is openly and frankly based on that of the Clyde. A Clyde man—Mr. P. A. Hillhouse, now of the Fairfield Company—was the first Professor of Naval Architecture at the Imperial University of Tokio, and the chair is now filled by another Clyde man—Professor F. P. Purvis, once a Port-Glasgow shipbuilder. Others have also gone out to the Far East, to Hong Kong, and Shanghai, and the Straits Settlements, as well as to Japan, in order to superintend shipbuilding construction in different yards. In nearly every country nearer home there might also at one time have been found men trained in Clyde shipyards, while in these yards there have always been, and still are, many artisans of different nationalities learning all that Clyde men know of their profession. Such extreme liberality in dealing with the world—such free trade in professional ability—could have only one result. Germany does not now come to the Clyde for many new vessels, France comes for very, very few, Italy for only one now and again, America, handicapped by her economic conditions, is still compelled to build her oversea vessels abroad, but Japan has definitely intimated that she does not intend to go outside her own yards for any more of her vessels—naval or mercantile. There is still left a very wide field in the smaller countries which do not yet have shipyards of any kind, or only establishments capable of turning out small craft of commonplace types, and also in the ever-extending mercantile marine and warship fleets of Great Britain and its dependencies. That this field is large and increasing is shown by the fact that in spite of the progress



Mr. THOMAS MASON, Chairman,
Clyde Trust.
(Photo by Lettingoff.)



THE PRINCESS DOCK, from Govan Road.



Mr. W. H. RAEBURNS,
Deputy Chairman, Clyde Trust.
(Photo by Brown & Co.)



Mr. W. M. ALISON, C.E.,
Engineer-in-Chief, Clyde Trust.



SIR NATHANIEL DUNLOP, Chairman of the Allan Line.
(Photo by Warnock.)



Captain ROBERT WHITE, Harbourmaster.



Mr. RICHARD HENDERSON,
Anchor Line.



Mr. DAVID HOPE MACBRAYNE,
Steamship Owner.
(Photo by Annan.)



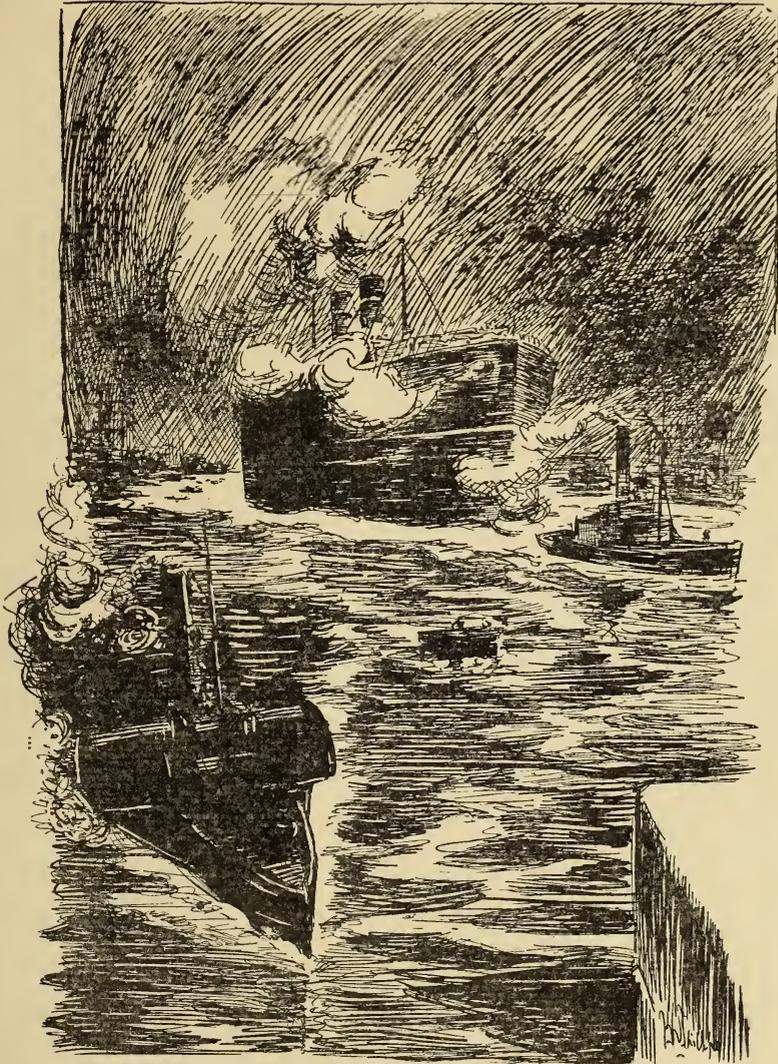
Mr. T. R. MACKENZIE, General Manager,
Clyde Trust.
(Photo by Annan.)



H.M.S. "INDOMITABLE"
(Photo by West & Son.)



Mr. D. M. MACINTYRE,
Assistant Manager, Clyde Trust.
(Photo by Lettingoff.)



A Murky Day on the Clyde

of shipbuilding in other countries, that of the Clyde continues to increase in volume. There was, indeed, a serious decrease in 1908, but that was caused by circumstances peculiar to the year. The moral of this line of comment undoubtedly is that Clyde shipbuilders have been thoroughly justified in their broad-minded policy, and have gained rather than lost by throwing their scientific and industrial gates open to the world. It may be said with perfect truth that the development of shipbuilding into a world-industry was inevitable, but to this it may be replied that the Clyde recognised that very fact at an early period in its industrial career, and has all along helped on the development and not hindered it or attempted to restrict a great business within its own borders, as people less far-seeing would have done.

The great variety of Clyde shipbuilding explains to a very large extent its ability in past years to compete with the world, and its many connections with ports and men in every country under the sun. Its first great departure from stereotyped forms was when Mr. John Wood built the steamship *Comet*, at Port-Glasgow, in 1811. On the 14th of October, 1788, a little steamer ran trials on Dalswinton Loch, in Dumfries-shire. She had on board William Symington, the designer of her paddle engines, and a number of other well-known men, including Robert Burns, Scotland's national poet. She was a little vessel, having twin hulls, with a paddle wheel in the centre. She steamed from four to five miles an hour, and, according to Alexander Nasmyth, who was one of those on board, she "trod the waters like a thing of life." She was the very first steam-propelled vessel of which there is any authentic record, but she was only a large working model. It was not until the *Comet* was built, twenty-three years later, that the possibility of making steam power a commercial success in the driving of ships was demonstrated for the first time in Europe. It was demonstrated in America somewhat earlier, but there is ample evidence to show that America, in this particular matter, borrowed its ideas from the Clyde, and only put in practice the principles it obtained direct from Glasgow, as these were embodied in the *Comet* a few years later. Besides, America did not follow up its initial advantage. It left the improving of the marine engine and the necessarily arduous work of adapting it to regular traffic, and making it more economical of fuel and capable of giving better results in the way of speed, entirely to the Clyde, with the result that while the *Clermont* of New York is only a dim figure in the past of shipbuilding, the *Comet* stands out as clear now, a century after she was built, as in the first year in which she astonished the natives of the Clydeside by moving over the face of the waters without sail or oar. To the *Comet* can be traced directly all the steam shipbuilding of the world, and, of course, of the Clyde. She was a small steamer, with a paddle wheel on

each side, and a funnel high enough to serve as a mast. She was crude in construction, and her engines were primitive in design. They could not very well be otherwise, but in them might be found the principles on which the finest reciprocating engines of to-day are constructed. The changes made since have been so many that the reciprocating engine has been improved almost beyond recognition, but the same principles underlie it still, and these principles were first applied in the *Comet*. It was 1895, when the Hon. C. A. Parsons ran his little *Turbinia* on the Tyne, before a new principle was introduced. For over 80 years the piston rod and crank shaft kept their place as the only practicable means of converting the energy of steam into mechanical power. Mr. Parsons solved the problem of a simple rotary engine in the early nineties, when he proved that his marine steam turbine was more than a toy.

Ever since the days of the *Comet* Clyde shipbuilders have been experimenting, improving, and developing in the building both of ships and of engines. They have by no means confined themselves to a few types of vessels. Within recent years the north-east coast of England has turned out large numbers of cargo steamers of the clear-hold and turret type. This is a development for which the north-east coast deserves full credit, but with this exception the Clyde may safely be said to have anticipated every possible improvement in design, and to have taken a leading part in building vessels of every possible kind. It is now also building clear-hold steamers, so that it is not losing ground in any way. The extremely varied character of the work done in the district may be shown by a short tabular statement of the ships built in 1907—the record year of the river, so far, in the matter of output. During that year 526 vessels of 619,919 tons and 668,527 indicated horse-power were built on the river. The following table shows the variety of the types launched:—

Screw Steamers,	192
Barges, etc.,	186
Fishing Craft,	31
Dredging Craft,	29
Sailing Yachts,	25
Launches, etc.,	24
Steam Tugs,	13
Turbine Steamers,	9
Stern Wheel Steamers,	6
War Vessels,	3
Steam Yachts,	2
Barque,	1
Motor Barque,	1
Turbine Yacht,	1
Railway Ferry,	1
Cross River Ferry,	1
Motor Yacht,	1
	526

Detailed reference cannot be made to the many splendid vessels that have been built on the river—from the *Comet* down to the *Lusitania* and His Majesty's ships *Indomitable* and *Inflexible*. The Clyde is

represented on the sea by the highest and fastest class of passenger liners, the most powerful of warships, the most palatial of steam yachts, the most beautiful of sailing ships—what are left of them—the smartest of sailing yachts, the very latest in turbine steamers, the most improved and most powerful of dredgers, and the most modern of fishing craft. Besides, in 1908, Messrs. Denny of Dumbarton completed the first "combination" steamer ever constructed. In this vessel, the *Otaki*, built for the New Zealand Shipping Company, there are two triple-expansion reciprocating engines, and one steam turbine, and already the combination has been proved more economical of steam than either system alone, and therefore suitable for cargo steamers of comparatively low speed. At Belfast a large Atlantic liner is being built for the same system of propelling machinery, but as usual the Clyde was first in the field. It is no little credit to Dumbarton that Messrs. Denny, who had courage enough to build the first turbine steamer, were also responsible for this later departure in marine engineering.

It is, however, possible—highly probable, indeed—that the marine steam engine—reciprocating and turbine—will be entirely superseded in the near future by either gas or oil engines. Here, again, the Clyde is in the van. Messrs. Beardmore of Dalmuir have made extensive experiments with producer gas engines, and have fitted a set on H.M.S. *Rattler*, the training ship of the Clyde Division of the Royal Naval Reserve, while there have been built at Troon and Bowling respectively two small steamers for Messrs. MacBrayne's West Highland service, on board of which oil motors have been fitted for propelling purposes. The *Rattler* has; it has been officially stated by the Marquis of Graham, Commander of the Reserves, proved thoroughly satisfactory, but nothing has yet been made public as to the performances of the MacBrayne vessels. In any case, however, the very existence of the three ships will provide a mass of useful data on which further experiments can be based, and enable the firms concerned to anticipate all developments in this direction that may influence the future of naval architecture and marine engineering.

The steady progress of Clyde shipbuilding within the past half century is well shown by a diagram published annually by the *Glasgow Herald*. The figures for 1908, it will be noticed, show a large decrease on those of 1907. A depression set in immediately after the South African war, shipping freights fell below a paying level, owing to many vessels being relieved from transport and other work and thrown back on general trade, the yards continued to pour out tonnage for more than a year after the slump in freights, with the inevitable result that the slump in shipbuilding followed. This told heavily on 1908, which was extremely dull, not only on the Clyde, but in all the shipbuilding districts of the world.

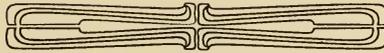
The first steady rise shown in the diagram—that leading up to 1854—was due largely to the demand for ships for blockade running in America, and for carrying cotton from the East Indies and China because the war troubles in the United States had disorganised the trade with American ports. The drop to 1867 was caused principally by a strike and lockout of workmen. After this interruption there was a steady and natural increase till 1874. Then there came a period of dullness, accentuated by disputes in the yards. In October, 1879, there came a welcome revival, and trade boomed steadily until 1882. Then there came a number of lean years—just when steel shipbuilding was becoming general—and in 1886 there was great depression, wages were cut down and hours of labour were shortened. After this, however, the tendency was steadily upward. The depression in 1893 was caused by the lack of employment for ships, and that in 1897 by the disastrous eight hours' day dispute with the engineers.

It may be added that the shipbuilding

industry of the Clyde employs about 30,000 workers. Of these 25,000 are journeymen and apprentices, 3000 unskilled labourers, 1000 boys, and the remainder "helpers," who are paid by the platers for assisting them in their work. In the marine engineering shops there are about 22,000 men. The average annual output of the Clyde shipyards, of which there are altogether between forty and fifty, is about equal to that of the whole of the United States or the whole of Germany, while it is easily the leading district in the United Kingdom in the matter of tonnage.

There was a time—about 1902—when the limit in size of Clyde-built vessels seemed to have been reached. Several firms were tendering for the construction of the Cunard steamers, *Lusitania* and *Mauretania*, and they intimated to the Clyde Navigation Trustees that the contracts could not be accepted unless there was an absolute certainty that the channel leading from the yards concerned to the sea was deepened and widened to a certain extent by a certain time. In other words, the vessels were

larger than could then be launched on the upper reaches of the river. There were some—a few—who argued that the Clyde Trustees were responsible only for the welfare of the shipping trade, not of the shipbuilding, and were not entitled to spend large sums of money for helping an industry that brought them only a very small proportion of their revenue. But, to the credit of the Clyde be it said, this argument was never more than a whisper. The Trustees at once gave their assurance that there would be sufficient water by the launching date. The *Lusitania* was laid down at Clydebank, and before she was ready to be floated so many improvements were made opposite the yard, and between it and the sea, that the huge vessel was launched and navigated down the river as safely as any coaster that was meant to come and go daily. This was the reply of the Clyde to the remarks made in other districts to the effect that its shipbuilding had reached its utmost limit. It will make the same reply again whenever the occasion arises.



The Shipping of Glasgow

VARIETY OF TRADE—GROWING PROSPERITY
—THE PASSING OF THE SAILING SHIP—OLD-
TIME MEMORIES—EARLY TRADE WITH
CANADA—CATTLE IMPORTS—PRESENT-DAY
SERVICES—GLASGOW AND NEW YORK—
PECULIARITIES OF TRADE—THE LUCK OF
SECOND CLASS—SOUTH AFRICAN SERVICES
—THE FAR EAST—SOUTH AMERICA—
COASTING AND CONTINENTAL—THE
NEVER-TIRING "TRAMP"—WORKING THE
HARBOUR AND TRADE OF THE PORT—
A REMARKABLE CONTRAST.



ALTHOUGH in volume of traffic Glasgow comes sixth among the great ports of the Kingdom, following London, Liverpool, Cardiff, the Tyne ports, and Hull, none of its competitors can vie with it in the variety of its trade and its many connections with all parts of the world. It exports coal to Continental ports, from Scandinavia in the North, to Italy in the South, as well as to many ports and countries separated by wide oceans from Great Britain. It imports iron ore from Spain, grain from the Black Sea and North America, fruit from Canada, ice and granite from Norway and Sweden, nickel ore from far away New Caledonia, and frozen meat from Australia, while its general exports give it a direct interest in both coasts of South America, all parts of Africa, India, Burmah, China, Japan, and the many islands in the Far East. Glasgow does not have the fine liners of Liverpool, nor the many miles of colliers that may be seen at Cardiff. The explanation is simple enough. A *Lusitania* would not pay running from Glasgow. The port is somewhat north of the great highway of first-class passenger traffic, and shipowners must cater for the trade which comes their way. As to coal, the very fact that the port has so many other trades to look after—so many strings to its bow—makes the cultivation of this one trade less necessary than at such a port as Cardiff. Coal, nevertheless, takes leading place among the exports of Glasgow, with iron and steel an easy second. The outstanding feature of the trade of the port, however, is its comprehensiveness. It is this which prevents violent fluctuations in the work of the harbour. No matter though there is a pronounced dullness in coal exports, the passenger trade to North America and Canada may be booming; when there is little demand for vessels to carry ore from Seville or Aguilas, Genoa or Venice, or even Buenos Ayres, may be calling aloud for coal; when the timber trade from Eastern Canada seems on the decline, the big harvest of the West comes overland to fill the holds of the waiting steamers; when the frozen

meat steamer from New Zealand cannot find outward cargo, the Clan liner comes round from Dundee—where she has discharged jute from India—to load a heavy cargo of locomotives, machinery, and general merchandise for Karachi, Bombay, or Calcutta; when emigration westward is dull, there are big loads of Canadian cattle to transport eastward, or—as in the summer 1908—there may be a rush of holiday seekers from America to the home country.

So the shipping trade of Glasgow nearly always remains at the same average high level of growing prosperity. In 1908 freights were uncommonly poor in the North Atlantic trade, and new vessels that had been projected in order to fill up obvious blanks in regular services were not ordered. At the same time, new liners were built for the service to the Far East via the Suez Canal, and much money was spent on their internal fittings and decoration. The firms in business on that route evidently saw a growing passenger trade before them. Two of the old established coasting lines were swallowed up by bigger concerns, but on the other hand a number of splendid new boats were put on the service to Irish and English ports, within the past year or two. This trade is therefore in a thoroughly sound condition, although, it should be added, there is rather too much rate-cutting to permit of fortunes being made in it very rapidly. To come still nearer home, the railway companies running steamers on the Firth of Clyde have—in the interests of economy—cut down their services to such an extent that they are not likely to require any new vessels for some time to come. As compensation for this, however, the trade between Glasgow and the West Highlands continues to develop, and the firm which has a practical monopoly of this route are as busy as ever, while they have built several new steamers for the services among the western islands. There was a time when the big sailing ships of the Loch Line had things all their own way on the route between Glasgow and Australia, and there are still old sailors who tell of the

splendid voyages that were made by these fine vessels. The boats may still be seen in Queen's Dock, the salt of southern oceans on their decks, and the produce of Australian industry in their great roomy holds; or they may be watched going down river, all spick and span, and ready for another tussle with the trade wind or the monsoons and for another long run down the South Atlantic, and across the wild waste of waters between the Cape of Good Hope and West Australia. The steamer is rapidly superseding them, but the steamer brings the trade to the harbour all the same. Besides, there always remain the French barques with nickel ore from New Caledonia, to remind Glasgow of the glories of the old days of white wings.

These have not yet been ousted by the steamer, though one or two spasmodic attempts have been made to demonstrate the advantages of shorter passages in this particular trade. The barques are, of course, assisted by the bounty system of their own country, which enables them to spend their 120 days or so on the homeward voyage, and sail out in ballast, earning their subsidy by calling at a French port in the passing. This may or may not be legitimate shipping—the point raises issues which cannot be discussed here—but it explains how these particular vessels are able to keep steam out of this particular trade, and to retain for Glasgow the sailing ship associations which it is in danger of losing by the competition of steamers on the Australian route.

So the feature of the shipping of Glasgow is its comprehensiveness. It has always been of a peculiarly varied character. One might write interestingly of the days of the tobacco trade—ruined by the American war of 1775—and of the time when merchandise had to be carried overland on pack horses from Irvine and Troon, or dragged up the river in lighters from Greenock and Port-Glasgow. One might also talk of the old "Quebecers," which carried on the service with Canada long before the days of steamers, when the French-Canadian town was the centre of Canada's timber exporting industry, and the



Glasgow To-Day.

THE TROCATE.

[From Photo by Valentine.]



Glasgow To-Day.

JAMAICA BRIDGE.

[From Photo by Valentine.]



Glasgow To-Day.

OFF DOWN THE WATER.

[From Photo by Valentine.]

seat of a great shipbuilding trade. What this Canadian connection has meant to Glasgow it is hardly possible to estimate. The imports from the Dominion, in these early days, as now, consisted largely of timber, wheat, and other agricultural products, but the quantity and variety of these were but little in comparison with present-day trade. Flour then came in hundreds of barrels; now it comes in millions of sacks. Dairy and orchard produce, which now figure largely in the manifests of incoming liners, were then unknown as cargo; but, on the other hand, pot and pearl ashes, which chemical discoveries have displaced, were taken eastward in large quantities, as were also grass seeds—now seen but rarely. The Canadian dealers in soft goods were accustomed to send home long lists of their requirements for each season, and some of the more important firms sent over representatives to choose stock for them. Thus a big westward trade in cottons, linens, woollens, haberdashery, hats and caps was built up. At that time Canada also took her supplies of manufactured iron almost wholly from Britain, so that, apart altogether from passengers—emigration had not then begun to boom—there was no lack of employment for ships. The Canadian terminal ports were then, as now, Quebec and Montreal, and the trade was carried on by sailing ships of from 400 to 700 tons gross register. It was strictly seasonal, and was known as the Spring and Fall trades. When the St. Lawrence became ice-bound the oversea traffic of the Dominion practically ceased. The vessels usually ran only two voyages each season, although the fast clipper ships, which gradually displaced the slower boats, sometimes managed three. They were all, as a rule, laid up in winter, but the more enterprising owners sometimes found employment for their vessels by running them to ports in the Southern States, and in the sugar trade from the West Indies. The introduction of steam meant the gradual disappearance of the sailers, but the latter lingered long in the timber trade, their large holds being better adapted than those of the early type of steamers for the stowing of logs. But by and by steam asserted its superiority. Canada began what is one of its greatest industries—the export of live cattle—in 1854. In 1852 it began an experimental mail service, and, a few years later, a regular fortnightly service of steamers was started with the home country. About this time the shipping trade between Glasgow and Canada settled down to the long era of prosperity which, by a steady process of evolution in the size and speed and accommodation of steamers, has produced the service of to-day, which runs with train-like exactitude.

After Canada the United States naturally claims attention. What the Allan Line has been to Glasgow in the Canadian trade the Anchor Line has been in the New York trade. There is not, perhaps, so much that is romantic in the past of the Anchor Line as in that of the Allan Line, but in the development of Glasgow shipping the former

has always held a leading place. Only a few years ago the Anchor Line decided that the time had come when there should be a fast passenger sailing each Saturday from Glasgow and also from New York, so they began to build new steamers. Now they have the three largest and fastest vessels sailing from the Clyde, and when they get a fourth—which they will do when the cargo trade improves—they will have realised their ideal. As yet they are conducting the weekly service with the three new boats and one of their older vessels—keeping a second older vessel always in reserve. The Allan Line have also built two new liners recently for their service from Glasgow to Canada, while the Donaldson Line have acquired one new steamer and built another, both for the passenger service on the North Atlantic. All these are, of course, designed for the carrying of large numbers of third-class passengers, smaller numbers of first and second—in some cases no first at all—and also large quantities of cargo. From Glasgow the cargo trade cannot be subordinated to the passenger in the same way as at Liverpool. Every vessel, in order to pay, must carry a heavy deadweight of cargo, while the steerage passengers are usually of much more importance than those of the first-class cabins. Even to New York, which is to Glasgow the gateway to the great American Continent, it would not pay to cater principally for passengers. The result is that the Glasgow North Atlantic steamers are of a more “composite” character than are to be found on any other of the great trade routes of the world. In their design, cargo space and first, second, and third-class passenger accommodation must be allocated in accordance with the long experience of their owners, and their acuteness in foreseeing further developments of trade. The Anchor liner, *City of Rome*, was the finest-looking ship that ever sailed from the harbour, and one of the most popular with ocean travellers. But she had to be broken up long before her time. She was too fine below, and so did not carry sufficient cargo, while she consumed too much fuel. She was succeeded by the *Columbia*, the *Caledonia*, and the *California*, which are not nearly as good-looking, but are equally commodious and comfortable for passengers, carry large deadweight cargoes, and, being twin-screw and having the most modern machinery, are economical in the matter of fuel. This is one line of development. Another may be found in the passenger accommodation. Within recent years the dividing lines between the three classes have shown a remarkable tendency to disappear. First-class remains first-class, but second has been improved so much that it is now better than the first of ten years ago, while third-class passengers are no longer treated as if their presence on board was only tolerated as a special act of grace. They are catered for in accommodation and in food as second were not ten years ago. The result is just what might have been expected. Firsts are

travelling second, and the third-class is more crowded than ever. More than that, there is now a better class of emigrant—the man who has a little capital, and who prefers to pay a little more and have some of the comforts of the sea. He travels second. So, a year or two ago, it dawned on the Canadian lines that the first might be abolished altogether without much loss of revenue. This was accordingly done in several vessels, and now on these the second-class fare entitles a passenger to a cabin in the best part of the ship. On the New York route the passenger who is willing to pay a high fare for the privilege of exclusiveness is still too important to be thus flouted, but the Anchor Line get over the difficulty by having on each ship a considerable number of cabins which can be made either first or second, as occasion may require. Another arrangement which illustrates the adaptability of Glasgow shipping may also be mentioned. On most of the North American liners there are certain decks which are used regularly for carrying passengers outward, and cattle or cargo homeward. So thorough is the cleaning and disinfecting process after the arrival of the vessels at Glasgow that the outward passengers do not always suspect that the space occupied by their berths was occupied as cattle stalls but a week before.

We might also expatiate, did space permit, on the remarkable development within recent years in the trade between Glasgow and Australian ports, the story of the trade of the Clan Line to South and East Africa, the City Line to India and the East, P. Henderson & Co. to Burmah, the Holt Lines to China, the Houston Lines to South America, the Direct Line to the West Indies, the many smaller Lines in the general trade with the Continent, and also the Coasting Lines to Irish and English ports. Each of these would illustrate the remarkable enterprise of the shipping trade of Glasgow, and the way in which that trade penetrates into the utmost corners of the globe. Each would require a chapter to itself, and even then the story would not be complete. For the “tramp” would still remain, the never-tiring tramp from Glasgow, which scours the seven seas in search of charters, loading from one port to another, and never knowing where she may have to sail for next, picking up a cargo here, and running light there, figuring frequently in the overdue list, and often turning up after she has been posted missing, but always owning Glasgow as her home port, and always—nearly always—dropping anchor some day at the Tail-of-the-Bank, and sending word to the city that she is home at last, battered and weather-beaten, but still a Glasgow ship, and ready to sail again after an overhaul in dry-dock, and a renewed certificate of character from Lloyd's surveyors. It is doubtful if there is any port that has on its register so large a number of tramp steamers as Glasgow, steamers which come home only occasionally, and spend almost all their active lives in other parts of the world.

A special feature of the working of the harbour is that established regular lines, both foreign and coastwise, have berthage, with corresponding shed accommodation, specially allocated to them for exclusive use. This is found to be a very convenient arrangement, and such berths yield large revenues, although they pay no special rent or charge. In this way berthage is allocated as follows:—

North American lines, - 2679 lineal yards.
 Other Foreign going lines, 5264 ”
 Coal and mineral trades, - 4785 ”
 The timber trade, - 961 ”
 The coasting trades, - 3545 ”
 Grain and fruit trades, - 525 ”
 For fitting out new vessels and general purposes, 1370 ”

The coal and ore trades are specially accommodated on the south side of the harbour, at the General Terminus and Prince's Dock, and on the north side in Queen's Dock and Rothesay Dock, Clyde-bank. The timber trade has special quays at Shieldhall, the cattle trade at Merklands, and the grain trade at Meadowside. There are instances on record of steamers in the American trade carrying 4900 to 5000 tons of grain and general cargo discharging in from 36 to 40 hours, and of steamers carrying the same quantity of ore discharging in 30 hours.

In conclusion, a few figures may be given. The following table summarises the trade of the port in the year ending June, 1908:—

Vessels (steam and sail) using the harbour and river:—

	COASTING.		FOREIGN.		TOTALS.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Inwards,	15,931	3,565,377	1366	2,603,754	17,297	6,169,081
Outwards,	14,866	2,481,559	1975	3,642,951	16,871	5,824,510
Grand Totals,	30,827	5,746,886	3341	6,246,705	34,168	11,993,591
1907 Totals,	31,459	5,768,236	3440	6,031,377	34,899	11,799,613

Another set of figures will show not only the great extent but also the great variety of Glasgow's cargo trade. The following are the principal imports and exports for the year ending with June, 1908:—

DESCRIPTION.	FOREIGN.		COASTWISE.	
	Imports.	Exports.	Imports.	Exports.
	Tons.	Tons.	Tons.	Tons.
Box and Bale Goods,	14,021	94,016	53,561	65,199
Bricks,	344	94,752	11,715	12,229
Cement,	21,985	1,614	106,076	9,472
Chemicals,	1,195	16,311	23,881	9,643
Coal and Coke, .. .	195	2,669,109	5,341	667,144
Corn, Wheat, etc.,	439,955	940	15,562	38,945
Flour Meal, etc.,	175,249	37,351	38,232	72,185
Fruits,	80,592	295	12,992	2,120
Hay, Esparto, and	.. .. .	.. .. .	.. .. .	.. .. .
Straw,	33,882	390	9,050	1,238
Iron and Steel, Un-	41,000	192,637	37,088	83,844
Manufactured, .. .	2,312	220,484	14,662	80,792
Iron Ore,	916,635	375	116,464	37
Pig Iron,	5,536	112,668	61,781	39,185
Limestone,	—	—	303,239	10
Nickel and Copper	.. .. .	.. .. .	.. .. .	.. .. .
Ore,	108,300	—	24	178
Machinery,	3,010	216,363	7,142	23,425
Oils,	37,043	28,345	13,260	20,887
Pitch,	5,372	77,559	400	7,878
Provisions,	41,397	2,836	38,043	5,797
Spirits, Beer, etc.,	2,445	71,952	24,166	35,511
Sand,	17,495	76	74,615	445
Stones,	3,085	7,467	43,397	8,010
Sugar,	2,676	12,655	25,094	6,661
Timber,	212,665	4,293	63,614	11,657
Animals (Number),	33,813	2,670	244,350	37,138

And—to wind up—a remarkable contrast may be given. In 1856—a year for which there are official figures—there were only a dozen vessels belonging to the port of Glasgow. Of these three were each of 150 tons, one was of 140 tons, two were each of 100 tons, one was of 50 tons, three were each of 30 tons, one was of 15 tons, and one was of 12 tons. None of these ever came up the river to the city. At the end of 1907 Glasgow had on its register 332 sailing vessels of 317,598 tons gross, and 1350 steamers of 2,683,273 tons. Any one of these can sail right up to the city whenever she cares to do so.

ANCHOR LINE.

IN 1906 the Anchor Line, officially known as the Anchor Line (Henderson Brothers, Ltd.), Glasgow, completed a half-century of ocean trading. They inaugurated their transatlantic service in 1856 with two auxiliary sailing vessels called the *Tempest* and the *John Bell*, ships of less than 2000 tons. Their largest Atlantic steamers now measure 9000 tons—an advance which illustrates very forcibly and very exactly the progress that has been made during the fifty years in the North Atlantic trade. For a time the firm carried on a service to Canada, but in 1865 this was abandoned, and they devoted themselves entirely to the development of the trade with New York. That they have been successful is proved by the continually increasing size of their vessels, and by the fact that they have no competitors on this important route. They have conducted the service so adequately and so energetically that it has become one of the most important of the many services conducted from Glasgow, and the great link binding Scotland to the United States. It has all along been identified with the family name of Henderson, and to this day representatives of its founder, in the persons of Mr. Richard Henderson, Chairman and Managing Director, and Mr. Francis Henderson, another Managing Director, control its business affairs.

The Anchor Line was started in 1856 by the firm of Handyside & Henderson, of Glasgow. For several years they carried on business to and from the Clyde, but they had an agency in Liverpool, and their vessels called occasionally at that port. Their service was, however, particularly identified from the first with the ports of Glasgow and New York. The trade on this route soon proved so profitable that a weekly service was established, with occasional double sailings each week—one vessel on Wednesday and another on Saturday. Other services were also started. A line of steamers was put on the route between Granton and Scandinavian ports, for the purpose of conveying emigrants from northern Europe, and so acting as feeders for the cross-Atlantic boats. This was followed by a line between Glasgow and the Mediterranean, calling at Liverpool. The North Sea service, although at first very promising, proved unremunerative, and was ultimately discontinued. That with the Mediterranean, however, developed greatly, and was organised as a fortnightly service from Glasgow to Lisbon, Gibraltar, Genoa, Leghorn, Marseilles, Naples, Messina and Palermo. Monthly services followed to Algiers, Tunis, Malta and Alexandria. These latter were continued for a number of years, but in consequence of decreased trade they were discontinued. The firm had also, in their earlier days, services to Halifax and St. John, N.B., from Bordeaux to New York direct, and from London to New

York direct. Apart from Glasgow, however, the most important service in which the Line engaged was that from Mediterranean ports to New York. This service, which still flourishes, provides fortnightly sailings between New York and Genoa, Leghorn, Naples and Palermo, and is one of the most successful of the Company's undertakings.

It is by their services from Glasgow that the Anchor Line is most widely and most popularly known. On this service they have now three splendid new liners—the *Columbia*, the *Caledonia* and the *California*—while it is well known that a fourth is to be laid down as soon as such a step is warranted by the condition of trade. The ideal of the Company is a fast passenger sailing every Saturday from Glasgow, and another from New York, the boats passing in mid-ocean, and arriving at their respective destinations at the same time. To carry on such a service at least four seven-day steamers are required. At present the firm conduct it with the three fast steamers, and one of their older vessels, keeping a fifth boat in reserve. This system has worked very well for some time back, but it is only a compromise, and must very soon give way to a system in which there will be four fast boats running regularly, and one slower vessel in reserve for relieving purposes. The building of the *Columbia*, in 1902, marked the beginning of a new era in the trade between Glasgow and New York, but the development will not be complete until there are four vessels of similar size and speed.

After the Atlantic trade, that with the Far East ranks next in importance. Some time before the projection of the Suez Canal, Messrs. Henderson Brothers—as the management of the firm had by that time been designated—arranged a service whereby they received and forwarded cargo for Aden, Bombay, Ceylon, Madras, Calcutta and other ports, their own boats going to Alexandria, and the goods being then taken overland and shipped on P. & O. and British India steamers for the remainder of the voyage. When the Suez Canal was opened, in 1869, the first British merchant vessel to pass through it was the Anchor Line steamer, *Dido*. The opening of the Canal led to a great increase in the trade with India, and Messrs. Henderson Brothers arranged monthly sailings between Glasgow, Liverpool, and Bombay. These were started in 1875 by a steamer named *Caledonia*, which did the run to Bombay in 31 days, including a detention of 4 days in the Canal. In 1877 the service was made fortnightly, an arrangement which has been justified by the increasing trade, and which therefore continues in force.

In the Eastern service, as well as in that on the Atlantic, there have been great developments in recent years, and the Anchor Line have added new vessels to their fleet. Of these the more notable are the *Olympia*, *Massilia*, *Castalia* and *Elysia*, all specially designed for the trade with Indian ports. Altogether the Anchor Line fleet now consists of two dozen vessels, the largest being the *Caledonia*, of 9223 tons, and the smallest—excepting the tender, *Empress*—the *Britannia*, of 3069 tons.

Canadian Shipping Pioneers

FROM THE CLYDE
TO THE ST. LAWRENCE.



THE story of the Allan Line Steamship Company is the story of the shipping service between Glasgow and Canada. There is no other instance in all the history of the mercantile marine in which the interests of a service between a nation and one of its great dependencies has been bound up so absolutely with the progress of one particular line of vessels. The Allan Line were the pioneers, not only of the trade between Glasgow and the St. Lawrence, but also of the mail service between Canada and Liverpool, and they have been identified with many other phases of the shipping industry. It remains true, however, they have always been most closely associated with the Glasgow-Montreal route, and that Glasgow has a claim on the line which far surpasses that of any other port. It is the birthplace of the Company, and from it there sailed, many, many years ago, the fine barques that carried the British flag in Canadian waters long before the days of steam. The Allan Line have cultivated the Canadian trade all through the years, anticipating its requirements, always building steamers slightly ahead of immediate necessities, and always working hand in hand with the British and Canadian authorities, so as to develop the industries of the Dominion, and make it known at home as the greatest and richest and most prolific in possibilities of all the British possessions beyond the seas. In the prosperity of Canada there was, of course, bound up the prosperity of the Allan Line, but it is no exaggeration to say also that in the prosperity of the Allan Line there was—in the early years, at least—bound up the prosperity of Canada. The Dominion developed as the Line developed, and no man who attempts to write the history of Canada can afford to neglect the Company whose services were for so many years the

principal means of communication with the home country, and the means by which it received its constant stream of emigrants and the civilising influences which transformed it from an unknown wilderness into the greatest of the young nations of the world.

The Allan Line dates back to the year 1822, when Alexander Allan sailed from Glasgow in the little brig *Jean*. The voyage was not considered notable in any way, but time showed that it was one of those which are entitled to rank as marking epochs in the world's story. The *Jean* was not one-fiftieth part of the tonnage of the largest Allan liners of the present day, but she was the first of the fleet, and, as such, has an honoured place in its story. In 1830 she was succeeded by four other sailing vessels plying regularly between British ports and Canada, but it was not until 1852 that an attempt was made to establish a Canadian mail service. The first contract was not given to the Allan Line, but before a year had passed the Canadian Government came to Messrs. Allan and asked them to take it over. This they did, and in 1853 they started a fortnightly service between Liverpool and Quebec and Montreal in summer, and Liverpool and Portland, Maine, in winter. Their first mail steamer was the two-funnelled *Canadian* of about 1770 tons. She was only about one-seventh the size of the large liners of to-day, but she was the pioneer of steam navigation on the North Atlantic. It is a curious fact that the Allan Line have always been pioneers. They began the "ferry" services, both sail and steam, with Canada; they built the first steel steamer floated on the North Atlantic, the *Buenos Ayrean*, in 1879; and they own the first turbine liners built for the Atlantic service. It is their pioneer work that has kept them so well to the front among shipping firms, and retained for them the strong hold they have

always had in the North Atlantic service from Liverpool, and their practical monopoly of the passenger trade between Glasgow and the St. Lawrence.

The present fleet of the Allan Line is engaged principally on the Glasgow, Liverpool, and London Canadian services, the latter *via* Havre. Altogether the firm have 30 vessels, ranging in size from the new turbines, *Victorian* and *Virginian*, each of them 11,000 tons, to the *Monte Videan*, of 3000 tons, and the tug, *Mersey*, of 230 tons. The *Victorian* and *Virginian* are always on the service from Liverpool, but from Glasgow there sail regularly two still newer steamers, the *Grampian* and the *Hesperian*—both designed specially for the passenger service from the Clyde—and a number of other first-class boats. Within recent years the firm have made large additions to their fleet, and, besides the triple screw turbines, they have now five new twin-screw steamers, each over 10,000 tons. Their single screw steamers, not required on the Glasgow and Liverpool routes, are engaged sailing between London and Canada, and in services with South America, and other parts of the world.

And what of the men who have built up this great business? Captain Alexander Allan, of the brig *Jean*, was succeeded by his five sons. Captain Bryce Allan commanded some of the early ships of the Line, and was for twenty years manager at Liverpool. In Glasgow, James and Alexander Allan conducted the business, while in Montreal, Hugh (afterwards Sir Hugh) and Andrew represented the Company. For forty years the business continued under the control of the five brothers—two each in Glasgow and Montreal, and one in Liverpool. For his services to Canadian commerce Hugh was knighted by Queen Victoria in 1871. His son, H. Montagu Allan, was knighted by King Edward in 1904.

A younger generation of the family now carry on the business of the founders of the Line with marked success.

The Variety of Glasgow Shipping.



THE majority of the ship-owning firms in Glasgow specialise in one particular branch of their trade, but, as all branches are represented at the port, the shipping of the harbour, as a whole, is of the most varied character. Apart, however, from this variety as applying to the general shipping of Glasgow, several firms carry on services of different characters. Of these the most outstanding is, perhaps, the Clyde Shipping Company (Limited), a Company which has a history of almost a century, and has been closely

associated with many of the most important shipping developments of their time. The Clyde Shipping Co. have altogether forty-two steamers. Of these eight are engaged in the general foreign cargo trade, seventeen are powerful tugs, two are mail and passenger tenders, and the others are vessels engaged mostly in the regular passenger and cargo service between Glasgow and Irish and English ports. The Company are thus in close touch with three of the most important branches of the shipping industry. Their foreign cargo steamers are not seen very

frequently at their home port. They are chartered all over the world as the necessities of trade may require. Their two tenders are used at Queenstown, where they meet all the American mail steamers. The firm have the contract for this service, in which these tenders, the *Ireland* and the *America*, are exclusively employed.

It is, however, by their fine passenger coasters and their splendid fleet of tugs that the Company are best known. Than the *Toward*, the *Pladda*, the *Rathlin*, the *Skerryvore*, and the other vessels named

after well-known lighthouses, no names are more familiar on the Clyde. These steamers have fine passenger accommodation, and, sailing as they do with the regularity of Atlantic Liners, they are extremely popular, especially in the holiday season. The Company claims—with justifiable pride—that their passenger services afford greater variety and cover a wider area than those of any other coasting line of steamers in the United Kingdom. They give direct communication between Glasgow and Greenock, and the South of Ireland, the South of England, and London. They also maintain regular services between London, Waterford, and Belfast, and during the summer they carry passengers between Belfast, Dublin, Waterford, and Cork. Their sailings between Glasgow and London are so arranged that passengers may go South by direct steamer, and return by indirect, or *vice versa*. This secures all the benefits of the round voyage in the shortest time, and provides opportunities for visiting all the interesting places on the route. The thirteen purely passenger-carrying steamers in the fleet are of uniform type, having been specially built for the Company's trade. They are all comparatively new—some of them quite new—and have state-rooms and saloons quite equal to those on many ocean liners. They are, in fact, liners in miniature, the only difference between them and ocean

vessels being the smaller amount of deck space, and the smaller size of the public apartments. In cabin accommodation there is nothing to show that the vessels are coasters. They provide regular sailings to and from London, Dover, Newhaven, Southampton, Portsmouth, Plymouth, Belfast, Waterford, and Cork, and during the summer holiday season tourist tickets are issued in conjunction with other Companies, so that passengers who wish to spend a holiday enjoyably have a wide variety of tours to choose from. The ramifications of the Company's tourist arrangements extend from Aberdeen, Dundee, and Leith, on the East Coast, down by the English Channel and the South of Ireland, Channel Islands, Killarney, Liverpool, and Portrush, and up to Oban, Fort William, and Stornoway, on the West Coast, and also to Inverness, by the Caledonian Canal, across Scotland by rail to Aberdeen, and even up to Stromness in the Orkneys.

The tugs of the Clyde Shipping Company are, perhaps, the most familiar of the many small vessels that frequent Glasgow and the river and Firth of Clyde. They are distinguished by their names and the fact that they seem to be present everywhere. They are all "Flying"—the *Flying Dutchman*, *Elf*, *Falcon*, *Fish*, *Fox*, *Linnet*, *Mist*, *Phantom*, *Scotsman*, *Scout*, *Serpent*, *Cormorant*, *Spin-*

drift, *Sportsman*, *Sprite*, *Swallow*, *Swift*, *Witch*, and *Wizard*—and they may be seen at all times, and in all weathers, standing by the large liners in the harbour, leading them up or down the narrow channel, or far out at sea on the outlook for the white-winged sailing-ship from the other side of the world.

The Clyde Shipping Company is said to be the oldest steamship firm in existence. It was established in 1815 by a number of leading shipowners and merchants on the Clyde for the purpose of providing lighters to the ships coming to Glasgow, and tugs and luggage steamers to carry goods between Glasgow and Greenock. In 1856 the vessels were all purchased by Mr. George Jardine Kidston (the present Chairman of the Company), his two brothers, and two other gentlemen. Mr. Kidston, although somewhat over the three score and ten, continues to take a keen personal interest in the business. He is the sole survivor. The present Managing Director is Mr. William Cuthbert, and the business of the Company is all controlled from the head office in Glasgow. Very appropriately, the seal of the firm bears a representation of the famous steamer, *Industry*, one of the pioneers of steam navigation. She was owned by the Clyde Shipping Company.

To the West Highlands.

IT was an Englishman who said that the finest things about Scotland were the roads leading into England, and it was another Englishman who said that Glasgow was a splendid place for getting out of. Both remarks were true, although they were not meant as compliments to Scotland or to Glasgow. There are certainly a large number of splendid facilities for getting out of and away from Glasgow. Among these first place must be given to the great service of steamers that sail regularly from the Broomielaw to Firth of Clyde ports and the West Highlands. Glasgow is the centre from which visitors explore the romantic and beautiful country lying north of the Highland Line and the many islands that fringe the western shores of Scotland, and Glasgow is also the centre to which all the ordinary trade of the West Highlands gravitates, and to which the people of the islands come when they wish to mingle with that outside world of which they see so little at home. The service of steamers which connects Glasgow with the West Highlands is, therefore, one of the most important of the many facilities that are provided for getting out of Glasgow, and it is about the first thing visitors take an interest in.

This service has always been associated with the name of David MacBrayne. Before 1876 the West Highlands depended—

in winter, at least—for its communication with Glasgow, and through it with the rest of the world, on weekly sailings from the Clyde. Now Messrs. MacBrayne have daily mail steamers all the year, either round the Mull of Kintyre, or to Ardrishaig and thence by Crinan Canal to the boats sailing to Oban and the West Coast generally, as far north as Stornoway. On the Firth of Clyde no steamers are more popular than the *Columba* and the *Iona*, while the names of the *Claymore*, the *Clansman*, the *Cavalier*, the *Chieftain*, the *Grenadier* and the *Fusilier* are familiar wherever there is a wharf on the West of Scotland. The "Royal Route"—so called ever since, on a memorable occasion, Queen Victoria patronised it—has been a royal route from time immemorial. Alexander II, the Norse King—Hakon, Robert the Bruce, James IV., James V., and Bonnie Prince Charlie all sailed the western waters, and the region was, besides, the Kingdom of the once mighty Lords of the Isles. It is all very much easier of access now than it was in the days of these great historical personages. The West Highlands may be covered on a week's voyage from Glasgow, and it is possible to see Edinburgh in one day, Glasgow in another, and to be in Oban by MacBrayne steamers down the Firth of Clyde, through the Kyles of Bute and the Crinan Canal, on the evening of the third. Thence a series of one-day or two-day sails may be taken by

fast steamers to Staffa and Iona, to Ballachullish and Glencoe, through the Caledonian Canal to Inverness, to Skye and Gairloch and Stornoway, or to all the islands of any size. Returning, the traveller may come by way of Loch Awe and the Trossachs, and be back in Glasgow within ten days. Or, if he is so inclined, he may embark at Glasgow on one of the all-the-way steamers, and enjoy a week's cruise among the islands and lochs. Or, again, he may map out for himself any number of tours, finding boats at all the islands or mainland piers connecting at all times with the railways joining the larger towns with the big cities of the South.

In his stories of the Highlands William Black popularised the names of the MacBrayne steamers, and, at the same time, did more than any other man to popularise the Western Isles as holiday resorts. It is, however, the splendid organisation of the MacBrayne fleet that really explains the popularity of holiday tours among the islands. The larger vessels sail from and to Glasgow, calling at the principal ports, and they are fed by many smaller steamers plying regularly among the lochs and islands, but never themselves coming to Glasgow. To this purely western fleet a number of important additions have been made recently. Among these the most interesting are the *Scout* and the *Lochinvar*, vessels of 100 tons and 200 tons respectively, and each



Ex-Bailie JOHN MACFARLANE, D.L., M.V.O.,
V.D., J.P.
(Photo by Annan.)



Bailie W. BORLAND,
(Photo by Brinkley & Son.)



Bailie MONTGOMERY,
(Photo by Romney.)



Ex-Treasurer D. M. STEVENSON,
(Photo by Lafayette.)



Bailie ARCHIBALD CAMPBELL,
(Photo by Lafayette.)



Bailie W. F. RUSSELL,
(Photo by Brinkley & Son.)



Ex-Preceptor GRAY, D.L.
(Photo by Lafayette.)



Bailie JAMES HENDERSON,
(Photo by Lafayette.)



Ex-Bailie ROBERT ANDERSON,



Ex-Councillor PETTIGREW,
(Photo by Warncke.)



Ex-Bailie D. WILLOX,



Ex-Councillor EDWARD SCOTT,
(Photo by Monaghan.)



Councillor J. C. KING,
(Photo by Ewing.)



Deacon-Convener ANDREW MACDONALD,
(Photo by G. Conrie Smith.)



Bailie KIRKPATRICK,



Councillor PRATT,
(Photo by Annan.)

propelled by oil motors. Messrs. MacBrayne were the first shipowners—others than owners of launches and such small craft—to adapt oil motors to ordinary vessels, and, although little has been said officially about the running of the *Scout* and the *Lochinvar*, it is understood that they have both proved that the new method of propulsion can be successfully used in place of steam, and is capable of very

much further development. They have also introduced another innovation by fitting into their new steamer, *Lochiel*, a gyroscope which reduces the rolling of the vessel from an angle of 32 degrees to an angle of 4 degrees, thus rendering her immensely more comfortable and less liable to induce seasickness among her passengers.

The present head of the Company of

David MacBrayne, Ltd., is Mr. David H. MacBrayne, son of the founder of the Company, and a worthy successor to the man whose name was more familiar in Glasgow and the West than that of any other man in the shipping trade.

The other Directors are Mr. D. Campbell Brown, bank agent, etc., Oban, and Mr. John Prosser, J.P., W.S., Edinburgh.

Glasgow Coasting Services.

 F the many channel and coasting services from Glasgow that to North of Ireland ports leads in popularity and in the excellence of the vessels running regularly on the different routes. While the visitor to Scotland naturally turns to the Highlands, the natives of Glasgow who wish to spend their holidays away from their own city find themselves looking more and more to the South. In recent years an increasing number have patronised the North of Ireland, encouraged by the many attractive tours arranged by the Shipping Companies, and by the reputation for beauty of scenery and health-giving properties that has been acquired by the coasts of County Down, and Antrim, and Derry, and Donegal. In the early days of cross-channel steaming much time was lost on the voyage, but now passengers can leave Dundee, Perth, Stirling, Edinburgh, Glasgow, and other Scottish railway stations in the morning, cross by G. & J. Burns', Ltd., new turbine steamer *Viper* from Ardrossan to Belfast, reach Dublin at 5.35 p.m., and Cork at 11.30 the same evening. They can also, if they care, obtain train connections at Belfast for all the principal North of Ireland stations, or they may spend a considerable time in Belfast and neighbourhood, and return to any of the towns in the South of Scotland the same night by the *Viper*, and by trains from Ardrossan.

The service of G. & J. Burns, Ltd., of which the "daylight" running of the *Viper* between Ardrossan and Belfast is but one small part, is a fine illustration of what has been done, in past years, in developing the Channel trade between Glasgow and Irish and English ports. In the development of this particular service the present Lord Inverclyde, Principal Director of the Company, has always taken a keen personal interest. Before the death of his elder brother, the previous Lord Inverclyde, there was a distinct line of demarcation in the work at Messrs. Burns' office, Lord Inverclyde taking responsibility for the Cunard agency, one of the most important shipping agencies in Glasgow, and the Hon. James C. Burns, as he then was, devoting himself specially to the coasting trades carried on by the firm. In these he became an expert, and when he succeeded to the title he retained all his interest in the work, although he became a director of the Cunard Company, and as such, responsible

to some extent for the conduct of that great concern. It is to the energy and enterprise of the present Lord Inverclyde that the firm of G. & J. Burns, Ltd., owes much of its success and its leading position to-day among Glasgow coasting lines.

The original members of the firm were Mr. George Burns (better known in later years as Sir George Burns, Bart.), his brother, James Burns, and Messrs. Hugh Matthie and Thomas Martin. These began business as shipowners in Glasgow in 1824. Sir George Burns was succeeded by his son, Sir John Burns (afterwards the first Lord Inverclyde), and the latter was succeeded by his son, George Arbutnot Burns, who died in 1905, and by the Hon. James C. Burns, now Lord Inverclyde. The first mail service between Scotland and Ireland of which there is any record was in 1662, when a sum of £200 was granted to a Mr. Robert Main of Edinburgh to provide a vessel for the purpose. Other arrangements were made at various times during the years, down to the application of steam to the propulsion of ships in 1812. Six years after this date the *Rob Roy*, a steam packet of 90 tons, began running on the Glasgow-Belfast route, and so inaugurated the steam coasting service of the British Islands. Other steamers followed, and in 1824 a Company was formed in Glasgow for the carriage of goods and passengers between the Clyde and Belfast. With this Company Messrs. Burns were associated, but the mails were carried for 24 years after by Admiralty packets between Portpatrick and Donaghadee. In 1849 Messrs. Burns offered to carry the mails, free of charge, by steamers to sail from each port on the evening of each day, Sundays excepted. This offer the authorities accepted, and from July 16, 1849, to the end of October, 1882, the firm carried the mails on these conditions. Afterwards they received, for a year, payment at a fixed rate per lb., and in July, 1883, the Government entered into a contract to pay them a fixed sum per annum. This contract still holds good.

For three years after the inauguration of regular sailings in 1825, two trips only per week were made in each direction. The trade, however, continued to increase, and it was found necessary, in 1828, to have three

trips from each port, in 1844 four trips and in 1849 daily sailings, Sundays excepted, with occasional extra steamers when required. The steamers at present on the Glasgow, Greenock, and Belfast mail service are the *Vulture*, the *Redbreast* and the *Dromedary*. On the "daylight" service from Ardrossan, the new turbine steamer, *Viper*, has succeeded the once familiar *Adder*, which began the Ardrossan sailings in 1892. The coming of the *Viper*, in 1905, meant a considerable acceleration of the service as well as a great advance in the standard of comfort enjoyed by the passengers. On the Ardrossan night service there are the *Partridge* and the *Woodcock*; on that between Glasgow and Manchester the *Lurcher* and the *Setter*—all four comparatively new vessels—and in that with Londonderry the *Hound*. There is also a supplementary cargo service by the *Grouse* and the *Ape*, via Greenock and Ardrossan, which vessels also carry on a goods service between Greenock and Larne. An important passenger and cargo service between Glasgow, Greenock and Liverpool was started in 1823 by the founders of Messrs. G. & J. Burns, and is now carried on by the steamers *Spaniel*, *Pointer*, and *Gorilla*. The Manchester service was commenced immediately after the opening of the Ship Canal in 1894, and has done a great deal to develop trade between the two ports.

A most important development in the Cross Channel Services of G. & J. Burns, Ltd., took place on 1st May, 1908, in consequence of their having taken over on that date the business hitherto carried on by the Dublin and Glasgow Steam Packet Company, known as the "Duke" Line, together with the entire fleet of steamers owned by that Company. The steamers now engaged in the Glasgow, Greenock and Dublin Direct Service are the *Tiger*, *Magpie* and *Puma*. The sailing days are every Monday, Tuesday, Thursday and Friday from Glasgow, and every Tuesday, Wednesday, Friday and Saturday from Dublin.

In addition to the ordinary sailings on the days mentioned, there is an express cargo and passenger service from Glasgow at 8 p.m. every Tuesday direct to Dublin, South Side, returning from Dublin, South Side, at 8 p.m. every Thursday direct to Glasgow.

Glasgow's Engineering Trades

NATURAL ADVANTAGES — MARINE ENGINEERING PREDOMINANT—TYPES OF FIRMS—BIG TURBINES—NON-SHIPBUILDING ENGINEERS—PROGRESSIVE SPECIALISTS—WORKS ORGANISATION—CLYDE v. AMERICA —ENGINES FOR EXPORT—MAKING LOCOMOTIVES—LARGE FOREIGN TRADE—ELECTRICAL ENGINEERING—MOTOR CARS —A MANY-SIDED INDUSTRY.

MARINE engineering is so closely identified with shipbuilding that it is not possible to deal with the one without referring to some extent to the other. But famous though Glasgow is for the place it has always held in the development of the marine steam engine, it is quite possible to find in and about the city very important engineering industries that do not by any means depend for their existence on the building of ships. A stranger might, indeed, be guided for days through Glasgow engineering shops without suspecting—if he did not know—that the city was other than a great inland industrial centre, like Sheffield, for instance, but engaged in different enterprises. Of course the harbour is always there—the gateway of a great export engineering trade—and the shipyards are always there—the market for large quantities of machine tools—but it is not the nearness of the harbour and the shipyards that accounts for the prosperous conditions of non-marine engineering. It is the great coal-fields of Lanarkshire, and the great steel and iron works established in positions convenient for these, that explain the way in which smelting and founding, the manufacture of all grades and specifications of steel and iron, and of a great variety of machinery, have clustered round Glasgow and made the West of Scotland one of the chief manufacturing districts of the world.

Marine engineering, however, takes the first place, not only because of its association with shipbuilding, but also because it has been developed in the Clyde more than in any other part of the world, and because in good times it employs about 24,000 men—a larger number than any other branch of the industry. In order to clear the ground, it may be said that in the Clyde shipbuilding and engineering trades there are three different types of firms. These are:—

	No. of Firms.
I. Shipbuilders, engineers, and boiler-makers, - - -	20
II. Shipbuilders only - - -	31*
III. Engineers and boiler-makers only - - -	21

* Including yacht, boat, and launch builders.

The first, which may be said to include

almost all the leading shipbuilding companies, are ready, at any moment, to tender for a complete ship. Their engineering and boiler-making departments are managed entirely independent of their shipyards, though generally within the same premises, but both are subject to the same managing director, and, except in matters of works organisation, have no interests apart from each other. It is true that in each case the firm—as shipbuilders—are members of the Clyde Shipbuilders' Association, and—as engineers—of the North-West Engineering Trades Employers' Association, and are represented in shipbuilding negotiations by their shipyard staff, and in engineering negotiations by their engine-shop staff. This distinction is necessary because the associations referred to include members of the second and third types of firms, and it would be impossible to obtain smooth working organisations without drawing a clear line between shipbuilding and engineering.

Of the first type of firms there are just a score on the Clyde. The engine-shops of the larger companies are of the most modern description, and work in them always proceeds at such a rate that the construction of the machinery of a boat keeps pace with the construction of the hull in the yard, so that whenever a vessel is launched the boilers and engines are standing on the wharf ready to be lowered into her holds. The biggest and finest types of engines—both turbine and reciprocating—are always—on the Clyde, at least—made by the firms who combine shipbuilding and engineering. At Clydebank, for instance, the turbines of the large Cunarders, *Carmania* and *Lusitania*, the battleship cruiser *Inflexible*, as well as those of a number of smaller vessels built in the same firm's yard, for several warships built at Government dock-yards, and one large turbine for the "combination" White Star Liner, built at Belfast in 1908, were constructed. The Fairfield Company have to their credit the turbines of *H.M.S. Indomitable*—sister ship to the *Inflexible*, those of the two large Mediterranean steamers *Cairo* and *Heliopolis*, and of a number of smaller vessels, while Messrs. Denny & Co., engineers, Dumbarton, who are for all working purposes the same firm as Messrs. Wm.

Denny & Brothers, shipbuilders, can point to the engines of the *King Edward* and the *Queen Alexandra*—the first turbine steamers in the merchant service—to those of quite a number of cross-channel steamers, of several long-distance vessels for service in Australian waters, and—most interesting of all, meantime—of the New Zealand Company's steamer, *Otahi*, which is propelled by one turbine and two reciprocating engines. The construction of the turbines for the *King Edward* presented entirely new problems in marine engineering, but she was a vessel of comparatively small size, and, considering the experience of Mr. Charles A. Parsons, the inventor of the turbine, with several torpedo-boat destroyers, and the great scientific skill of Messrs. Denny's firm, the risk taken was not great. It was when the designing of the machinery for the huge Cunarders came to be considered that the great problem of adopting the turbine to really large vessels had to be faced; and the step from the turbine vessels then existing to the *Carmania* and *Lusitania* was very much greater than that from torpedo-boat destroyers to the *King Edward*. The situation was first dealt with in the *Carmania*, built and engined by Messrs. John Brown & Co. of Clydebank, and followed later by the *Lusitania*, produced by the harmonious working of both departments of this same big establishment, and the *Mauretania*, turned out by two North-East Coast firms working, for the time being, as one.

It seems clear then that now, as in the past, the firms which combine shipbuilding and engineering are in the van of progress, and are better prepared to solve new engineering problems than those which make engines only. It is not necessary to refer at length here to the second type of firms—those who build hulls only. Sometimes these contract for the complete vessel, and sub-contract for the engines and boilers; at other times the owners of the vessels make separate contracts for each part of the work; and sometimes, but not very often, a purely engineering firm contracts for the whole vessel, and sub-contracts for the hull. In regard to the third type of firms, a great deal might be said. There are twenty-one

companies in the district making marine engines and boilers, nearly always as sub-contractors to shipbuilders. It is characteristic of these firms that they do not venture out into new types of machinery to any large extent. None of them, so far, has constructed any turbines, and the reciprocating engines that may be seen in first-class liners built on the Clyde have all come from the shops of the firms who built the hulls. But this is no reflection on the firms who build engines only. These have their own specialities, their own customers, and, within their own limits, they do work that will easily stand comparison with that produced by the bigger companies. The majority of them make engines for cargo steamers — machinery of patterns now stereotyped, but capable of standing many years of hard work in all climates, of being repaired and kept in order with the minimum of assistance from on shore, and of doing just the work for which it is designed, at just the expenditure in fuel which its own particular trade can afford. It is in thus gauging conditions exactly, and turning out machinery that does its work with just a safe margin over, that the purely engineering firm shines. Competition in shipping is now so keen that no ship-owner can afford to run a vessel that is not as economical as possible in working expenses; and when an owner wishes a cargo steamer to carry a definite dead-weight, on a definite draft, at a definite speed, he is always safe with a firm of non-shipbuilding engineers. These have reduced the making of ordinary reciprocating engines to a fine art and, given shipbuilders who also know their business—and in these cases the shipbuilders are usually specialists in such vessels—he may depend on having a ship that will fulfil her contract conditions. In trial trips of liners and channel steamers we frequently read that the machinery developed so many hundred horse-power more than that contracted for, and gave an additional speed of so many knots. Clyde-built cargo steamers, the great majority of which are engined outside the ship-yards, rarely do this. It would be bad business. They do not require power for which they have no use, and it is one of the highest possible compliments to their engineers that the margin over the contract is always very small.

In equipment and organisation, too, the purely engineering shops are nothing behind the others. In some things, indeed, they lead the way. In division of labour, in the ability to turn out work of given specifications within a given time, in works organisation, and in tools and equipment they have little to learn from anywhere. The head of one of these firms was in the United States a few years ago. After he came back a series of articles by a well-known journalist appeared in a number of leading British daily papers. These articles described in highly eulogistic terms some of the leading engineering shops in America. On the day when one of the

articles appeared, the Glasgow non-shipbuilding engineer was talking to a local journalist. "I wonder," he said, "what the man would have written if he had seen our place." Then he took his visitor out at the back door of his office, and showed him over his works, explaining their organisation, the manipulation of the many machine tools—which seemed to have brains hidden somewhere in them—and the elaborate but simple methods he had himself devised for checking all the work as it passed from machine to machine, and for allocating to each man his share of the payment due to him as wages. Then he said, "You have seen all this. Well, I have been over the States trying to pick up tips, and there isn't a shop in the States to compare with ours. They rush, and they fuss, and they make their men old before their time, but they simply can't do the work we do. As for the big place this writer is so enthusiastic over, I was through it, and if it were mine I would scrap it and make a fresh start."

A considerable trade is done by some of the smaller engineering firms in the manufacture of machinery for small vessels built in British Colonies and foreign countries. Some Clyde firms make a speciality of this, and it explains the frequently recurring lines in engineering reports—"Shipped Abroad" or "For Colonial Owners." Occasionally, however, the details leak out, and we have a vision of a hull gradually rising in some new sea-coast village in British Columbia, or on some riverside in South America, or inland lake in Africa, and then getting its machinery from Govan or Paisley. These small exported engines are always of a standard type, rarely having anything revolutionary in their design, and so made that they can be fitted up and run by any engineer of ordinary skill and experience. They are mostly for small colonial coasters—often built of wood—or light-draft vessels for navigating shallow rivers, and, once installed, they run for many years with the minimum of attention. They require the best of workmanship, far better, in fact, than that demanded for big, powerful engines, where the diameter of shafts and the strength of framework generally leaves a fair margin to counterbalance any unknown weakness. The small, light engine has not only to be simple and easily handled, it must also be "made like a watch," with not a pound of superfluous weight, and with every crank and shaft and bearing without a flaw. It is in this perfection of detail that the small Clyde engineer excels, and it is this which has made his workmanship so well known and so highly appreciated all over the world.

Next in importance to marine engineering comes locomotive engineering. In this industry Scotland is in a somewhat peculiar position. It has just one large locomotive building concern—the North British Locomotive Company, Limited, Glasgow. This Company is a combine of several firms, effected some years ago in order to render competition unnecessary and reduce expen-

diture, and it is easily the largest locomotive making firm in Great Britain. It employs, in its various shops, some 8000 men. Messrs. A. Barclay, Sons & Co., Kilmarnock, employ about 400 men in the making of locomotives, chiefly for colliery and works purposes, but this is only one department of their establishment. The peculiar feature of locomotive building in Glasgow and neighbourhood is that it is almost wholly for markets outside of Scotland. The Caledonian Railway has its own shops at St. Rollox, the North British Railway at Cowlands, the Glasgow and South-Western at Kilmarnock, and the Highland at Inverness, leaving only the Great North to order from outside makers. This leaves practically no Scottish market for private firms, who must, in consequence, cultivate England and foreign countries. That they do this effectively is shown by the large orders they are always receiving, especially from India and South America. India sometimes requires 500 to 600 locomotives in one year, and they are nearly all taken from home firms. South America is also a good customer of the North British Locomotive Company. Japan has of late years required many locomotives, but the bulk of the orders have gone to America and Germany. Contracts have, however, come from New South Wales and other smaller British colonies, and also from Egypt.

Electrical engineering in Glasgow is confined largely to the Corporation and less than half-a-dozen firms. The development of the Corporation Electricity Department is one of the most remarkable phases of latter-day municipal life. Not only is there Corporation electricity for illuminating and power purposes over most of the city area—which is considerably larger than the city itself—but the tramway power stations are among the largest of their kind in the world. The department now supplies energy to some 27,535 horse-power of motors, and electric motors taking current from the Corporation mains are in use as prime movers in some of the largest concerns in the city. The generating stations of the department contain some 46,000 horse power of plant, and the output for the year ending May 31, 1908, was 59,000,000 units and of these 27,000,000 were used for tramway purposes, 17,000,000 for lighting and 15,000,000 for industrial power purposes. Notwithstanding the high price of coal, the cost per unit was reduced, during 1908, from 2.02d per unit to 1.84d. As yet the Corporation Electricity Department proper is worked separate from the Corporation Tramways, but it is hoped that some day the two will become customers of one Electricity Department, and so enable this particular business to be carried on with more economy and equal efficiency.

Apart from the Corporation the leading firms are the Clyde Valley Electric Power Company, which have large works at Yoker and Motherwell; Messrs. Mavor & Coulson, Limited, Bridgeton, whose works are the most important of their kind in Scotland; Messrs. Claud Hamilton, Limited, who

specialise in the lighting of private mansions and public institutions; Messrs. W. C. Martin & Co., who fitted electric light in the Cunard steamer, *Mauretania*, and many other well-known vessels, Messrs. Anderson & Munro, who deal largely in house installations, and Messrs. Kelvin & James White, Limited, whose electrical and other apparatus is known all over the world.

Then we have also sugar-making machinery, which is exported in large quantities by South-side firms to the East and West Indies, Central America, South America, South Africa, the Canary Islands, Spain, Japan, Formosa, and China; condensing plant, gas engines, oil engines, agricultural implements, steering gear for steamships; pumping engines, textile machinery, laundry machinery, hydraulic machinery, machine tools, steam hammers, range finders, sewing machines, and motor cars. The fame of the machine

tools made by firms in Johnstone is world-wide, but there are companies in and near Glasgow with a reputation equally high. Sewing machines from the Singer factory at Kilbowie—one of the largest factories in the world—are sent everywhere except to the United States, which is supplied from the same firm's American establishments, and motor cars from Alexandria, Yoker, Scotstoun, and the east end of Glasgow have a reputation equal to that of any made in France, Germany, or England. At first the motor car industry was located entirely in the east end, but it has been caught up in the general westward drift of trade, and the leading establishments are now on the north bank of the Clyde, outside the city boundaries. Reference might also be made to boiler-making, as conducted by non-engineering firms, to the great steel and iron works hanging on the eastern fringe of Glasgow, to the

armour-plate rolling mills, and armament factory at Parkhead Forge—the only works of the kind in Scotland—and to the many small industries that live and flourish by supplying "parts" to the larger firms. After these it would be interesting to deal with the foundries, the pipe and tube works, the making of rivets, bolts, and nuts, waggon and carriage building, the constructional steel industry, and the great steel working establishment at Dalmarnock, originated by Sir William Arrol, of bridge-building fame. To do anything like justice to these topics would, however, require many articles, and mention of them must suffice. They could all be included under the wide term "engineering." They are all parts of Glasgow's strenuous life, and they all contribute to the industrial prosperity of the great city.





FROM FOREIGN LANDS.

[James Kay, R.S.W.]



WINTER ON THE CLYDE.

[James Kay, R.S.W.]



EARLY MORNING ON THE CLYDE.

[Patrick Downie, R.S.W.]



ACROSS THE RIVER.

[David Murray, R.A.]



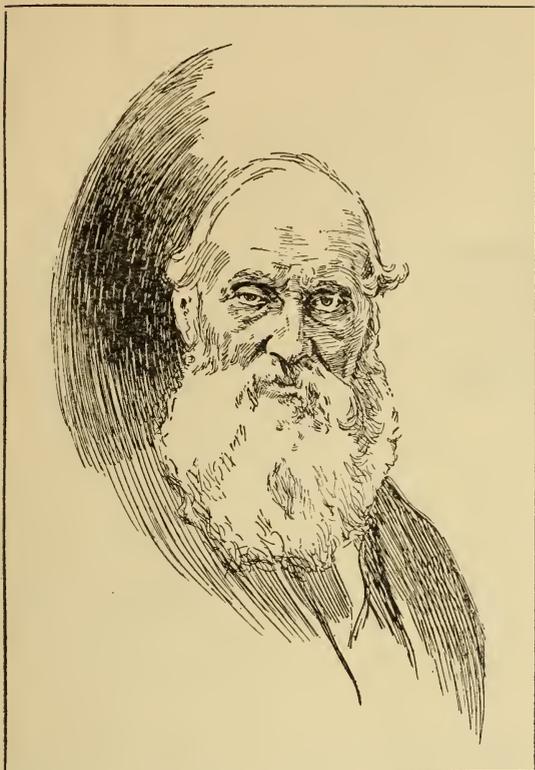
CADZOW FOREST.

[Alex. Fraser, R.S.A.
(From the Picture in the possession of Col. Walter Brown.)

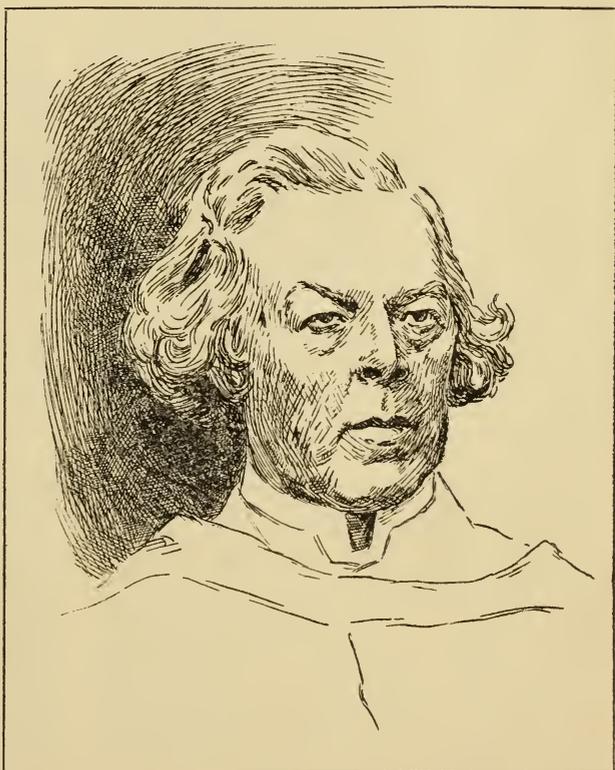


BEN VENIE.

[A. Brownlie Docharty.]



Lord Kelvin.



Principal John Caird.



The Academic Life of Glasgow.

FOUNDED fully four-and-a-half centuries ago, the University of Glasgow had its local habitation in the Eastern District of the City up to the autumn of 1870, when, owing to its altered and unsavoury environment, it removed to more salubrious quarters at Gilmorehill, overlooking the West End Park. There it raised a stately pile, visible from great distances in all directions. Since then, the original edifice has received extensive and elaborate additions, most of them detached from the main block, and the whole now forms a singularly massive and picturesque feature of the landscape. It also acquired, in 1893, the dainty buildings of Queen Margaret College, situated near the Botanic Gardens, which are used for the instruction of women students.

For the benefit of southern and foreign readers, it may be explained that, unlike their older English sisters, the Universities of Scotland are non-residential, so far as the students are concerned. In Glasgow, certain of the Professors have official dwellings at Gilmorehill, and there is an outside hostel of limited size for the accommodation of Queen Margaret *alumnae*, besides some slight provision (also extra-mural) for the joint housing of male students; but all these are sufficient for only a mere section of the teachers and taught. Some twenty Professors live outwith the academic bounds, and the great bulk of the students follow a similar plan, those who belong to Glasgow and its neighbourhood residing with their parents or guardians and the remainder finding private lodgings for themselves. Except to an unappreciable extent, there is no official supervision of the scholars outside of the class-rooms and each does as seemeth good in his or her own eyes. That, in such circumstances, so little misconduct takes place, is matter, alike of surprise and congratulation.

Social life, however, is not altogether wanting. The male students have an excellent Union, recently almost doubled in size through the genial importunity of Principal Sir Donald MacAlister. It contains Reading, Smoking and Billiard Rooms, Dining Saloon, Debating Hall, &c., and many a merry and profitable evening is spent within its walls—dances, smoking concerts, debates, and other functions forming admirable antidotes to the prosaic educational “grind” and the narrowing solitude of city “digs.” A like provision is being made for the students of the other sex. Then there are occasional parties at Professors’ houses, to which students are

invited, and Miss J. A. Galloway, LL.D., the Secretary of Queen Margaret College, does much valuable service, by means of Receptions and “At Homes,” in the way of promoting and sweetening student life.

“Love blinks, Wit slaps, and social Mirth
Forgets there’s Care upo’ the earth.”

A “Students’ Night” at the theatre is not readily forgotten, especially by the non-academic portion of the audience, while a Rectorial Election, with its traditional pease-meal accompaniment, not to mention the strenuous “fun” of a Graduation Ceremony, lingers in the memory of many an eager participant long after he has donned the “customary suit of solemn black,” and “wagged his pow in a poopit.”

In Session 1907-8, there were 2586 students in attendance at the University of Glasgow, 1955 men, and 631 women, divided into Faculties as follows:—

	Men.	Women.	Total.
Arts	681	554	1235
Science	335	13	348
Medicine	640	64	704
Law	239	...	239
Theology	60	...	60
	<u>1955</u>	<u>631</u>	<u>2586</u>

In Arts, a large number of the men, and nearly all the women, are preparing for the teaching profession. The rest will ultimately be found in almost every conceivable walk of life—the Church, the Bar, the Army, the Navy, the Civil Services, the Houses of Parliament, the numerous other professions, the commercial arena, and even the Stage. The ages of the students vary from 16 to 49, and they hail from all parts of the world, 2232 being natives of Scotland, 162 of England, 5 of Wales, 29 of Ireland, and 158 of the colonies and foreign countries, the latter including representatives of every corner of the four Continents. Most of those from over-seas are aiming at Degrees in Engineering or Naval Architecture, and many of them are sent here by their respective Governments.

The democratic element is strikingly observable in this as in the other Scottish Universities, the students being children of all sorts and conditions of men, from labourers and tradesmen to the highest

grades of professional, mercantile, and aristocratic life. There is, of course, no religious test—Protestants, Catholics, Moslems, Jews, Celestials, and Agnostics mingling together in the most amicable and fraternal manner. The teaching staff consists of 32 Professors, and about 90 Lecturers, Demonstrators, and Assistants. The undergraduates are entitled to wear a "trencher" and scarlet gown, but this is not compulsory, and, although laudable attempts are now and again made to foster the use of this distinctive dress, it "catches on" but intermittently among the men, the ladies naturally being more amenable to the "effects" of such decorations.

Degrees as follows are granted, after study and examination, in all the five Faculties:—

Master of Arts (M.A.); Bachelor of Science (B.Sc.); Bachelor of Divinity (B.D.); Bachelor of Laws (LL.B.); Bachelor of Law (B.L.); Bachelor of Medicine and Bachelor of Surgery (M.B., Ch.B.). There are also the HIGHER DEGREES of Doctor of Science (D.Sc.); Doctor of Philosophy (D.Phil.); Doctor of Letters (D.Litt.); Doctor of Medicine (M.D.); Master of Surgery (Ch.M.), as well as the HONORARY DEGREES of Doctor of Divinity (D.D.) and Doctor of Laws (LL.D.). The number of graduates in 1907-8 was 508.

The teaching of students is still largely carried on by means of systematic lectures, but, within recent years, practical instruction in laboratories has greatly developed, and extensive buildings, with costly equipment, have been provided in this connexion, particularly with reference to Science and Medicine. There is likewise a movement for the introduction of something like the English tutorial system. Medical students, of course, receive their clinical teaching in the public hospitals. The women are mostly taught by themselves, but there are some "mixed" classes as well. The examinations all round have been considerably "stiffened" under the Universities' Act of 1889, and, from the "Prelim." onwards, the student has a serious succession of testing ordeals. When at last he reaches the long-looked-for (and, alas! often long-delayed) consummation of "capping" in the Bute Hall, he can conscientiously feel that his degree has not been lightly obtained.

"Ah! who can tell how hard it is to climb

The steep where Fame's proud temple shines afar?"

The impecunious "lad o' pairs" does not now require, as did his predecessors, to "cultivate literature on a little oatmeal." The Carnegie Trust relieves the student of Scottish extraction of all outlays for class fees—a serious item in some of the Faculties; substantial Bursaries and Scholarships are open to competition; and the Provincial Committee for the training of teachers contributes to the academic expenditure, and even to the maintenance, of budding scholastic preceptors. Owing to these advantages, coupled with the growth of physical exercise, the hungry, anæmic and consumptive genius in his fireless garret—who figures so prominently in the writings of the Kailyard School—may henceforth be regarded as a well-nigh negligible quantity.

The supreme governing body is the University Court, which consists of fourteen members, namely, (1) the Rector; (2) the Principal; (3) the Lord Provost of Glasgow for the time being; (4) an Assessor nominated by the Chancellor; (5) an Assessor nominated by the Rector; (6) an Assessor nominated by the Lord Provost, Magistrates and Town Council of Glasgow; (7, 8, 9, 10) four Assessors elected by the General Council of the University; (11, 12, 13, 14) four Assessors elected by the Senate. The Court is vested with the administration of the whole revenue and property of the University, as well as the patronage of certain professorial chairs, and it serves also as a general Court of Appeal in academic matters.

The Senate—composed of the Principal and the thirty-three Professors—is entrusted with the regulation of teaching and discipline, the appointment of two-thirds of the members of the Library and Museums Committees, and, as already stated, the election of four Assessors to the Court.

The General Council—comprising the Chancellor (whom it elects), the members of the University Court, the members of Senate, and the Graduates—elects also four Assessors to the Court, as before

indicated, and, in conjunction with the General Council of the University of Aberdeen, returns a representative to Parliament, their present Member being Sir Henry Craik, K.C.B., formerly of the Scotch Education Department. It likewise holds meetings for the discussion of academic affairs, regarding which it is empowered to make representations to the Court. The number of members on the Glasgow Council Register for 1908 was 7148.

There is, besides, a Students' Representative Council, whose functions are to represent the students in matters affecting their interests; to afford a recognised means of communication between the students and the University authorities; and to promote social and academic unity among the students.

The Chancellor is the head of the University, and, by himself or his Vice-Chancellor (usually the Principal) has the privilege of conferring Academic Degrees upon persons found qualified by the Senate. His sanction is necessary to all changes in the internal arrangements of the University, and he holds office for life. He is President of the General Council, but is not himself a member of the Court, though, as previously noted, he appoints an Assessor to that body. The present holder of the office is The Right Hon. The Earl of Rosebery.

The Rector is elected by the students, and is the official President of the University Court, to which he also appoints an Assessor. He holds office for three years, and his chief public function is the delivery of an Installation Address, which, like the election itself, gives occasion for much boisterous jubilation on the part of his youthful constituents. Several Rectors have been the donors of money prizes for essays on some particular branch of learning. The present Rector is The Right Hon. Baron Curzon of Kedleston.

In former days, the Dean of Faculties was an officer of some importance, inasmuch as he had a voice in the approval or disapproval of financial transactions, but he is not mentioned in the Universities Act of 1889, and the post is now an honorary one. Sir James King, Bart., of Carstairs, is the present Dean.

The Principal—appointed by the Crown—is President of the Senate, and virtually of the University Court as well, for the statutory Chairman of the latter body (the Rector), being generally a prominent statesman, is rarely able to be present, and, in his absence, the Principal takes the Chair. Since 1907, this important office has been filled with conspicuous ability by Sir Donald MacAlister, K.C.B.

The University Library, which appears to have originated in 1475 with a gift from Bishop Laing of

"one large volume on parchment, containing most of the works of Aristotle, and another in paper consisting of commentaries or questions on these works,"

now contains over 200,000 volumes (2000 of which are Bibles), and the library of the late Sir William Hamilton, amounting to 8000 volumes, mostly on Logic and Philosophy.

An academic adjunct of great interest is the Museum, founded by William Hunter, M.D., one of the most distinguished *alumni* and graduates of the University, who, by Will dated 1783, bequeathed to his *Alma Mater* his unique collection of books, manuscripts, coins, paintings, anatomical preparations, zoological and mineral specimens, and archaeological relics. These treasures have been added to from time to time, the geological section in particular having been enriched with a very valuable collection of minerals and precious stones made by the late F. A. Eck, Esq.

The University has had a distinguished past, and all the omens point to a yet more distinguished future. While still conserving and tenderly fostering the ancient learning, she is promptly adapting herself to every practical advance and development of modern times, especially as regards Science and Medicine, and there are indications that, in these departments at least, she will ere long hold a position second to none, either at home or abroad. Her influence cannot fail to be of the most far-reaching and beneficent description, permeating as it does every department of thought and action, and penetrating, through the medium of her sons, to the remotest nooks of the civilised world.

W. INNES ADDISON.

“Glasgow To-Day.”

Subject stupendous, fancy - fraught, — delightsome,
'thralling theme!

Where is the pencil, less than wizard-tipped, might
dream,

With strokes impressionistic, few, of dashing on the
page

The marvels shrined therein? Whose puny pen the
gage

To Tempus pertly throw, boastful-equipped to pay
Full tribute to this wonder-world, its thronging life
portray?

Not ours the vaunted touch, I ween—the skilful play
Of graphic pen desiderate for such high task to-day.

Yet modest souls, low-planed, may cast admiring gaze
O'er orbs uncompass'd, vast, and lay of faltering
praise

Their meed at Jove's great feet: so may we, humbly
bold,

Essay to glimpse the past; with artist hand uphold
A mirror-page, whereon, tho' dimly caught, are traced
Some of the glowing features of this City of the West.

Fain would we lift, with reverent hand, the pall
That thick as night, or Antonine's great wall,
Blanks out the past; brief pause amid the glades
Of Caledonia wild, where valiant shades,
With weapons rude, uncouth, dauntless defied
The might of Rome, their freedom won — or
died!

But here we may not stay: their names unknown
Down “the wide way of Death” with Time have
blown.

Pass shades! Time-borne, we take the centuries'
leap—
Lo, Scotland's waking from her age-long sleep!

Now linger we a space to woo thy stream,
O Molendinar fair, where oft to dream
St. Mungo came, ere light and life forsook
Its limpid page, and in th' eternal book
Of Nature bound, those bosky lips were sealed,
With all their store of secrets unrevealed.
How looked the landscape then to his calm eye?
Wert thou, in flood, of darkness rolling by
A glimpse; or clear, the mirror to his gaze
Of all the wonders in the womb of days?
Came in thy placid purl, to his unworldly ear,
Some whisper of the wealth potential slumb'ring
near—

That mighty Iron God, fettered in caverns deep,
That yet should shake a City from its sleep?
Did sighing winds, borne from the sleepless sea,
Murmur prophetic of the torrent-life to be:
That on the spot where stood his humble cell

Great stony towers their heads should rear to
tell,

With tongues of love, lapt in the fire of Greece,
To other aching hearts the message of His
peace?

We may not know. Thy voice no longer flings
Back to the sun-sweet sky the monody it sings.
To spirits of the dark thy secrets are disclosed,
Dumb to the daylight, dumb—death's silent seal
imposed!

Now quit we the old-world, classic stream, the banks
that lured the Saint

To muse in meditation's hours: how far away, how
faint

Echo those sweet monastic strains, looms now that
hut of clay,

How vivid, varied, vast a thing the City of to-day
Lo, by the Clyde's great water-way hath risen a
mighty hive

Of humming human industry, where men with Nature
strive

For conquest of th' engirdling wave, and valiant vigils
keep

To hold for British skill and pluck dominion of the
deep.

Here, 'mid the workshop's ruddy roar, black-visaged
Vulcan rends

With heated voice the clamorous air, with thews
untiring bends

Gross spirits to his iron will—a grim god born to
wrestle

With potent powers of earth and air—till, lo, the
goodly vessel,

'Merging triumphant 'neath his hand, a thing of
classic mould,

Flashes from view, bright-pinioned, on the ceaseless
quest for gold: -

Then its Oh for the shriek of the gale-lashed surf
(And a long farewell to the Clyde),
With our seahorse beating out the trackless turf
In a wave-devouring stride.
For the siren-song of the Southern Sea,
And the smiles of a sapphire sky,
We are leaving the grimy old land on the lee:
Good-bye, Old Clyde, good-bye!

But sweeter by far is the song of the tar
When his ship's on the homeward tack,
And he gloats o'er his hard-won spoils of war
From the Fortunate Isles brought back.
Then it's pay out the anchor, smother the fires
For we're in with the flowing tide:
Yes, Jack never tires of St. Mungo's spires
And the dear old murky Clyde.



LORD INVERCLYDE.
(Photo by Lafayette.)



MR. G. CALHOUN,
General Manager, Caledonian Railway Company



MR. G. J. KIDSTON,
Clyde Shipping Co.



DR. ARCHIBALD K. CHALMERS,
(Photo by Lafayette.)



MR. A. W. MYLES,
Towns Clerk
(Photo by Lafayette.)



MR. J. V. STEVENS,
Chief Constable.
(Photo by Lafayette.)



MR. DAVID COOPER,
General Manager, Glasgow and South Western
Railway Co.
(Photo by Turnbull & Sons.)



MR. ALEX. WILSON,
Gas Manager.
(Photo by Annet.)



MR. JOHN S. SAMUEL,
Secretary to Lord Provost.
(Photo by Lafayette.)



MR. J. DALRYMPLE,
General Manager, Corporation Tramways.
(Photo by Lafayette.)



MR. WALTER FREER, J.P.,
Curator, City Halls.
(Photo by Parzmann.)



MR. JOHN BRUCE MURRAY,
Steamship Owner.



MR. LACHLAN MCKINNON,
Traffic Superintendent, Corporation Tramways.
(Photo by Fullerton & Edgar.)



MR. JAMES WHITTIN, J.P.,
Superintendent of Public Parks and Curator
of Botanic Gardens.



MR. PETER FYFE,
Chief Sanitary Inspector.
(Photo by Lafayette.)

Glasgow To-Day

January, 1909

But dread above the commerce din that's echoing all
around,
O'er Clyde's distracted bosom booms a yet more
thund'rous sound—
Thoraic hammers battering out those steel-ribbed
shapes Titanic
That sway the counsels of the world with voices harsh,
Satanic.
Fashioned in kingly majesty, they laugh at puny wars,
But built for a world-arena—Bull's ocean Minotaurs!
Where Britain goes these also go, dogs of the
Dreadnought smile,
Wards of her watery highway, grim guardians of her
Isle!
To North and South Clyde's water-god, with wealth-
compelling smile,
Hath stretched his tentacles of trade o'er many a
verdant mile,
Till East and West, in whirling streams, his tide of
commerce beats,
To lap the kerb of myriad marts, and fill a thousand
streets.
Now Glasgow's throned on every strand where men
and trade are free,

Great fiery engines bear afar her wealth of mine and
sea ;
Ceaseless the throb of her toiling heart—night scarce
obscures the scene
Where Empire's Second City reigns, "Our Dusky
Western Queen!"
Cradled in Caledonian gloom, Peace yet unborn,
unsung,
Now to the world a Civic lead, to Art triumphant
tongue
Is given by her brave, enlightened sons, who daunting
never knew
When the cry, "Let Glasgow Flourish," to her
stainless past rang true.
Then forward, Sons of the City fair, upward to kiss
the light :
"Glasgow To-day" but gilds the way, points on to
the Pisgah height.
There to the eyes sublimated thro' toil in the fields of
sorrow,
Gleams in the light of a glorious morn, the Glasgow of
To-morrow!

—G. B. HARPER.



The Ladies of Glasgow.

IN paying tribute to the ladies of Glasgow, one gracious and beautiful woman must be named before all others, not merely because of her high rank, but because of the generous heart with which she has so often and so readily associated herself with the city's charitable and social efforts. The Duchess of Montrose lives at some distance from Glasgow, but she is always ready to visit it when her charming presence can benefit a good cause. On many occasions she has responded to the invitations of Miss M. E. Jamieson (so long associated with the Broomhill Homes for Incurables), and has opened the Broomhill Sale of Work, and she has frequently assisted also at bazaars and public meetings for many objects to which she has given her sympathy and support. But we do not think there is any other of her Glasgow interests that comes nearer to the tender heart of the Duchess than the Needlework Guild, which provides clothing for hundreds of poor children in the Cowcaddens and elsewhere in poverty-stricken quarters. The beautiful Duchess, who was one of those who bore the canopy over Queen Alexandra at her Coronation, has frequently with her own hands assisted at the clothing of the shivering mites who shared the charitable gifts of the Guild. The Duchess of Montrose is mother of the Marquis of Graham, and, therefore, mother-in-law of Scotland's great heiress, Lady Mary, daughter of the late Duke of Hamilton, a young lady who is devoted to country life, and who is little known except by name to Glasgow.

Among other ladies who sometimes visit the city for special functions we may, perhaps, be permitted to name Her Royal Highness the Duchess of Argyll, who has taken quite an interest, of a local sort, in such events as the Highland Bazaar, and in some important hospital and other schemes. Lady Glasgow is specially interested in embroideries; the Countess of Eglinton comes to town to open bazaars, and Lady Inverclyde, Lady Alice Shaw Stewart and Lady Glen Coats are also much in demand for social functions.

Taking the lead among more immediately local ladies, is, of course, the wife of the Lord Provost. Mrs. M'Innes Shaw is quite at the beginning of her semi-official career, and made her first public appearance as Mistress of the Ceremonies on the occasion of a Costume Ball at Provand Lordship, wearing a Marie Stuart robe of white satin. Her charming manner has already made her popular, and she has the reputation of being an eloquent and ready speaker. She was preceded by Lady Bilsland, who, during three years, shared Sir William Bilsland's social work and triumphs. Another much-beloved ex-Lady Provostess is Lady Ure Primrose, whose kindness, tact and cleverness were so highly appreciated during Sir John Ure Primrose's term of office. An indefatigable

worker, Lady Primrose added a new gaiety to social life by introducing the American Tea, and her skill in organising worked wonders for the Children's League of Pity, of which she is still President, and for the Ladies' Auxiliary of Bellefield Sanatorium, which was founded under her presidency. Though the wife of an ex-Lord Provost, Lady Chisholm did not share Sir Samuel's civic honours, as her marriage did not take place until he had retired from the position of Chief Magistrate. Lady Chisholm is connected with most of the city's Associations for the benefit of women, or for the amelioration of social conditions, including the new scheme for Territorial houses, and her share in the work of each is always a very active one.

The Hon. Mrs. Campbell, wife of the Bishop of Glasgow and Galloway, is at the head of the organisations of Episcopalians on behalf of women, and her task is not a light one, especially as her sphere does not cover the city only but the whole of her husband's diocese, while she is associated also with many undenominational philanthropic societies. The Hon. Mrs. Campbell is, by the way, the sister of Lord Middleton, who was Secretary for War under the Government, first of Lord Salisbury and afterwards of Mr. A. J. Balfour.

In no city in the country—perhaps in the world—do ladies take a more interested, active, and graceful part, not only in social life but in philanthropic work, than they do in Glasgow. Their sphere is apparently unlimited, and the number of directions in which their sympathies extend is limited only by the claims that are made upon them—and these are numerous enough. In Education, Art, and Literature, the women of Glasgow have distinguished themselves, and they are not behind in the newer and more strenuous walks of politics. Militant methods, of course, do not approve themselves to all, but among the most prominent ladies—who have had wide experience of public affairs to guide them—are many enthusiastic Suffragists. The anti-Suffrage party, however, has also its representatives, among them Lady Stirling Maxwell, wife of the member for the College Division, and Mrs. Parker Smith—although she is an active political worker and an energetic member of the Glasgow and West of Scotland Women's Unionist Association, having been closely associated in his political campaigns with her husband, formerly the member for Partick. Mrs. Billington Greig, whose fame as a militant Suffragist has spread so far, may also be claimed as belonging to the city, where she has her headquarters and her home.

For many years women have been represented on the Glasgow School Board. Among present and past members of the City and Govan Boards are Miss



THE COUNTESS OF EGLINTON.



LADY BLYTHWOOD.



LADY URE PRIMROSE.



THE DUCHESS OF MONTROSE.



THE COUNTESS OF GLASGOW.



LADY BILSLAND.



Mrs. M'INNES SHAW.



LADY CHRISOLM.

Grace Paterson, who was also, until quite recently, head of the Glasgow School of Cookery; Mrs. George Mason, who is a prominent leader of the Temperance party among the ladies of the city; Miss K. V. Bannatyne, Miss May, M.A., and Miss Wells. Under the Board there is a High School for Girls, of which the Principal is a lady, Miss Reid. In 1883 a College for the Higher Education of Women was founded, and in 1892 Queen Margaret College was recognised as the Woman's Branch of Glasgow University. Miss Janet Galloway, LL.D., whose death has so recently occurred, was the secretary; she was devoted to her work on behalf of the college, which was, by the way, a Hall of Residence and a Students' Union. Among the students, past and present, medicine is a favourite career. Lady doctors of high reputation in Glasgow include Dr. Alice Maclaren, M.D., Lond., 1893, M.B. 1890, B.S. 1891, Dr. Eliz. Pace, M.D., Lond., 1895, M.B. 1891, now retired, Dr. Marion Gilchrist, M.B., C.M., 1894, and Dr. E. Dorothea Chalmers Smith, M.B., C.M., 1894. In view of the heavy Infantile Mortality, Glasgow has appointed a lady doctor who is occupied with the care of mothers and children, and this position is admirably filled by Dr. Florence Mann, M.B., Ch.B.

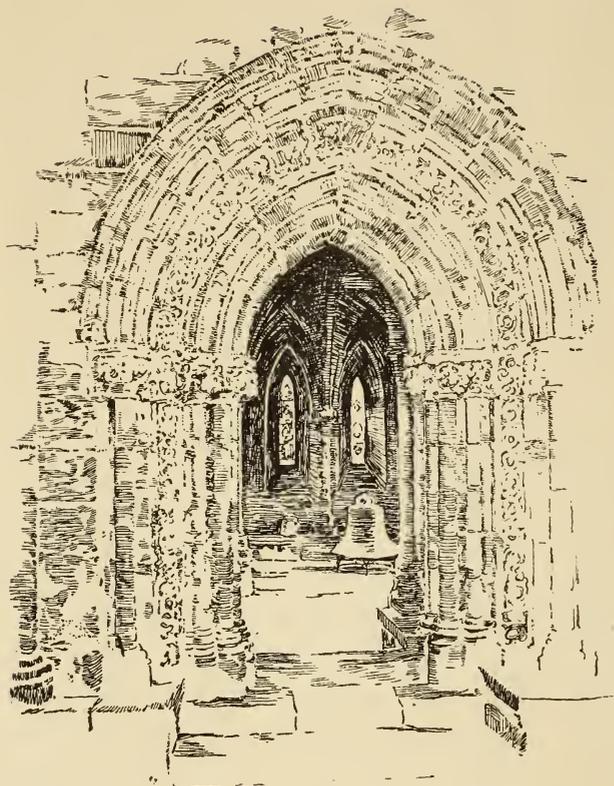
On the Parish Councils, as well as the School Boards, ladies are well represented by Miss Birrell, Miss M. S. Ker, Miss M. Rutherford, Mrs. Barton, Miss Burnet and Miss Tolmie. Efforts have been made to induce ladies to stand for the Town Council, but hitherto they have resisted the attractions of the Municipal Parliament. Mrs. Gemmell, who sought to obtain a seat in Partick Town Council, was unsuccessful. An organisation exists for the Promoting of the Return of Women upon Local Boards, and could a lady be induced to come forward the Association would no doubt support her. That, however, remains for the future. Meantime, after considerable difficulty, the Association has won a number of seats on Hospital Boards, etc., and is represented by Mrs. MacDiarmid on the Western Infirmary Board, Lady Chisholm and Mrs. J. W. Napier on the Royal, Mrs. J. T. Hunter and Mrs. Maitland Ramsay, M.D., on the Lock Hospital, Mrs. D. M. Alexander and Mrs. Robertson on the Victoria Infirmary, Mrs. W. G. Black and Mrs. Mather on the Logan and Johnston School. Another very important branch of women's work is that of the Scottish National Council for Women's Trades, in connection with which Miss Irwin has done so much admirable service, organising and gathering statistics and information regarding the conditions of work among women.

In religious and philanthropic effort the ladies are also prominent. The Y.W.C.A. has two flourishing Institutes under the Presidency of Mrs. Wm. Oatts, to whom the community gives its tribute of affection, not only for her own sake but as one of the family endeared by many associations as "the Saintry Bonars." Another semi-religious organisation is the Girls' Guildry, which, like the Boys' Brigade, of which

it is the complement, had its origin in Glasgow, Dr. Somerville being the founder. Girls' Clubs flourish exceedingly, and a large number both for girls and for women—some connected with the churches, and many with no organisation—are being opened throughout the city. The Christian Social Union takes considerable interest both in these Clubs and in the Guild of Play, and Miss Stewart Wright, who is also secretary for Glasgow Royal Samaritan Hospital for Women's Diseases, is prominent in their organisation. Apart from such Clubs, which are centres of social effort, in this connection reference may be made to the Queen Margaret Settlement, of which Miss Marian Rutherford is secretary. Society has its Club, the Kelvin, of which Lady Kelvin is President, which is largely used by county ladies; and Art is represented by a cosy Lady Artists' Club, which has annually an Art and Decoration Exhibition. Many clever lady artists work in Glasgow, and among them may be named Miss Jessie Algie, Miss Susan Crawford, Miss H. Paxtone Browne, the Misses Dorothy and Olive Carleton Smythe, Miss M'Geehan, Miss Jessie King, Miss Margaret Macdonald, Miss Anne Macbeth, etc.

Under the presidency of Lady Bilsland, wife of the last Lord Provost, a most important Association of Health Visitors was organised for the prevention of Infantile Mortality. Hundreds of ladies have joined, and each undertakes to interest herself in two or more babies born in the slums. The mothers are visited, and advised as to the care of their babies, and the regular visits produce the happiest results. Not merely are the infants better taken care of and more sensibly reared; the mothers themselves are unconsciously influenced, and the first evidence of the higher standard which they begin to set themselves is to be found in the increased attention which they are found to give to their homes in the important matter of cleanliness. A considerable number of the babies receive milk from Corporation dairies throughout the city.

Only in the most general and cursory fashion can we, within our space, deal with the numerous activities of the ladies of Glasgow, but enough has been said to show how wide-spreading these are, how they touch upon all the problems and interests of the lives of women in the city. In the field of charity the Second City has a reputation for generosity which cannot be surpassed, and its hospitals and institutions of every kind frankly admit their great indebtedness to Ladies' Auxiliaries, which collect a large proportion of their funds. The woman who does not have, to a more or less degree, one finger in the social pie, is rarely to be met, and, in many instances, extraordinary zeal and devotion are shown by ladies who work almost as strenuously in the cause of charity and philanthropy as their husbands do in their business premises. Bazaars for more or less worthy objects, often for churches of one denomination or another, are, of course, frequent, and Charity Balls are also given and taken up enthusiastically by the younger generation. The ladies of Glasgow are, on the whole, seriously inclined, but there is a great deal of social intercourse and much interchange of hospitalities both of a private and a public nature, and perhaps they never appear to greater advantage than in the rôle of hostess.



A Crypt, Glasgow Cathedral

Church Life

A SKETCH OF ECCLESIASTICISM
IN GLASGOW—SOME OF HER
LEADING DIVINES OF THE
PRESENT DAY.

IT is a far cry from the days when St. Kentigern, the pious and venturesome, first reared his wattle cell by "the torrent of the Molendinar," yet the intervening centuries are covered at a bound by the city's motto, "Let Glasgow Flourish, by the Preaching of the Word and the Praising of Thy Name." True, the Glasgow of to-day is strongly inclined to truncate that early choice, but we may in charity assume that the modern preference for the purely pagan sentiment, "Let Glasgow Flourish," is typical rather of the Church life of to-day than of a wilful disparagement of the past. Contrasted with what we know of St. Kentigern's leisurely time, the Church life of the present year of grace is pre-eminently strong, alert, and pushful. The clergy of all denominations know the value of advertisement and, with few exceptions, are not afraid to snap the iron bands of conventionality when they seem to hinder progress. They also, for the most part, keep closely in touch with modern ideas, while reverencing and cherishing all that is valuable in the thought and effort of bygone ages.

Many changes have been wrought by the revolving years. The pellucid Molendinar has vanished from sight, but the Cathedral remains, a poem in stone, a lasting memorial of the piety and self-denial of the founders and early builders of the Glasgow of our day—a memorial, further, of the time when there was "One Lord, One Faith, One Baptism." The unity of those days found visible expression in the rearing of such marvellous monuments to the glory of God; the variety which exists to-day renders cathedral building impossible, or anachronistic.

In no city in the United Kingdom is this variety more patent than in Glasgow; in none is a more tolerant spirit manifested among those who agree to differ in matters of creed, Church government, or order. Presbyterianism is represented in all its branches, and there are several stubborn shoots of the earlier divisions absorbed generations ago in larger unions. Congregationalists, Methodists, Baptists, Scottish and English Episcopalians, Swedenborgians, Irvingites, Unitarians, Quakers, Sandemanians, and Roman Catholics jostle each other in the market-place, and never, or scarcely ever, ask which way the other goes on Sunday. There are other ingredients in this admixture of creeds. A strong colony of Jews supports two Synagogues, while the French and German Protestant aliens are so numerous that the former have one place of worship and the latter two.

In coming to closer quarters with Church life in Glasgow, there are two lines of cleavage possible—the perpendicular or sectarian and denominational, and the horizontal, which cuts across all man-made divisions. In the main we shall follow the horizontal method.

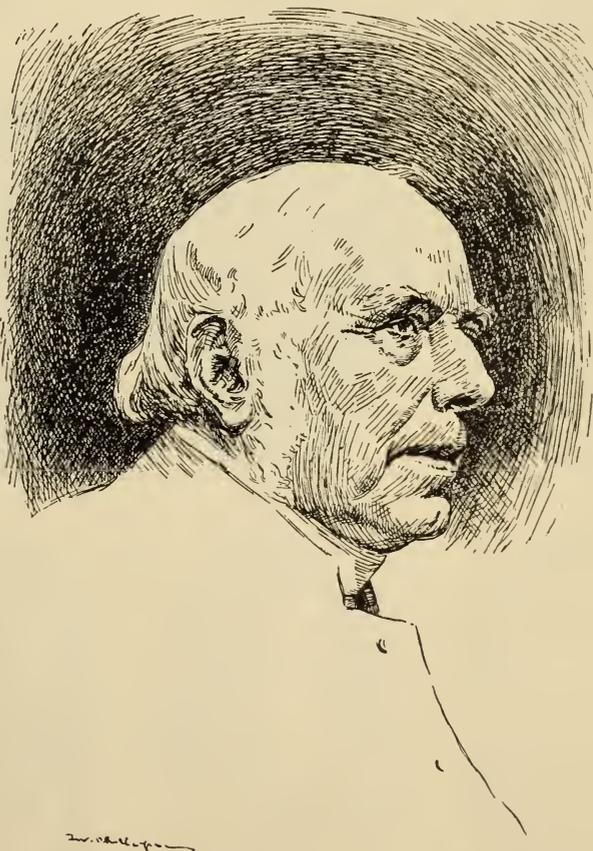
Glasgow has few "aged and infirm" ministers within its borders. It still holds good that the ambition of most venerable shepherds of the people is to pass to heaven *via* Edinburgh. The Capital absorbs the retired clergyman, unless some country retreat has stronger claims. Glasgow has long enjoyed the reputation of being a very good place to work, and it is equally notorious that no other city offers so many induc-

ments to leave it. This aversion on the part of senior ministers to continue staying in Glasgow, after they have been granted junior colleagues, accounts for the presence in the city of only two ministers who have passed the Moderator's Chair—Dr. Donald Macleod and Dr. T. B. W. Niven; and these two are not yet of those who have colleagues and successors.

The great preponderance of young and middle-aged ministers is not without influence on the city's life and thought. Edinburgh may be the Modern Athens; in Glasgow there is an Athenian open-mindedness, without the superciliousness St. Paul encountered that makes for tolerance and brotherliness, even when essentials are in dispute.

Glasgow Church life, too, has always been strongly susceptible to academic influence. At the moment the University, with a layman at its head, has lost the outstanding position it occupied a few years ago. Then John Caird, prince of preachers, was Principal;

Dr. Dickson, Professor of Divinity, translator of Mommsen's History and Meyer's Commentaries, was daily displaying an erudition Teutonic in its range; and Dr. Hastie, a man whose encyclopædic attainments in philosophy and theology were the marvel of his contemporaries, adorned the Church History Chair. Happily, Glasgow's fame in the sphere of theological scholarship is as high as it has ever been. For the present the United Free Church College dwarfs the University Faculty of Theology. Principal Lindsay, having for several years been freed from administrative work for the Church's Foreign Missions, has at length fulfilled the early promise of his career by publishing his "History of the Reformation." Professor Denney, in the New World equally with the Old, is recognised as the most suggestive and profound believing exponent of the New Testament in any Chair to-day. Professor George Adam Smith is his colleague's peer in the realm of Old Testament Language and Criticism, while his thorough-going



After a Photo

(By Annan.)

The Very Rev. DONALD MACLEOD, D.D.

intimacy with the Holy Land has made him its geographer *par excellence*.

To see himself in print is the first infirmity of the average minister; he who would faithfully discharge pastoral and pulpit duties in Glasgow must needs scorn delights if he would also see his name set out upon a title page. Yet it has been and is being done, no doubt by dint of strenuous toil while others sleep. It is not forgotten that a Glasgow minister, now Professor A. R. MacEwan, D.D., wrote the "Life of Principal Cairns," one of the best of modern biographies of a commanding intellect; and expectation is running high in prospect of the late Principal Rainy's biography by the Rev. P. Carnegie Simpson, M.A. who occupies the Glasgow pulpit Principal Dods made famous for more than a generation. In Dr. Carroll, of St. John's U.F. Church, Dante has secured an interpreter no student of his writings can ignore; and a similar service is being rendered to Browning by the Rev. J. A. Hutton, M.A., Belhaven U.F. Church. Sermons are understood to be the mainstay of the trunk maker, but the Rev. G. H. Morrison, M.A., Wellington U.F. Church, has secured a large and appreciative audience which is ready to buy a volume of his expositions annually.

The foregoing names are those of ministers of the U.F. Church; the Church of Scotland, somehow, is less affluent in literary talent. Mention Dr. Donald Macleod, biographer of his greater brother Norman, and Dr. Macmillan, Kelvinhaugh Church, biographer of the late Dr. Mathieson of Innellan and Edinburgh, and there is no other outstanding name in the literary firmament of Glasgow belonging to the Church of Scotland.

This is the more surprising also since two of the most powerful intellectual forces in the Glasgow pulpit to-day—the one intensely orthodox, the other conspicuously liberal—are Dr. Ambrose Shepherd, Elgin Place Church, and Dr. Hunter, Trinity Church. Both are Congregationalists and both were mainly moulded in England. What they have written and published has stimulated a demand for more.

In regard to what may be termed "pulpit power," the ministers whose names most readily spring to the tongue are Adam Welch, B.D., Claremont U.F. Church, David Graham, St. Gilbert's Church, Dr. D. M. Ross, Westbourne U.F. Church, Matthew Gardner, Hyndland Church, Dr. M'Adam Muir, Cathedral, James R. Cameron, M.A., Queen's Park U.F. Church, Ernest S. Gunson, M.A., St. David's Church, J. T. Forbes, Hillhead Baptist Church, and James Thomson, M.A., St. Andrew's Church. These in addition to the ministers previously named.

Lately the Scottish Episcopal Church in Glasgow attained possession of a Cathedral, St. Mary's, after additions, having been elevated to that dignity. The Cathedral organisation has enabled Bishop Campbell to bestow merited distinction—canonries, etc.—on several of the clergy. Though there is little evidence of the scholarship within the Church on the shelves of the publishers, in Dean Hutchison it can claim probably the only Glasgow clergyman who dares to write Latin verse on modern themes and—print it.

Scholarship, in the shape of the written word, is no less conspicuous by its absence as regards the Roman Catholic clergy. It may be that the assiduity with which the priests perform their pastoral duties, and the frankly antagonistic attitude of the Curia to modern thought, sterilise whatever scholarly gifts exist within its fold, or, at least, quench the ambition to seek a wider audience. Yet the Roman Church was never stronger in Glasgow than it is to-day, nor ever more aggressive in quiet ways, though, paradoxically, it has bulked less prominently in



The Cathedral.

public since the passing of the courtly and very wealthy Archbishop Eyre, and that acute and indomitable ecclesiastic, Monsignor Munro. There was unconcealed gratification in its ranks when Professor Philimore "went over" a few years back, he and a suburban clergyman of the Church of Scotland being the most notable "perverts" of recent date.

In industry and commerce Glasgow has been resourceful and adaptive. The same qualities have long been displayed within the Churches. It was in Glasgow that the pipe organ was first used in Presbyterian worship—in St. Andrew's—the instrument having come from the workshop of the great James Watt. Claremont U.P. Church was also the first to introduce the kist o' whistles into the United Presbyterian denomination. Twenty-five years ago the College U.F. Church was the seed plot of that sturdy, world-wide organisation, the Boys' Brigade. The city also gave birth to the Scottish Christian Social Union more recently, a society which is fast justifying its national title. In the P.S.A. and the Institutional Church there have been discovered attractive features, and both departures are making headway.

The problems all the Churches have to face in Glasgow are those met with in every large aggregation of the population. The increasing indifference of the people is deplored on every hand, in the wealthy as in the poorest quarters of the city. The rich are thought to have no excuse; the poor too often point to the great gulf between the affluent and ease loving West and the toiling and impecunious East. Undoubtedly this division, geographical and social, is the most notorious blot on the Church life of

to-day; and the exacerbation it produces is intensified by the knowledge that so many of the East End ministers and others stationed in the poorer parts deliberately elect to live in the salubrious West and South side of the city, where public houses are prohibited, and "offensive trades" unknown. Surely they builded better than they knew, when the pious benefactors of the Cathedral founded it on a site which, for all time, would dominate the East End of the great city yet to be. There it stands in majestic grandeur, hoary with the rime of age, proclaiming in tones no din can drown that it is the Master's wish that the poor should have the Gospel—the Gospel not of spiritual salvation merely, but His own all-embracing Gospel, the Sermon on the Mount—preached to them; and, conversely, the solemn truth that hardly shall they that trust in riches enter into the Kingdom of Heaven. The Glasgow Churches have still to learn how to grapple successfully and permanently with the social problems of the age. None know better than the clergy of all denominations how much ungodliness, vice, degradation, and brutality stalk forth naked and unashamed in all the congested quarters of the city. The next decade should prove whether or not the Churches are to be overwhelmed by a backwash of decadency and crude paganism, or realise the prophetic ideal of Isaiah. How unprepared the Churches are for the fulfilment of the prophet's vision can be gathered from the notable fact that if, on Sunday next, every adult within the city were seized with a desire to attend a place of worship, every Church would not only be filled to overflowing, but fifty thousand men and women would be unable to gain admission.

A. RALSTON.



THE BISHOP OF GLASGOW.
(Photo by Lafayette.)



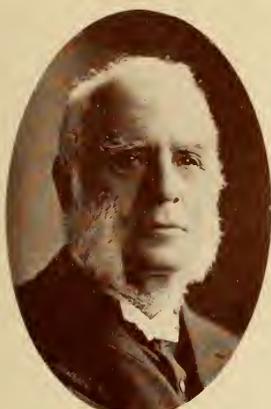
Rev. Dr. D. M. ROSS, Westbourne U.F.
(Photo by Lafayette.)



Rev. Dr. MACMILLAN, Kelvinhaugh.
(Photo by Lafayette.)



Rev. Dr. CARROLL, St. John's U.F.
(Photo by Lafayette.)



Rev. Dr. WELLS, Pollokshields U.F.
(Photo by Lafayette.)



Rev. D. GRAHAM, St. Gilbert's.
(Photo by Lafayette.)



Rev. Dr. M'ADAM MUIR, The Cathedral.
(Photo by Lafayette.)



Rev. Professor LINDSAY.
(Photo by Rowley.)



Rev. JAMES THOMSON, St. Andrew's.
(Photo by Lafayette.)



Rev. AMBROSE SHEPHERD, D.D., Elgin Place.
(Photo by Lafayette.)



Rev. ADAM WELCH, Claremont U.F.
(Photo by Annon.)



Rev. G. H. MORRISON, Wellington U.F.
(Photo by Annon.)



Rev. E. SHERWOOD GIMSON, St. David's.
(Photo by Milne, Turiff.)



Rev. MATTHEW GARDNER, Hyndland.
(Photo by Moffat, Edin.)



Rev. P. CARNEGIE SIMPSON, Renfield U.F.
(Photo by Lafayette.)



The Rev. Dean HUTCHINSON.
(Photo by Lafayette.)

Prominent Glasgow Clergymen.

Music and Musicians

THE PART PLAYED BY THE WESTERN METROPOLIS IN THE DEVELOPMENT OF THE ART—WHAT IS BEING DONE BY MUSICAL SOCIETIES.

MUSICAL GLASGOW! I have occasionally heard the words re-echoed quizzically or in tones whose inflexions implied doubt—less often nowadays, it is true, than in bygone times. Indeed, sarcasm and unbelief are fast losing their sting and point; that is to say, if the broad facts of the case receive the large measure of credit due to them, and if prejudice and whimsical humour are suppressed. I know very well that Glasgow has weak places in her armour. She may justly be criticised for her persistent neglect of chamber music, and, if comparative methods are used, she may be taunted with her meagre expenditure in support of orchestral concerts, which, in a whole year, enjoy only the brief existence of thirteen weeks, whereas the Manchester season lives vigorously for six months. But comparisons, although not always odious, are so in certain circumstances; and in this instance the circumstances are significant—they indeed explain satisfactorily why Manchester does so much better than Glasgow in the matter of music generally, and of orchestral music in particular. Call up in your mind's eye the vast panorama of country, thickly studded with industrial towns, that extends like a belt from Liverpool on the west coast to Hull on the east. Think of the contiguity of these towns; think of the population in the aggregate. This is the rich territory Manchester exploits so successfully! Around Glasgow there is nothing like it. But enough of this prefatory defence of Glasgow and pleading on her behalf. Let us glance at the actual facts; they are sufficiently eloquent.

THE CHORAL AND ORCHESTRAL UNION.

This organisation is the most powerful, influential and active of our artistic and educational agencies. Glasgow, that great industrial workshop, is the *depôt* of Scotland for music as for much else. Edinburgh may demur against this claim, but having fought off Manchester I do not feel inclined to enter the lists again to dispute with Edinburgh over her musical pretensions. Admittedly Glasgow owes much of her impetus to Edinburgh, which is entitled to boast of some advantages, and the decorative importance of her University Chair of Music and its learned and versatile occupant, Professor Niecks. In bygone days Edinburgh had her Orchestral Festival, under the auspices of the late Sir Herbert Oakeley and Sir Charles Hallé, when Glasgow was content to accept merely two charitable and incidental visits from Sir Charles and his famous band, who, in parenthesis, were really the heroic pioneers of music not only in Manchester and the North of England but in Scotland. That, however, belongs to the limbo of the past. It is many years since the centre of orchestral music's motive power was transferred to Glasgow. It is we who now supply Edinburgh, as well as Aberdeen, Dundee, Paisley and Greenock, with this delightful and beneficent form of the divine art. The Choral and Orchestral Union is an association that came into existence ten years ago as the result of the treaty of peace signed between the Choral Union and the Scottish Orchestra Company (Limited), who had been at furious and desperate feud for five whole years, that is to say, ever since the Scottish Orchestra Company began operations in 1893. The history of the Glasgow Choral Union, which was instituted away back in the early forties, would be enormously interest-

ing to write and to read, but for obvious reasons the recital cannot take place or space here. Originally it was called the Sacred Harmonic Society and was conducted by the late Mr. Julius Seligmann, who, long afterwards, added to the valuable services he gave to music in Glasgow, by founding the Society of Musicians, the first Club of the kind formed in Scotland. Personally, I have followed the doings and the fortunes of the Choral Union since their memorable six days' festival in 1873, under Henry A. Lambeth and Sir Michael Costa, which led to the formation of a permanent orchestra, or rather to the admittance of orchestral music into their repertory, and to the giving of a regular winter season's series of concerts devoted to instrumental music. It must suffice to add briefly in retrospect that the workers in this field whose services are the most memorable and have proved to be the most valuable in effective results are Sir Arthur Sullivan, Hans Von Bulow (especially) Sir August Manns, George Henschel, Wilhelm Kes, and Dr. Frederic Cowen. The artist last named is the actual occupant of the post of orchestral conductor. The advent this year of the famous Sheffield chorus-master, Dr. Henry Coward, as trainer and conductor of the Union in succession to Mr. Joseph Bradley, promises to give a powerful impetus to choral music in Glasgow, and to revive the financial prosperity of those concerts of the series which are devoted to the performance of choral works. Side by side with their series of dignified Tuesday concerts, whose programmes are devoted to compositions of greater pith and importance and to novelties that are in vogue, or possess an interest either due to their intrinsic value or to their characteristic exemplification of the trend of modern schools of music in various nationalities, the Choral and Orchestral Union give concurrent concerts of popular orchestral music on the Saturdays of the season. It is in promoting the success of these concerts that Dr. Cowen has won special distinction and the friendly good-will and support of the Glasgow public. This year the management have reverted to their policy of engaging celebrated Continental conductors to officiate in the occasional absences of Dr. Cowen. Thus we shall, during the present season, hear Herr Fritz Steinbach of Cologne, and Mr. Emil Mlynarski of Moscow. Mr. Henri Verbrugghen, leader of the Scottish Orchestra, will also figure as conductor of one of the concerts. I need not enumerate the soloists. They, as usual, belong to highest ranks of their profession.

OTHER CHORAL ORGANISATIONS.

The Glasgow Choral Union has outlived its competitors and now absorbs the suffrages of the public almost wholly. It is many years since its whilom rival, the Tonic-Sol-fa Society, conducted by Mr. Wm. M. Miller, retired from the field. The public, growing year by year more interested in the newer and more vital art of orchestral music, gives little or no encouragement to organisations intended for the study and practice of oratorios, and, generally, of choral compositions of the more serious and heroic kinds. Contemporary choral societies have a less numerous personnel than their predecessors. The strongest in membership is the Pollokshields Philharmonic Society, trained and conducted by Mr. John

Cullen, whose repertory tends to become more and more operatic. Thus last year they gave a concert-room performance (in St. Andrews Hall) of Weber's "Der Freischütz," with the co-operation of a restricted but sufficient band of instrumentalists chosen from the Scottish Orchestra. The venture was successful and now we have a promise of Verdi's "Ernani" in the same form and manner. In view of the somewhat hackneyed repertory of the professional touring opera troupes, those of the Moody-Manners, the Carl Rosa, and the Turner Companies, the idea of reviving neglected masterpieces in the concert-room is commendable, and in realisation seems likely to meet with the right kind of response from sufficiently large sections of the public. A most important organisation in recent years is the Bach Choir, conducted by Mr. J. Michael Diack. It was imperatively necessary to the prestige of the city that the cult of Bach should be a systematic and permanent feature of our higher musical education, and the support already accorded to the Bach Choir is so large and so influential that the success of its propaganda seems assured. The Glasgow Glee and Madrigal Society also specialises in accordance with its title, and its conductor, Mr. B. W. Hartley, is entitled to our thanks for his efforts to revive the study and appreciation of the glorious compositions so numerously exemplified in a domain in which British musicians have been so signally successful. Mr. R. Hutton Malcolm's Male Voice Choir has won well-merited success in operating in a domain neglected by other local choirs. Mr. Cullen's Choir has for its special feature the employment of professional vocalists for its personnel. Still smaller in dimensions is the Glasgow Select Choir, originally a secession from Lambeth's Select Choir, afterwards known as the Balmoral Choir, a memorably excellent instrument in the interpretation of the splendid repertory of English and foreign madrigals, glees and part-songs. The Glasgow Select Choir maintains its reputation under the able guidance of Dr. Davidson Arnott. The Kyrle Choir, whose memorable past is associated with the name of Mr. Charles Woolnoth, a pioneer in the search for works new to Glasgow, is still doing good service. There are numerous other small choirs of the same kind, whose claims to notice here I can hardly entertain, but, decidedly, mention must be made of the Orpheus Choir, whose singing has become a veritable artistic revelation. It is directed by Mr. Hugh S. Robertson, who has given strong proofs of his technical abilities and inestimable gift of inspiring his forces with his own reasoned and splendidly resultant enthusiasm. The annual concerts of the Orpheus Choir attract enormous audiences and have been the means of introducing to our public some highly distinguished soloists—such, for instance, as Antonia Dolores and Suzanne Adams. Meritorious and well patronised also are the Glasgow Choral Society, conducted by Mr. Grant, and the Choir of the Y.M. Christian Association, of which Mr. Reid is the director.

OPERATIC MUSIC.

The earliest performances of opera by Glasgow amateurs were those of the aristocratic Philomel Club, now disbanded, whose traditions are brilliantly maintained by the Orpheus Club, coached by Mr. Jas. Barr. Their repertory consists almost exclusively in the Gilbert & Sullivan operettas, and although these are exceedingly well played and sung, one is curious to ascertain whether the members would find it as easy to display their brilliant talents in comic operas belonging to other schools. It is to Mr. Allan Macbeth we are indebted for opportunities of appreciating the aptitudes of our young men and women in an operatic scheme of wider scope. Mr. Macbeth is gifted with real genius for the interpretation

of light opera. He began to exploit this domain of music many years as Principal of the Athenæum School of Music and still continues to do so with marked success in a new sphere—that of the Glasgow College of Music, of which he is the director—and among the good results that have flowed from his most energetic and able labours is the financial help he has been able to give to our infirmaries and other charitable institutions. At the Athenæum School of Music there is immense activity in all branches of music, and here opera and orchestral music is fortunate indeed in possessing, in the person of Mr. Henri Verbrugghen, a professor and promoter of brilliant ability and wide experience. In opera the aim is high. Gounod's "Faust," Donizetti's "Daughter of the Regiment," Bizet's "L'Arlésienne" and "Carmen," are among the achievements of the past, and this year the interest heightens with the production of Weber's immortal "Der Freischütz." The Glasgow Amateur Operatic Society, conducted by Mr. D. F. Wilson, Mus. Doc., Oxon, has also made noteworthy contributions to the study and practice of opera. Their performances of "Iolanthe" were memorably good. Thanks partly to such educational schemes the love of opera has increased vastly in our community, and the professional troupes—those of the Moody-Manners, Carl Rosa, and Turner Companies—have found it profitable to increase the number of their performances of grand opera, so that the spring and winter seasons now comprise six weeks in the twelvemonth. Under the auspices of Mr. Charles Manners the Grand Opera Society of Glasgow is making good progress. It was called into existence for the double purpose of augmenting the professional chorus of his own company in such works as "Tannhauser," "Lohengrin," "Faust," etc., and of furthering the study and appreciation of opera in local amateur circles. This new organisation is trained by Mr. G. T. Pattman, F.R.C.O., organist and choirmaster of St Mary's Cathedral.

VARIOUS ACTIVITIES.

Space fails me to describe in detail the useful work done by various other musical agencies, and to give a reasoned appreciation of the talents and achievements of individual musicians. I must therefore allude summarily to the excellent cheap concerts given under the auspices of the Abstainers' Union, to the popular entertainments provided by the Corporation of Glasgow, and to the interesting concerts of the Glasgow Amateur Orchestra, so successfully conducted by Mr. W. T. Hoek, the St. Cecilia Orchestral Society, under the guidance of Mr. Ed. E. R. Joachim, and to the representative and authoritative organ recitals given in Glasgow Cathedral by Mr. Herbert Walton. Good music is also fostered at the Art Club and at the Palette Club. Of individual musicians whose achievements entitle them to high distinction are Messrs. Philip E. Halstead, August Hyllested, James Friskin, Edgar Barratt, A. M. Henderson, Wilfrid Senior (pianists), Misses Margaret Horne and Bessie Spence (violinists), Mr. W. H. Cole, the veteran bandmaster and professor of instrumentation, Mr. John Linden (cellist), Mr. J. E. R. Senior, F.R.C.O., etc., local representative of Trinity College, and Messrs. Thorpe Davie, I. K. Strachan (organist), Golan E. Hoole, J. A. Ferrier, and G. H. Martin (professors). The late Dr. Hardy also merits recognition for his zealous work in educating our amateurs in orchestral music. Many others of great ability contribute to the multitudinous forms in which the musical activities of the city are made manifest. In closing this necessarily brief summary I can only make bare allusion to our city as the birth-place of at least three artists whose fame has spread far and wide—Frederic Lamond, Eugene D'Albert, and Andrew Black.

Vistas beyond the Smoke

AN ACCOUNT OF SOME OF
THE BEAUTY SPOTS AND
PLACES OF HISTORICAL,
ANTIQUARIAN, AND LITERARY
INTEREST AROUND GLASGOW.

WHEN Walter Scott, in his fourth romance, depicted that sublimation of Glasgow bailiedom, the worthy Nicol Jarvie, as carrying on a trade, more or less precarious, with the clansmen of the Highlands, he was only utilizing a matter of fact. Glasgow's earliest commercial prosperity was based on its Highland trade, and to the present hour the city on the Clyde remains both the mart of West Highland commerce, and the gateway to West Highland scenery. All the world looks upon Glasgow as the starting-place from which to visit the Trossachs, Loch Lomond, the Firth of Clyde, and the Hebrides. Few look upon the western capital of Scotland as a place of literary, historic, or picturesque interest in itself. Yet it is all these, and a great deal more, and though its lovers alone perhaps know the fact, it has within strolling distance on every side scenes of as much natural charm and storied interest as may be found anywhere in all the brave and beautiful North.

Not five miles out of the city, for instance, by the road Nicol Jarvie should have followed, the Rambler comes upon one of the most interesting and suggestive scenes of pre-historic Scotland. There in the midst of a great saucer-shaped depression in the wild moor, untouched from the time when the Arch-Druid slew his victim on its top, stands the huge stone altar of the worship of Baal. Craigmaddie, the Rock of God, as the dolmen is called, is the largest and most perfect monument of the Pagan faith existing on the mainland of Scotland. Nearer the city, by a couple of miles, the well-marked line of the Roman Wall, running across country, furnishes illustration for another chapter of the early story of the country. Nearer the city still spots like Kilmardenny and Killermont keep record in their names of the early missionaries who planted their "kills" or chapels, of the Christian faith, on the confines of Celtic heathendom. At Cathcart and Cathkin, to the south, the funeral cairns have but lately vanished, which, with these names themselves, commemorated a mighty battle of that stormy time, while at Camphill and Carmunnock—the "Fort of Munnock"—close by, the strongholds of the combatants remain. And Airdrie, on the east, is believed to be that Arderydd or Arthuret, named after the mighty King Arthur himself, at which, in the year 573, the pagan and the Christian tribes fought their difference out to the death.

Thus spot after spot round the city might be cited, to light up with its own particular memory each chapter of the centuries, from the earliest age till now.

It has always been a habit of Glasgow citizens, the younger and stronger of them especially, to indulge in a ramble into the country on summer Saturday after-

noons and Sunday evenings, and during other well-earned hours of holiday leisure. At one time the douce bourgeois strolled no farther than along the riverside, eastward by the green holms of Glasgow Green or westward by the yellow knowes of the Broomielaw, or out by Anderston Walk to the village of Anderston, which Peden, the Prophet, declared would one day become the centre of the city. Another generation saw Hugh Macdonald, the Rambler, leading the way to spots of interest in all directions farther afield. And at the present hour, with electric cars running north, south, east, and west, far into the quiet country, it has become possible to extend these wanderings over the greater part of three famous counties. Even on a frosty winter afternoon it is surprising to discover how many people are to be met enjoying a quiet ramble to some spot of interest far out on the country roads of Renfrew, Lanark, or Dumbartonshire.

Not the least interesting of these rambles lies up the south side of the river, by Rutherglen and Cambuslang. Here the pilgrim plunges at once into the midst of that storied interest which the neighbourhood of Glasgow is popularly supposed to lack. Rutherglen was a royal burgh before Glasgow in the middle centuries, and with its ancient Beltane Fair, and mysterious St. Luke's cakes, possessed customs which carried back its history to pagan times, and to that King Reuther from whom it is said to take its name. No relic remains, except the name of Castle Street, of its stronghold, which was besieged by Bruce and destroyed by the Regent Moray; but the tower still stands of the ancient kirk within whose walls, in 1297, the "fause Menteith" made his compact to betray the patriot Wallace; while, almost as interesting at Farme Colliery, in the haugh below, there is still at work one of the Newcomen engines which drove machinery before the days of Watt.

Cambuslang, farther out, has other interests. Here is to be seen the spot in the Kirk Glen where, on a great day in 1742, at the climax of the famous religious revival known as the Cambuslang Wark, a congregation of thirty thousand was addressed by the preacher, Whitefield, whose voice in the summer stillness is said to have been heard for miles. Below lies the Thief's Ford, by which Queen Mary, fleeing from disaster at Langside, crossed the river. Not far away stands the old tower of Gilbertfield, home of Allan Ramsay's friend, William Hamilton, the translator of Blind Harry's "Wallace," and Dechmont Hill above, whose charms are sung by the poet Struthers, is said to have been the last spot in Scotland to witness the celebration of the ancient rites of Baal.

Farther up the Clyde the pilgrim may wander—by Blantyre Priory, where Wallace is said to have hid among the Jedburgh monks, by Blantyre village, where David Livingstone, the African explorer, was born, and by Bothwell Bridge, where the Covenanters' ill-judged rising was ended by the sabres of Monmouth—to Hamilton, with its ducal palace, its wild white cattle, and its fragment of the ancient Caledonian Forest.

But, instead, one may turn westward from Cambuslang along the Cathkin Braes. From these Braes, it is said, some sixteen counties can be seen, and though the spot is now a Glasgow public park, it still keeps many rare plants for the botanist. Here, at the Radical Rising in 1820, was to have gathered the host of the rebels whose hopes melted away at the arrest and execution of Perley Wilson. Here, and at Cathcart, stood the cairns already mentioned, with their funeral urns of some mightier host fallen in some great forgotten battle of the past. And here, above the village of its name, still stands the Caer Munnock, or "Fortress of Munnock," for whose possession, perhaps, the battle was fought.

The village of Carmunnock still remains one of the most rustic spots round Glasgow, and south of it may be seen the moors of Eaglesham and Ballageich, where, after the battle of Otterbourne, Montgomerie made his captive, Percy, build Polnoon Castle for his ransom, where the stern John Howie wrote his Covenanting memoirs, the "Scots Worthies," and where Robert Pollok, the Scottish Milton, with the fires of consumption burning in his veins, produced his once universally read "Course of Time."

Three miles nearer Glasgow than Carmunnock, the old-world village of Cathcart is rapidly being enveloped by the spreading city. Here, however, is still to be seen the ruined stronghold of that Schir Alan de Catkert, who described to John Barbour the deeds of Edward Bruce in Galloway. At hand rises the Court Knowe from which Queen Mary watched the rout of her last army at Langside. In the romantic gorge below, the river Cart is spanned by the bridge of 1624, across which Burns is believed to have passed on his way to find a Glasgow publisher. And in the kirkyard are to be seen a quaint memorial of Covenanting martyrs, and the grave of Lockhart's hero, Adam Blair, who was minister here. The charms of the spot have been sung by the poets, Thomas Campbell and James Grahame.

Westward a mile or more lie the great underground workings of Giffnock. From these has come much of the freestone of which Glasgow is built, and if they had existed in the "Killing Times," they might have afforded a refuge to the Covenanters, such as the catacombs did to the early Christians of Rome. No great way off, in Glasgow's favourite park, the Rouken Glen, the citizens in thousands, on a holiday, enjoy the charms of woodland dells and waterfalls and rambling rustic paths in still unspoiled seclusion.

Westward again, at Eastwood, there are further Covenanting memories to recall, for in the old manse Robert Wodrow wrote that history of the persecuting times from which most of the popular stories of the hunted folk have first and last been taken. Stranger than any of his tales, however, is that of the great witch trial which had its origin in the neighbourhood. Here, in the end of the 17th century, Sir George Maxwell, of Nether Pollok, fell ill of a mysterious trouble, and remained incurable, till a young servant woman revealed the fact that he was bewitched. As proof of the assertion, she headed a raid on the houses of certain of the cottagers at hand, and discovered certain clay images, stuck full of pins, in unexpected

places. Forthwith these poor people were tried for their lives, and seven of them, found guilty, were actually strangled, and burned for the crime.

From Pollok House it is no far cry, still holding westward, to the fine old ruins of Crookstone Castle, on the Levern's bank. The stronghold belonged, in the feudal centuries, to the Darnley Stewarts, and one of the mistakes of Sir Walter Scott was to describe Queen Mary as viewing the battle of Langside from that spot, instead of from Cathcart. He appears to have been misled by the popular tradition so finely put in one of the best passages of Wilson's "Clyde":—

But dark Langside, from Crookstone viewed afar,
Still seems to range in pomp the rebel war.
Here, when the moon rides dimly through the sky,
The peasant sees broad dancing standards fly;
And one bright female form, with sword and crown,
Still grieves to view her banners beaten down.

It seems likely that the fair young Queen and her handsome boy husband, Darnley, spent here some of the first happy days after their marriage.

Paisley, again, a few miles farther on, has a whole world of interest of its own, with its quaint nooks and its poet memories. There stands the church of the great Abbey founded by the Stewarts in 1163, with the graves of the Princess Marjorie Bruce, who brought them the Crown, and of her grandson, the heart-broken King Robert III. It was at hand in the Abbey House that, at a later day, Claverhouse had just sat down to his wedding feast when word arrived of a conventicle at Shotts, and the King's officer had to leave bride and board, and spend the night in the saddle on the upland moors. Many another gay scene has been enacted within the walls of Blackhall, in the outskirts, which was given by Robert III. to his son, John, ancestor of the Shaw-Stewarts of Ardgowan. On the slopes of the Gleniffer Braes above are many scenes sung by the Paisley poet, Tannahill, and others. And two miles to the west of the town is still pointed out the actual house at Elderslie, where, it is said, Sir William Wallace was born. But over even these memories towers the majestic tradition that the hill ridge of the town of Paisley itself was once the Vanduara fortress-camp of the legions of Imperial Rome.

Thence it is but a four-mile ramble, by the bank of the Cart, to the Clydeside and the ferry at Renfrew. More than one interesting spot, however, lies by the way. There is the Knock, from which the ancestors of John Knox may have taken their name, with the spot at hand where, on a day in 1316, the Princess Marjorie was thrown from her horse and killed, and the life of her son, the future Robert II., was only saved by the Cæsarean operation. There is St. Conallie's Stone, on which the cross of the early Christian missionary once stood, at which, in 1670, the Paisley Magistrates started the race for the Silver Bells, and on which, fifteen years later, the luckless Earl of Argyll was sitting, adjusting his disguise, when he was seized and haled away to axe and block at Edinburgh. There, too, is the Castlehill, on which stood the first seat of the Stewart race in Scotland, and near which the early mortal enemy of that race, the famous Somerled, Lord of the Isles, was defeated and slain. From the early connection of his ancestors with the spot the Prince of Wales still enjoys the title of Baron Renfrew.

The whole riverside here rings to-day with the clang of hammers in the building of ships. As many vessels are turned out each year on the Clyde as in all the other countries of Europe together, and from Glasgow to Dumbarton now is almost one continuous arsenal. The striking memories of an earlier time are not, however, altogether blotted out. Still at Old



WATERFALL.



RUSTIC BRIDGE.



THE DUCK POND.

Kilpatrick is pointed out St. Patrick's holy well; and there is little doubt the patron saint of Ireland was born at the place. Dunglass Castle was probably the spot where the great Roman Wall of Antoninus touched the Firth, and it keeps interesting memories as the chief message of the ancient barony of Colquhoun. And regarding Dumbarton Castle and its two thousand years of story alone, a mighty volume might be written. Fingalian legend of the early centuries, embodied in the songs of Ossian, hangs about it. At a later day it was the famous Arthur's stronghold. Its burning by the Norsemen was the highwater mark of these adventurers' invasion in the ninth century. It saw the first captivity of the patriot Wallace, and the last pathetic days of the dying Robert Bruce. The child-queen Mary set out from its water-gate for her happy years in France; she was making for it again when her hopes were overthrown at Langside; and it was the second last fortress in Scotland to hold out for her cause. And to-day it is practically a ruin, dismantled, neglected, and abandoned, notwithstanding the fact that it was one of the four great fortresses of Scotland in which, according to the Act of Union, a garrison was always to be maintained.

Striking eastward, again, from Dunglass and Old Kilpatrick, one may open up a world of interest by following the line of the Roman Wall. The "Roman" bridge at Duntocher, it may be feared, is more recent than Roman times; but the line of the wall itself has been distinctly traced, and a mile and a half east of Duntocher the wooded knoll of the Castlehill remains to represent one of the strong forts by which it was studded. The neighbouring villa community of Bearsden is said to be founded on the burial-place of the ancient garrison. Hereabout, too, the region is strewn with country houses that have each an interesting story. Garscadden was the home of the hard-drinking laird who sat at the card-table dead for an hour before his companions cared to interrupt their conviviality by noticing the fact. Garscube saw the princely entertainment of the Lords Succoth, father and son, who were successive Lords President of the Court of Session a century ago. Dougalston was the domain of the great John Glassford, the Glasgow merchant-prince, who, in the second half of the 18th century, had as many as twenty-five ships of his own on the seas, and is said to have been the original of Smollett's Humphry Clinker. And, greatest of all, Mugdock Castle was the chief seat of the famous Marquis of Montrose, whose astonishing campaign and tragic death form, perhaps, the most brilliant episode of the wars of Charles I.

Northward here, as already mentioned, lies the great valley-gate to the Highlands, with Duntreath Castle, the ancient home of the Edmonstones, as its sentinel, by which raiders like Rob Roy, and traders like Bailie Nicol Jarvie, kept up communication in days gone by. But the line of the Roman Wall and of the river Kelvin and the Forth and Clyde Canal may be followed eastward to Cadder and Kirkintilloch. Both of these places were stations on the wall. The

fort at the latter spot, indeed, whose traces are now known as the Peel, gave its name, *Caer-pen-tulich*, "the stronghold at the ridge end," to the modern town. Like Paisley, on the opposite side of Glasgow, Kirkintilloch is famous to-day for its poets. David Gray, William Freeland, and James M. Slimmon have all an enduring place among the minor singers of Scotland. The Campsie Fells, which rise to the northward, and the Luggie, which flows nearer hand, have each been immortalized by these sweet singers.

At Chryston, again, to the south, another bard received a sore rebuff. Walter Watson, the poor weaver poet, had written a song, "The Braes o' Bedlay," and with the idea that he was doing honour to the laird, carried it to Bedlay House. To his dismay, however, the latter, when he came to the lines—

When Mary and I meet among the green bushes
That screen us sae weel on the Braes o' Bedlay,

treated the production merely as a confession of trespass, and rated the author soundly as a breaker of fences and disturber of game. Bedlay House once belonged to the Earls of Kilmarnock, the last of whom was "out in the '45," and was beheaded in consequence on Tower Hill. It is, of course, haunted by reason of that fact.

South of Chryston lie the old church lands of Glasgow. On the shore of the Bishop's Loch stood the country stronghold of the great Archbishops of the West. Close by still stands Provan Hall, seat of the prebendaries known as Canons of Barlanark and Lords of Provan, of whom King James IV. was the most famous. And Hogganfield Loch remains the source of the classic Molendinar, on whose bank St. Mungo himself made the first beginnings of what is now Glasgow Cathedral. At Robroyston, near Hogganfield, the spot is marked now with a cross, where the patriot Wallace was finally surprised and betrayed by the "fause Menteith."

An hour's walk southward from Hogganfield brings the pilgrim to the bank of the Clyde again, and he may follow its windings upward by Carmyle, with its mill and dam and "Bloody Neuk"—scene of old-time brothers' tragedy—and by Kenmure, with its Marriage Well and its matchless river vista, to Bothwell Castle itself, with its grim dungeon towers and thousand memories of the great race of Douglas. Or he may turn westward, towards the city, and by Bridgeton on the ancient Burghmuir, where the Regent Moray's army lay before the battle of Langside, and by the Fleshers' Haugh on Glasgow Green, where Prince Charles Edward held his last review, he may return to "the comforts o' the Sautmarket" once more.

These scenes all lie in a circle of a few miles round Glasgow. The more ambitious explorer may go farther afield—to spots like the Falls of Clyde, the Trossachs, Loch Lomond, and the matchless Firth.

But enough has been said, perhaps, to show that the great commercial capital of the West is a centre of countless scenes of ancient splendour and romantic memory.

GEORGE EYRE-TODD.

How Glasgow Amuses Itself

THE SPIRIT OF THE NATIVE—HIS LOVE OF SPORT AND RECREATION—GROWTH OF THEATRES AND MUSIC HALLS—TWO SHOWS A NIGHT—PUBLIC FACILITIES FOR GOLF & BOWLING—FOOTBALL—OTHER PASTIMES.

GLASGOW is essentially a city of extremes. There is something in its atmosphere that compels a man to do something or nothing. Half measures there are none outside of licensed premises, in which the typical son of St. Mungo is rarely seen during business hours. When he works he works. He does not weary, because he has no time; nor does he languish when the day's darg is done; but, according to the season of the year, he makes a dash for his suburban home, or his favourite golf course or bowling green, with precisely the same alacrity as he books a big order and bangs off in search of another. He is always doing something, and he is always vigorous and cheerful. If he be detained at a theatre or banquet till after the last car has gone he does not mump or grumble. He takes his bad luck with the same grace that he takes his good, dismisses all dismal reflections with "It serves me right," hires a hansom if the weather be stormy, and walks home if the conditions be favourable. Next morning he is at business punctual to a minute and as fresh as paint. Whatever else he may be accused of it cannot be said that the average Glaswegian takes his pleasures sadly.

It is not so very long ago, however, that Glasgow was almost as parochial in its tastes as many Scotch villages are now. No doubt this was largely, if not entirely, due to the want of opportunities. Fifty years ago, for example, there was only one theatre in the city, no music hall, no football club, some cricket, a little golf, and three or four private bowling greens. In those days the club and the tavern were the popular haunts of the men about town. Let us see what facilities for amusement and recreation are at the disposal of Glasgow to-day. Within the city area there are no fewer than a dozen commodious and fully-equipped theatres and music halls. Of the former three belong to Messrs. Howard & Wyndham, Ltd.—the Royal, the Royalty, and the King's. The Theatre Royal, situated at the corner of Cowcaddens and Hope Street, is the largest of the three, and has been the scene of many stage triumphs, not only in drama and comedy, but in opera and pantomime as well. It would be impossible to mention any distinguished British actor or actress who has not appeared at the Royal. The management take particular pride in their annual pantomime, which generally runs from the middle of December till the end of February, or longer if circumstances permit. Some of the greatest living comedians, including Harry Lauder and George Robey, have been engaged in these magnificent productions. The Royalty Theatre, situated at the corner of Renfield Street and Sauchiehall Street, is somewhat smaller. It is usually given over to comedy companies, with an occasional turn of light opera; but whatever appears at the Royalty there is a certain amount of "tone" about it, and the central situation of the theatre enables it to command big "houses." The newest theatre in Glasgow is the King's. It is also the most beautifully furnished, as befits its situation in the classical West End. No matter what may be on the boards, no matter what night of the week you visit it, you are sure to find a dazzling display of

evening dress in the dress circle and stalls of the King's. It is the home of musical comedy, a class of entertainment that the *élite* of Hillhead delight in, but plays of a high class are also presented occasionally. The Princess's, situated in the main thoroughfare of Gorbals, on the South side, is the property of Mr. Richard Waldon, a gentleman of enterprise, who knows the taste of the district. Generally speaking, thrilling melodrama, presented by powerful companies, is given all the year round, with the exception of the pantomime season. The Princess's is the Drury Lane of Glasgow. Melodrama and pantomime are its main supports, the latter usually extending over three months. In Stockwell Street, between Argyle Street and the Clyde, is the Metropole, in which hundreds of stage murders and sundry other crimes are committed annually. It is a comfortable house, and is admirably conducted by Mr. Arthur Jefferson. The Grand Theatre, situated in the Cowcaddens, was recently purchased by the enterprising Moss & Stoll Company, and has been thoroughly overhauled and renovated. During its former regime it was famous for pantomime, and in recent years for the annual spring visit of the Carl Rosa Opera Company. It is gratifying to learn that arrangements have been made by the new management for the preservation of both these features. The Lyceum Theatre, Govan, was opened five years ago, and makes a specialty of melodrama, varied at times by comedy and light opera. It also is the property of Mr. Richard Waldon.

While the Glasgow theatres do well the music halls, generally speaking, do better. When the two-shows-a-night system was introduced a few years ago there were many head-shakings, but there are none now. Indeed, it is not too much to say that, were any of the principal halls to revert to the single performance a night, they would soon die a natural death. It suits the character of the go-ahead Glasgow citizen to have what used to be a full evening's entertainment shorn of its fringes and delays and presented to him in the form of a quick lunch. It enables him to go home early, or come into town late, without missing a "turn"; or he can have as much amusement in one night as he had in two a few years ago. Ten years ago the Empire in Sauchiehall Street and the Britannia in Argyle Street were the only variety halls in the city. Now we have the Empire, Coliseum, Pavilion, Palace, Zoo-Hippodrome, Gaiety, and Panopticon. The first two belong to the Moss & Stoll Company, which commands the services of most of the leading entertainers of the day, many of them earning salaries exceeding £100 per week. Mr. George Manners, a brother of Mr. Charles Manners, of the Moody-Manners Opera Company, is manager of the Empire—a very comfortable house. The Coliseum, which occupies an island site in Eglinton Street, South-side, has the distinction of being the largest music hall in Scotland, and one of the largest in the United Kingdom. Considerable enterprise has been shown by the limited liability company that acquired the Pavilion from Mr. Thomas Barrasford a few years ago. Mr. Andrew Ballantyne, the managing director, has brought every available "star" from London and the Continent to

the Pavilion, including Ada Reeve, Vesta Victoria, Victoria Monks, Marie Lloyd, R. G. Knowles, Harry Fragson, &c., and it is giving away no secret when we say that as much as £300 a week has been paid to some of the artists mentioned. The Pavilion is situated in Renfield Street, opposite one side of the Royalty Theatre, and within a stone's throw of the Empire. Mr. Samuel Lloyd, a son of Madame Lloyd, whose entertainments will long be remembered all over Scotland, makes an excellent manager. He has been associated with entertainments of some kind or another all his days. The Palace adjoins the Princess's Theatre in Main Street, Gorbals, and is also the property of Mr. Richard Waldon. It is a very large and comfortable hall, and the programme, as a rule, is on a par with anything in the city. Excellent variety is also to be had at the Zoo-Hippodrome, in New City Road, which belongs to Mr. E. H. Bostock, who was recently elected a member of Glasgow Town Council. Mr. Bostock's famous collection of wild animals is exhibited in the Scottish Zoo, which adjoins the Zoo-Hippodrome. At Anderston Cross is the Gaiety, formerly the Tivoli, where, in addition to a variety entertainment, novel singing, dancing and athletic competitions are successfully organised. In Trongate, where the Britannia used to be, we find the Panopticon, the property of an enterprising gentleman, Mr. A. E. Pickhard, Unlimited, without which fanciful and suggestive addendum his name rarely, if ever, appears on his bill matter. Four variety performances are given daily at the Panopticon, within the walls of which are various other means of entertainment. Next door to the Panopticon is Pickhard's Museum, in which Tom Thumbs, Leprechauns, tattooed ladies, and such like human curios, are periodically exhibited. Reference might also be made to Pringle's Picture Palace, in Watson Street, where the Queen's Theatre used to be. Mr. Pringle also controls the Bijou Picture Hall, formerly the Alexandra Hall, in Cowcaddens. No list of Glasgow's entertainments would be complete without a reference to Hengler's Cirque, Sauchiehall Street. It provides amusement of some kind all the year round, but in the winter months it is Glasgow's one and only circus, the delight of young and old alike, although the latter frequently endeavour to conceal the emotions re-awakened through again coming into contact with the joys of childhood.

Next to places of entertainment, Glasgow's most popular indoor pastime is billiards, especially in the dismal months of winter. The growth of this fascinating game in the city during the past decade has been phenomenal. Ten years ago there were only three or four rooms in the city that could boast of more than a dozen tables each; now there is hardly a district that has not two or three admirably equipped and well-managed establishments of the kind, some of them with as many as twenty and thirty tables. Altogether there are something like five hundred standard billiard tables available for public use in Glasgow, at prices ranging from threepence to a shilling per half hour. In the more modern rooms in the city and suburbs, frequented by well-paid clerks and artisans, and even by principals, the charge is usually ninepence or sixpence.

For lovers of outdoor exercise combined with sport, such as golf, bowling, cricket and football, Glasgow possesses unlimited facilities. In addition to nearly a dozen private golf courses within easy reach of the city, there are three public courses—Blackhill, Bellahouston and Alexandra Park—which can be reached by car from, say, Argyle Street, at an expenditure of a penny or three half-pence in cash and half-an-hour in time. Blackhill and Bellahouston are excellent, if not first-class, courses of eighteen holes each, and the tariff for a round is threepence.. Unattached golfers in Glasgow can thus enjoy two or three hours of fresh air, exercise and sport at an expenditure of a few coppers. At the same price, less the initial cost of clubs and balls, devotees of the bowling game may indulge in their favourite pursuit on several public greens, including Queen's Park, Kelvingrove and Ruchhill. Public cricket facilities also exist, but the game is not encouraged to the same extent as golf and bowling, nor, to use a colloquialism, are the pitches a patch on those belonging to private clubs, such as the West of Scotland, Clydesdale and Poloc. Football is played all over Glasgow, even on the streets when the police are not in sight. Youngsters who have an aptitude for the game cannot complain of want of opportunities to practise, for, in addition to certain public parks set apart for the purpose, there are numerous enclosures belonging to senior, junior and juvenile clubs within the city area. But, although hundreds of youths take an active part in the game every Saturday afternoon during the season, as many thousands of grown up people experience their keenest delight in watching others play. It is thus all over the country, but Glasgow is pre-eminently the football centre of Scotland, if not of the United

Kingdom. Within, or practically within, the city area there are no fewer than six clubs attached to the First Division of the Scottish League—Queen's Park, Rangers, Third Lanark, Celtic, Clyde, and Partick Thistle—every one of which, but especially Celtic and Rangers, has a very large following. Everybody interested in the game must be familiar with the name of Hampden Park, which accommodates over 100,000 spectators in comfort. At the English International of 1908 the official returns showed an attendance of 121,000; while at the corresponding game of 1906 there were over 100,000 present. In 1894, the first occasion on which the English International was played at Celtic Park, the attendance was 44,000, which was considered extraordinary. Nowadays that figure is frequently exceeded in the course of a season in League matches and Cup-ties. Celtic Park, Ibrox and Cathkin can each hold over 60,000 spectators, and it is calculated that the average attendance at football matches in Glasgow is about 100,000 every Saturday. This works out at about 13 per cent. of the city population, or 10 per cent. taking in the neighbouring burghs. Rugby has a fair amount of patronage among the cultured classes, but it has never offered much opposition to the association game. The principal Rugby clubs in the city are Glasgow Academicals, Kelvinside Academicals, High School, University and Clydesdale. There are several flourishing lawn tennis clubs in Glasgow, largely supported by ladies, while in the winter months hockey and shinty are well supported by the youth of both sexes for whom football has no attraction.

Perhaps the most notable recent addition to the list of attractions in Glasgow is the Scottish Ice Rink at Crossmyloof. Here we

have under cover a fine sheet of real ice, on which those who indulge in the delightful recreations of skating and curling may disport themselves to their hearts' content at any time of the year. Since it was opened, in 1907, curlers and skaters from all parts of the country have made its acquaintance. It is the only ice rink in Scotland. Not far distant from Crossmyloof, in Victoria Road, Crosshill, another skating rink was recently opened to the public. It, however, is for roller-skating, and is being promoted by a company who have successfully established similar concerns in other parts of the United Kingdom. Anything of this nature that succeeds elsewhere can hardly be expected to prove a failure in Glasgow, and during the brief period it has been in existence it has proved an enormous attraction.

Dog racing, trotting, quoiting, model yachting, miniature rifle ranges, boating, skulling, draughts, chess, dominoes, whist, &c., have all a more or less flourishing existence in and around the city. There are many admirably conducted political and workmen's clubs, and, unfortunately, a few bogus drinking clubs. But, generally speaking, the domesticated Glasgow man prefers the open air to the stuffy atmosphere of a club, and on a sunny Sunday afternoon he takes his wife and family to Rouken Glen. It is one of the sights of the city to see this magnificent park, the gift of Mr. A. Cameron Corbett, M.P., crowded with thousands of citizens. It is another sight to see them, when the rain unexpectedly begins to fall, trying to board a car that already holds twice as many as can be seated. What with their excellent car service, public parks, and numerous facilities for amusement and recreation, the citizens of Glasgow should be what most of them are—a happy and contented family.



Literary Traditions of Glasgow

SOME OF THE GREAT NAMES IN THE
WORLD OF LETTERS ASSOCIATED WITH
THE CITY OF GLASGOW, AND ITS PLACE
AS A CRADLE OF LITERARY CULTURE.

RUSKIN once wrote to a correspondent: "For a Scotsman, next to his Bible, there is but one book—his native land." In like manner we might say that for a citizen of Glasgow there is but one study—his native city. *Civis Glasguensis sum* is the boast of many an expatriated child of St. Mungo whose fortunes have taken him to a foreign land. He is proud to recall the fact that he is a native of no mean city—a city with traditions and associations that have made its name synonymous with all that is progressive and enlightened in almost every department of human activity—in commerce and manufactures—in science and learning—and in civic enterprise. We are, however, apt to forget, in our contemplation of her eminence in material directions, that Glasgow had a name and fame in the realm of literature at a period long anterior to the time when she came to be regarded as a pioneer in industrial progress and advancement.

In considering the position of Glasgow of to-day we must search for the secret of her present prestige in the annals of the past. And there is no more illuminating page in her history than that which records the position of her sons in the World of Letters.

Glasgow is pointed to as a model in civic government, and her municipal enterprises are copied and emulated in almost all quarters of the globe. We are proud of our city, and we are proud of her progress in material things. But there is another side to her history, and her traditions disclose the fact that she has a name in Art and Literature no less distinguished than that which she enjoys as a leader in the van of industrial progress and enterprise. We are inclined to forget that amid the grime and stress of this city of factories and workshops there has flourished a chosen band of sweet spirits who have enriched the world by the products of their versatile brain, and that we have counted among the citizens of the past, as we do among those of the present, men of fine literary tastes and high intellectual attainments, whose labours have added lustre to the traditions of St. Mungo.

We are proud to recall that Glasgow early awakened to its responsibilities as a cradle of literary culture, and it is to their honour that we observe from the Records of the Burgh that the Magistrates of Glasgow, so far back as the seventeenth century, made grants, from the Common Good, to assist local authors in producing their works. Gibbon, the historian, speaks of our city as "the literary and commercial city of Glasgow," and Sir Robert Peel once declared that he "doubted whether, of all the cities existing on the face of the earth, there was any one so remarkable for the combination of commercial and active industry, with services rendered to science and literature, as Glasgow."

Whilst we are now a great commercial and manufacturing community, justly proud of our position among modern cities, it is not to be forgotten that it is only in modern times that we have become a great

hive of industry. Till little more than a century and a half ago Glasgow was a town, not of trade, but of learning; just such a city as St. Andrew's continues to be till this day—minus the golf. Glasgow was founded in piety and missionary zeal; for ages it was ruled by powerful Ecclesiastics; and not till the days of William and Mary was the heavy hand of the priest lifted off its neck. But in those early ages it was one of the few centres of learning in the country; a beacon light shining clear and steady amid surrounding gloom and darkness. The clergy were the sole depositaries of learning in mediæval times, and under the Bishops and Archbishops of Glasgow a large body of priests and monks was maintained in the then small but important city. The principal ecclesiastics, it is true, were more rulers and statesmen than teachers and preachers, but under them men devoted to learning and the spread of knowledge, as well as to the preaching of the Word, were numerous and full of zeal. For centuries, then, during the dark period of Scottish history, we can claim that Glasgow was a city of light and leading, and just when the Reformation spirit was beginning to stir men's minds throughout Europe, Glasgow secured an additional claim to be regarded as a seat of learning. In 1450, moved thereto by James II., under the guidance of the Bishop of Glasgow, Pope Nicholas V. issued a Bull, by which the University of Glasgow was instituted, and it thus became the second such seat of learning established in Scotland—St. Andrew's, of course, being the first and oldest. It was declared that the University of Glasgow was to be a University in every branch of literature, and it was set up in Glasgow as being "a place well suited and adapted to that purpose, on account of the healthiness of the climate, the plenty of vituals, and of everything necessary for the use of men" in this favoured quarter. James II., in subsequently confirming by Charter the privileges of the University, "desired to cherish and promote the prosperous and happy state of our University of Glasgow, our dearly beloved daughter, because," he continues, "we very frequently see her produce men distinguished for learning, of profound understanding and unspotted morals."

The University, so founded and constituted, I need hardly say, was wholly under the control of the Bishop and his clergy, and it may be interesting to note, in passing, that it is not more than a year or two ago since the last trace of that ecclesiastical control and domination disappeared in the election of Principal M'Alister, who was the first layman to receive the office of Principal and Vice-Chancellor of the University.

The foundation of the University greatly enhanced the reputation and influence of Glasgow as a seat of learning. Many men of eminence, whose names have now crumbled into forgotten dust, were called to teach in it, and students flocked from all quarters to these teachers. Among the men of eminence connected with it in pre-Reformation times was John Major, who held the office of Principal for four years, from 1518

to 1522. His pupils in Glasgow included John Knox, who was soon to be heard of throughout and beyond Scotland. Knox went from Glasgow to St. Andrews, and to that town followed him another Scot, born within a few miles of Glasgow—George Buchanan.

So much did young Buchanan appreciate Major's teaching that he followed him to Paris. Major, for his time, was a man of great learning, a philosopher and historian, and there is reason to believe that the Protestantism of Knox and Buchanan was enhanced by his teaching, although Buchanan, in his later years, cruelly insinuated that his early instructor was Major in name only. Buchanan himself—Scotland's greatest scholar—we cannot claim further as a student of the University, but we have it on the authority of Principal Baillie that he was "bred in our grammar school, much conversing in our College." Four years before his death he presented to the College a number of books from his own library, and these are now among the most cherished historical relics in the University.

The influence of these great spiritual rulers of Glasgow was not always exerted in favour of the spread of knowledge and learning among the people, and there is reason to believe that many of them would have looked with more than suspicion on the free library movement of modern times. One of the latest and, in some ways, the most estimable of these rulers—Archbishop Dunbar—was a vigorous and implacable opponent of a proposal laid before the Scots Parliament for the printing and circulating of the Scripture in the vulgar tongue. It is satisfactory, however, to know that, notwithstanding the opposition and protest of the Archbishop, the proposal received the sanction of the three estates of Parliament.

The Archbishop of Glasgow, who occupied the See when the storm of the Reformation burst over Scotland, was James Beaton—an amiable and learned man, and the nephew of the powerful and much-hated Cardinal. James Beaton was a lover and collector of books, and a volume with his arms on the binding is to be seen at the British Museum. Another volume from his library, after many wanderings, found a final resting-place in Kelvingrove Museum a few years ago. It is interesting as one of the few pre-Reformation relics Glasgow possesses, and it is more interesting still to librarians and book lovers as one of the many editions of the Bible printed by the famous press of Stephens in Paris.

The Reformation, of course, worked havoc in Glasgow with the Roman Church, and consequently with the University. Indeed, for a number of years the University was closed, and only in 1574 was the College again reconstituted, under the vigorous supervision of the great scholar and theologian—Andrew Melville—who was its first Protestant Principal. Embittered religious strife and the animosity of factions were, however, the features of public life in Glasgow for more than a century afterwards; and whilst these conditions produced a large amount of polemical books and pamphlets, the more noble and universal appeal of literature was little heard. Of men of learning, among the seventeenth century followers of Andrew Melville, I would only name Zachary Boyd, Minister of the Barony Parish and twice Rector of the University—a collector of books who bequeathed his library to the University. Boyd was a poet, and his best known work is "The last Battell of the Soule in death and Zions flowers," but his poetry in these days is more sought after for amusement than for edification.

Coincidentally with the beginning of Glasgow's

great industrial and commercial prosperity came the most brilliant period of the University, of Philosophy, Science, and of the production of books in Glasgow. Of philosophers we can count a long line connected with the University and the city, beginning with Professor Francis Hutcheson, followed by Adam Smith, then Professor Thomas Reid, Sir William Hamilton and John Wilson (Christopher North), a galaxy and succession which it would be very hard to match in the chronicles of any city. In the fifties and sixties of the eighteenth century the University of Glasgow had within its walls Adam Smith evolving his Theory of Moral Sentiments, and meditating his epoch making Wealth of Nations; Thomas Reid, the father of Scottish Philosophy, and Smith's immediate successor, was outlining his Enquiry into the Human Mind; Joseph Black, the Chemist, was investigating latent heat; and James Watt was applying Black's theory to the evolution of the steam engine. When Glasgow held all these eminent men, within a space of twenty years, we might well say there were giants in those days.

"No man can owe greater obligations to a Society than I do to the University of Glasgow." Thus wrote Adam Smith on his election as Lord Rector, and, in turn, well might that seat of learning reply, "Never had we a greater *alumnus*." Successively student and professor, Smith was one of a brilliant circle of teachers who shed the lustre of their genius upon our city and its Educational Institutions. Smith will be remembered all down the ages as the author of that monumental work, "The Wealth of Nations"—the finished compendium of the politico-economic thoughts of the world, and it is to the credit of Glasgow that it was during his residence here that he gathered the knowledge and experience which later resulted in the production of that great work. The value of the work has been spoken to by the greatest thinkers of the time. Gibbon referred to it in his "Rise and Fall of the Roman Empire." Fox and Pitt commended its doctrines from the floor of Parliament, the latter magnanimously declaring that it was the best solution to every question connected with the history of commerce, or with the system of political economy. It is pleasing to know that Smith's name and fame have been perpetuated in the University of Glasgow by the institution, in 1896, of an Adam Smith Chair of Political Economy. It would be impossible, within the scope of such a paper as this, even to enumerate all the great men who have taught and studied at our University during its long and momentous history.

"Here Great Buchanan learnt to scan
The verse that mak's him mair than man;
Cullen and Hunter here began
Their first probation:
And Smith frae Glasgow formed his plan—
"The Wealth of Nations."

Here also studied in their turn Smollet, John Gibson Lockhart, Christopher North, and Archibald Campbell Tait, afterwards Archbishop of Canterbury. It is said that Tait, on the death of Sir Daniel Sandford, was urged, when a tutor at Cambridge, to apply for the Greek Chair in the College of Glasgow. Had he done so and succeeded he would never have become Primate of England, and thus the Ecclesiastical history of the country might have been entirely changed. It is rather curious to find that a Chair in the University of Glasgow was, in those days, a much coveted position, and men who subsequently achieved considerable eminence in the world's work elsewhere were among the unsuccessful candidates.

Sir Robert Lowe, afterwards Lord Sherbrooke, and Chancellor of the Exchequer, was an unsuccessful candidate for the Greek Chair when Professor Lushington was elected. The great Edmund Burke was unsuccessful in his application for the Logic Chair, and it is interesting to recall that this rejected candidate lived to be one of the greatest intellectual forces in Britain. Gibbon delighted in his oratory, Johnson marvelled at the wisdom of his political philosophy, and Matthew Arnold has described him as the greatest master of English verse. His speeches in Parliament on American Conciliation and the impeachment of Warren Hastings were marvels of eloquence, and have become classic. The students of a later day retrieved the error of the University Authorities by electing him Lord Rector, and he takes his place among a long line of literary Lord Rectors, which includes Francis Jeffrey, Sir James Mackintosh, Lord Brougham, Lord Cockburn, Lord Stanley, Sir Robert Peel, Lord Macaulay, Lord Lytton, Lord Beaconsfield, Mr. Gladstone, Thomas Campbell, and Adam Smith.

Not so long ago a famous old building was taken down in the Gallowgate—The Saracen's Head Inn. Perhaps no spot in Glasgow is more sacred to the memory of literature than this historic hostelry; and it is a pity that the exigencies of progress should demand the demolition of such historic landmarks, which might fittingly remain as an inspiration and stimulus to the generations that follow the men who have made Glasgow famous in intellectual culture and activity. The Inn was built, in 1755, by Robert Tennant, of the material of the Bishop's Castle, and for many a year it was the fashionable hostelry of the city. Here dignitaries like the Laird of M'Nab and the sporting Duke of Hamilton used to put up; here the Lords of Justiciary, their day's work at the Tolbooth over, were wont to entertain the Bailies and Burgesses to a "poor man" (*i.e.*, shouder of mutton and oceans of claret) at night. Here, on July 7th, 1788, the first mail coach from London drew up. The Inn was the haunt of many of the literary coteries who flourished during the seventeenth and eighteenth centuries, and where they held their meetings. Its time-worn walls have echoed to the eloquence of Adam Smith, David Hume, Edmund Burke, Thomas Gray, the Brothers Foulis, and most of the literati of the time. Robert and Andrew Foulis were a pattern to publishers for all time, in respect of the high standard of scholarship which they exacted in connection with their publications. From the point of view of elegance and accuracy of typography, and for learned editing, the famous printing press of the Brothers Foulis rendered them worthy to rank with the greatest printers of the world, with the Aldines, the Elzevirs, the Plantins, and the Stephens of early times. They issued from their press a series of works in most departments of literature, which carried their name and the name of the city over the world of letters, and gave to Glasgow an importance and distinction in many quarters where the city's enterprise in business would be regarded with indifference. The story of their struggle, with its gleams of success, its reverses, its difficulties, and final disappointment, is a moving, and almost a pathetic one. Several collections of the works issued from the Foulis press have been found in the University Library, in the Mitchell Library, and elsewhere, and the memory of their great effort will remain one of the most interesting passages in the history of printing.

In the Saracen's Head Inn, in October, 1773, Johnson and Boswell, on their return from their

tour in the Hebrides, spent a day or two, and entertained such notables as Professor Anderson, founder of Anderson's College, and where the "great Bear's" famous meeting and subsequent quarrel with Adam Smith took place. Here, in 1803, William and Dorothy Wordsworth and Coleridge stayed for two days on their tour through Scotland.

Not far from the Saracen's Head Inn is the place where the father of the modern novelist, Tobias Smollet, the accomplished author of "Roderick Random," and the translator of "Don Quixote," began life as a medical apprentice to Dr. Gordon in the Saltmarket, and his early genius was nurtured and developed in the Spartan environment of a little attic in the High Street, for which he paid the modest rent of 1s. 6d. per week. He lived in the stirring times of the '45, and was the friend of Dr. Moore—himself no mean *Litterateur*—and the father of Sir John Moore, the hero of Corunna. He enjoyed the friendship also of Johnson, Carlyle and other giants of intellect. Sir Walter Scott has declared that perhaps no books ever written have excited such peals of inextinguishable laughter as these of Smollet. He died at Leghorn, in 1771, and one of the last letters he ever wrote was to his old friend, the famous John Hunter, brother of Dr. Wm. Hunter, the donor of the Hunterian Museum in the University.

In talking of Sir Walter Scott, it may be appropriate to refer at this stage to the landmarks of that great Scotsman with which old Glasgow is identified. In the region adjacent to Glasgow Cross there are numerous suggestions of the days of Scott, and readers of "Rob Roy" can very well fill in, with their imagination, those pen pictures of the old city which the poet novelist committed to his romantic pages. Scott paid at least three visits to Glasgow, and these are described by Lockhart, his peerless biographer. There is little doubt, however, that he was a frequent visitor to the city during the days when his legal work necessitated journeys thither to attend the old Court House in Jail Square. The little hostelry at which he used to put up in King Street was quite recently demolished, and it was within its walls the prototypes of Bailie Nicol Jarvie and Messrs. McVittie & McFinn met the Sheriff, little suspecting that they were then sitting for their portraits by the great Wizard of the North. It is interesting also to note that it was in Glasgow that Scott first met Lockhart, and thus began a friendship which, in its loyalty and intensity, through good report and evil report, almost rivalled the historic alliance, in the bonds of affection and regard, of David and Jonathan.

The Saltmarket and surrounding streets are redolent with memories of a by-past time. The original house in which the redoubtable Bailie lived, in the Saltmarket, was recently demolished by the Corporation under the City Improvements Act. A tavern in the Old Wynd was, not so long ago, pointed out as Luckie Flyte's Hostelry, where Francis Osbaldistone and Andrew Fairservice put up on their arrival in Glasgow, and, of course, we all know the Tolbooth, with its memories of Bailie Nicol Jarvie and Mattie when they encountered Rob Roy and Francis Osbaldistone in the cell of Mr. Owen. The old Tolbooth is also referred to in "Old Mortality" as the place where Claverhouse and Lord Rose established themselves against the attack of the insurgents of Henry Morton. Farther up the High Street stood the old College, in the Gardens of which the quarrel between Francis and Rashleigh was cut short by Rob Roy, and in the crypt of the

Cathedral the historic meeting between Francis and Rob Roy took place. Glasgow Bridge was the scene of the mysterious midnight meeting between Francis and Rob Roy, and the old Bridge is also referred to in the "Heart of Midlothian." We may well cherish the memory of Scott, for he was the first novelist who has given our city a permanent place in the realms of romance. It was fitting, therefore, that the monument in George Square to Sir Walter Scott should be the first erected to that immortal memory.

The Saracen's Head Inn might be described as the converging point of many literary memories.

In the vicinity of the High Street, near Balmano Brae, Thomas Campbell, the greatest and most famous of all the Glasgow poets, and the friend of Adam Smith, was born in 1777, an obscure youth who reached the highest eminence as a poet, and whose "Pleasures of Hope" secured for him the friendship and admiration of such men as Henry Mackenzie, Dugald Stewart, and Sir Walter Scott. Like Smollet, Campbell penned the first lines of the work that was to render him immortal in his room in the humble home in which he was born. Like Smollet, also, he betook himself to London, where he was fortunate in securing the friendship of Sir John Moore. One of the proudest moments of his life was when, like Adam Smith, he was elected Lord Rector of the University of his native city. At the corner of College Street, in 1790, another Glasgow poet, William Motherwell, first saw the light, and the same neighbourhood is also associated with William Glen, the author of "Wae's me for Prince Charlie." He now rests in Ramshorn Churchyard beside the famous Glasgow cotton spinner, David Dale.

In a romantic cottage at Govanhill, then a remote rural district, "Marion Paul Aird," authoress of "Had I the wings of a Dove," and other fine poems, spent a happy childhood. In Trongate William Black, the novelist, was born, and here in his lodging above the Olive Branch Tavern, Charles Gibbon made his first essay in romance. In the Goosebush, off Gallowgate, in 1755, was born Mrs. Grant of Laggan, authoress of the well-known song, "O where, tell me where, is your Highland Laddie gone," and long believed to be the authoress of "Waverley" and "Rob Roy." No. 9 Oakfield Terrace, Hillhead, was the early abode of the poet, Robert Buchanan, and there he and the ill-fated David Gray spent many an evening over their poems and their dreams. At Possilpark was the residence of Sir Archibald Alison, Sheriff of Lanarkshire and the historian of Europe, a writer of solid and judicious historical vision, and whose monumental work well entitles that learned judge to a high place amongst modern historians.

A brief reference to the literary divines of a former generation may not be inappropriate, and first comes the great Dr. Chalmers, who charmed his hearers and electrified the city by his eloquence during his almost meteor-like sojourn in St. Mungo's city. In St. John's Church this great preacher and social reformer took the town by storm. During his four years' incumbency of that charge—a charge that has never since approached the reputation which he conferred upon it—his fine figure, with well-poised head, calm benevolent face and keen but kindly eyes, was one of the finest sights of the city. He was a typical scion of an aristocratic line, and was revered and loved as much for his high ideal of citizenship as for his intellectual and ecclesiastical eminence. The city was, indeed, fortunate and highly favoured at this time, for

the brilliant Chalmers had as his assistant and coadjutor the no less brilliant Edward Irving. With his great height, energetic bearing, and long black hair, he made a scarcely less striking figure than the Doctor himself. Edward Irving was a friend of Thomas Carlyle, and many a time did the Chelsea sage visit the former in his humble lodging in Kent Street, off the Gallowgate. Carlyle has left on record in his reminiscences his estimate of his friend. "But for Irving I had never known what the communion of man with man means." . . . "Noble Irving—he was the faithful elder brother of my life in these years. Generous, wise, beneficent all his dealings and discourses with me were. Beyond all other men he was helpful to me when I most needed help." A noble tribute to friendship indeed! They were a brilliant triumvirate—Irving, Chalmers, and Carlyle. Chalmers survived his illustrious assistant by 13 years, and Carlyle, who was 39 at Irving's death, lived to the ripe age of 86. Mrs. Oliphant describes the last days of Irving as follows:—"For a few days he was visible about Glasgow—now appearing against the sunshine of a lonely street, his horse's hoofs echoing slowly along the causeway, his gaunt, gigantic figure rising feebly against the light—still preaching in the Lyceum room which his followers had acquired for him, with some of the old power and charm of voice." It was a pathetic ending to his useful and brilliant life. In Parson Street, in the midnight of a gloomy December Sunday, in 1834, the great-hearted, brilliant, unworldly Edward Irving died of a broken heart.

Carlyle himself, as a youth, had a great attractive power in these old Glasgow days. Dr. Chalmers, the rugged and keen discernor of character, was won over by the silent, thoughtful youth at the meetings in our city and once exclaimed:—"O my God, save me from all that is idolatrous in my regard for him!"

Of other eminent Glasgow preachers who were distinguished as much for their great intellectual attainments as for their profound and melting eloquence as ministers of the Gospel space only permits me to mention two.—First, the great Norman Macleod, the brilliant editor of "Good Words," the minister to an attached flock in the old Barony Church, and the peerless author of "The Starling"; and, second, the eloquent, modest, and accomplished Principal Caird, whose magnetic personality, for more than a generation, shed a lustre on academic life and the scholastic traditions of our University. There was recently placed on the wall of Park Parish Church, Glasgow, close to the main entrance, a handsome mural tablet in copper bronze in memory of Principal Caird, who was the first minister of the congregation. The tablet, which has enamel medallions, symbolical of the four evangelists, enriched with the jewels appropriate to each—namely, the topaz for Matthew, the carbuncle for Mark, the beryl for John, and the chrysolite or opal for Luke—bears the following inscription:—

"In loving memory of the Very Rev. John Caird, D.D., LL.D., by whom, as its first minister, this Church was opened on the 29th December, 1857. In 1862 he was appointed Professor of Divinity in the University of Glasgow, and afterwards elevated to the office of Principal. Scholar, theologian, philosopher, and the most eloquent preacher of his time, he was also a rich contributor to literature, and was distinguished alike for the beauty of his character and the extent of his learning. Born 1820; died 1898."

Among those who cannot be classed as natives of Glasgow, but who, by their sojourn within the hospitable walls of the city of St. Mungo, have

earned a place in the valhalla of literary memory, we must include the name of Thomas De Quincey. High up in Rottenrow, in a three-storey building with a grimy front and a white-washed gable, once lived this brilliant essayist. From the top flat of No. 112 Rottenrow the famous opium eater, in those lucid morning hours, when the effects of that insidious drug had been exhausted, used to look down on a sleeping world, and never was a prospect more full of reflections for the author of "Our Ladies of Sorrow" than the glimpse down the Rottenrow towards the silent metropolis. This friend of Carlyle, Lushington, and Nichol lived his solitary life, and accomplished his pathetic end, amid sorrow and gloom.

Although Glasgow has not the honour of including Robert Burns among its citizens it has many interesting associations with our National Bard. Glasgow just missed the opportunity of discovering Burns, for it was to this city he came on his first effort to secure a publisher. He made many pilgrimages to Glasgow, and gained many friends in the city. He was much indebted to Dr. Moore, the friend of Smollet and the patron of many a rising genius, and it was to Glasgow he repaired after his famous visit to Edinburgh, which was the commencement of a career which might have been illustrious and glorious, but which closed amid shadow and gloom, and remains to-day alike a stimulus and a warning to Scotsmen.

We turn from Burns to Tannahill without involving too great a descent. The latter frequently escaped from the weaver circles of Paisley, their noisy dancing assemblies and vulgar conceptions of poetry to the more sympathetic environment of Glasgow, where he found a more congenial setting for his literary aspirations. The most interesting event in Robert Tannahill's career is his meeting with Hogg, the Ettrick Shepherd, and it is all the more interesting because it brought Hogg to Glasgow. One cannot but deplore the sad and tragic end of this brilliant and promising Paisley poet. His mind became unhinged, and he was found drowned by his brothers.

Christopher North, referred to as the great man with the lion head and sceptred crutch, was a familiar figure in the streets of Glasgow in the early part of the nineteenth century. Although born in Paisley, he may rightly be claimed as a child of St. Mungo. His education and early training are all associated with this city, to which he came at the age of twelve.

David Livingstone also is affectionately claimed as a Glasgow boy. A contemporary of Norman Macleod,

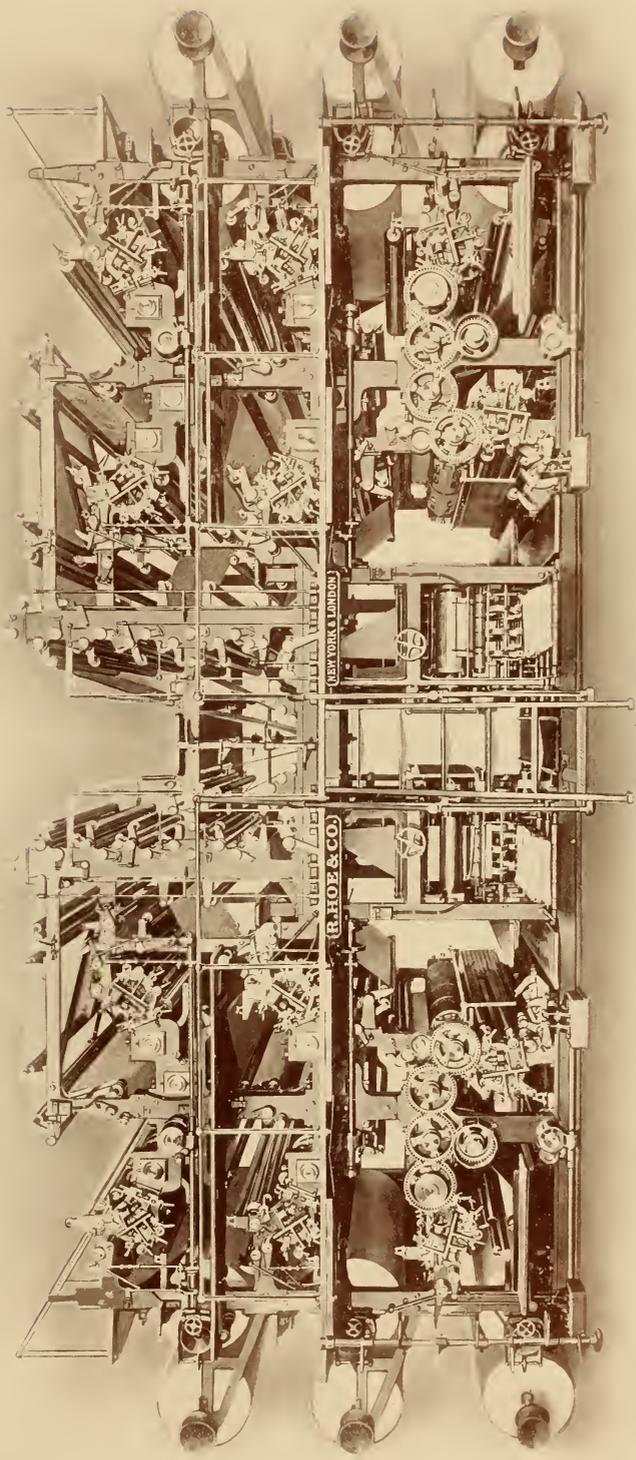
John Caird, and William Thomson (afterwards Lord Kelvin), he used to walk in to Glasgow from Blantyre, a distance of nine miles, every winter morning to Glasgow University, and his early sturdy independence and intrepidity afterwards found a fit setting in the fastnesses of Africa. The services he rendered to Christianity and humanity are matters of world-wide knowledge, and are indelibly engraven on the memory of a grateful country.

A paper could be written on the names which Glasgow has added to the roll of poets, and who have enriched our literature by the products of their genius. Among these an honourable place must be given to Alexander Smith, the author of "A Life Drama" and "A Summer in Skye"; David Gray, the author of "The Luggie," the boy poet whose brief career of brilliant promise was prematurely closed in his home at Merkland; Robert Buchanan, William Black, Charles Gibbon, and a host of other bright particular stars who have taken their place among the muses.

While we are proud to recall the great names associated with Glasgow's literary past, it is pleasing to remember that among her citizens of to-day she numbers many men who are worthy to wear the mantle of their illustrious predecessors. The lamp of genius still burns with a beautiful and chaste radiance, and on the altar of literature the flame of creative achievement has not yet been extinguished. I number among my friends William Wallace, Neil Munro, Robert Renwick, and George Eyre Todd — men, happily, still amongst us, who are sustaining with distinguished credit the literary reputation of Glasgow; and I regret to think that I have only the memory of other men who have passed into the ether, but who have left behind them imperishable records of their industry and erudition — Sir James Marwick, John Oswald Mitchell, and John Guthrie Smith. The debt which Scottish literature owes to these men and their like is one which can never be repaid. They were the fit successors of a race known to a former generation which was rich in the possession of Henry Glassford Bell, Hedderwick, Stoddart, John Strang, and many others still remembered by the present generation. Even now, and with the perspective of only a few decades, we can gratefully appraise their labours in the cause of letters and their place in the literary valhalla of our native city. So long, therefore, as Glasgow recruits the ranks of her sons by such titans of intellect so long will we be entitled to proudly claim that she still maintains her place in the van of literary progress and advancement.

JOHN S. SAMUEL.





Double Sextuple Press for printing the "Glasgow Herald."

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"The Glasgow Herald."

AN OLD AND INFLUENTIAL NEWSPAPER—A LAND-MARK AND LEADER OF JOURNALISM.

THE "Glasgow Herald" may fairly claim to be one of the most representative, and therefore most notable, of Glasgow institutions. In commercial matters—which include finance, trade and manufacture in all their branches, labour questions, and, especially, shipping and shipbuilding—it is the recognised authority in all Scotland, the North of England, and the North of Ireland. In the matter of Foreign News it enjoys equal facilities with the best of the London dailies; a special service from New York keeps it in close touch with the public life of the American Continent; and it is the only Scottish newspaper connected with its London Office by day and night by private wire. It commands the services not only of its own large reporting staff, and of all the Press Agencies, but of a huge retinue of special correspondents all over Great Britain and Ireland, and is thus in instant possession of all the details of every event of any significance; its Scottish news is a special feature, and not a Scotsman from Maidenkirk to John o' Groats can open his "Herald" without finding in it something of local interest. Though it is published in a commercial centre, its agricultural columns challenge comparison with those of any other paper in the kingdom; and it contains the fullest and latest information on football, cricket, golf, racing, billiards, and every other form of sport. On what is called the literary side—a happy description, for literature is the adjusted mirror of life—it is easily the first among newspapers published out of London, and has nothing to learn from the best Metropolitan journals. Unlike some of these, indeed, it has devoted increasing attention to its leading articles, which contain the well-weighed and carefully expressed judgments of competent authorities on home and foreign politics, education, literature, and every other question of public interest. Its musical and dramatic criticisms are of the highest possible quality, and its special articles add to the other functions of the paper that of a first-class magazine. Its broad and liberal views and independent outlook may be regarded, indeed, as the daily expression of all that is best and worthiest in a city that has always been remarkable for the union in its citizens of industrial activity with intellectual and social earnestness—a city whose progress in culture and civic government is all the more inspiring since it has owed nothing to the adventitious advantages of pleasure, climate or metropolitanism.

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As a result of its ever-increasing efficiency as a newspaper, the "Herald" has acquired an almost unique position as an advertising medium. It is long now since it has had the right to style itself the largest and leading advertising medium out of London, and at certain times of the year the "Herald" would be entitled to withdraw the Metropolitan exception. As a matter of fact, it comes next to the London "Daily Telegraph" in advertisements. Naturally, this reacts favourably upon the circulation. Apart from any desire for news, the ordinary needs of life compel every Scotsman, and nearly every Briton, to buy a "Herald" now and again. To an imaginative or speculative mind, the "Herald" advertisements make splendid reading; and in certain moods of ennui, such as those induced by a wet day at the coast or a prolonged railway journey, they form an invaluable solace—in many cases to the benefit of an advertiser.

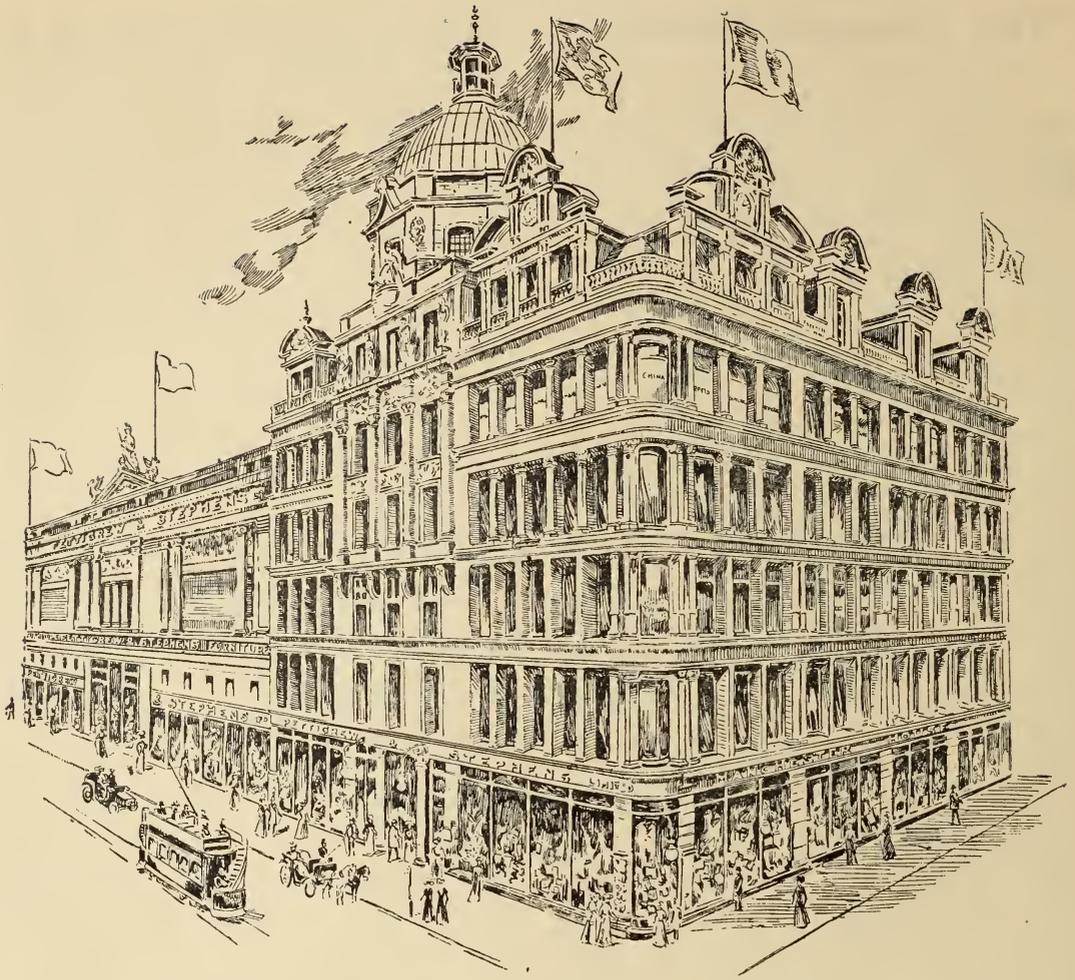
HISTORY DISTRIBUTION.

Rome was not built in a day, and a newspaper of any standing is seldom built up inside of half a century. There are only three existing newspapers in the

kingdom—one in London, one in Hereford, and one in Aberdeen—that have a longer history than the "Herald." It has taken the "Herald" 126 years to become what it is. The natural human taste for striking contrasts is appealed to by a comparison between the palatial edifices which the "Herald" at present occupies in Buchanan Street and the tiny office, rented at £5 a year, where the "Advertiser," as the paper was first called, was born in 1782. An even more striking contrast is that between the magnificent printing-off machines now in use and the wooden screw press (Caxton's patent!) on which the "Advertiser" was printed at 100 copies an hour. There may be still those alive who can remember when the "Herald," as it has been called since the year of Trafalgar, was housed on the first floor of a back building in Old Post Office Court, Trongate (its fourth habitation in the ascending scale), with a tavern below and a Jewish synagogue above, of which—the synagogue, not the tavern—the clerk of the "Herald" kept the key. In the early forties steam was applied—"in the shape," says a former editor, "of the most frantic little engine I ever beheld, for when at work it tumbled eternally from one side to another, as if it was making an incessant effort to tumble itself upside down." The Kirkcaldy machines then in use had a maximum printing power of 1500 impressions of a four-page paper per hour. The new Hoe machine just ordered by the proprietors, and depicted on the opposite page, is constructed to print, cut, fold, and deliver in bundles of twenties, 14-24-page "Heralds" at 56,000 copies per hour, and 10-12-page "Heralds" at 112,000 copies per hour!

The most important stage in the development of the paper was reached on January 3, 1859, when the "Herald," from a tri-weekly, became a daily, and the price, which at first had been 7d, was reduced from 3d to 1d. The introduction of Hoe machines, folding attachments, and a stereotype foundry followed in quick succession; and a correspondingly rapid increase in the means of distribution had its due share in bringing up the paper to its present state of efficiency and usefulness. A special express train to Edinburgh provides for its delivery with the local papers in the East and North of Scotland; it is in Hawick at 6 a.m., and at Carlisle and Newcastle very soon after. The most remarkable of the "Herald" special expresses is the one which, by a non-stop run of 90 miles to Dumfries, connects there with the fast Irish boat train via Stranraer and Larne, the "Herald" thus not only anticipating the Kirkcudbrightshire lark and the Wigtonshire breakfast, but actually arriving in Belfast at half-past eight in the morning. Taking advantage of Queen Victoria's Diamond Jubilee gift to the nation—namely, the right of every inhabitant of Britain, no matter in how remote a place, to have a daily visit from a postman—the "Herald" proprietors have now in operation a plan by which, for an annual subscription equal to One Penny per Working Day, the paper is forwarded by post to any part of the United Kingdom where it cannot be obtained from a local newsagent.

The "Evening Times," published by the same proprietors as the "Herald," but with a separate staff, and with complete independence as to opinions, has, ever since its establishment in the early seventies, enjoyed a reputation as one of the smartest, most efficient, and most carefully written evening papers in Britain. Its circulation, of a Saturday, amounts often to nearly a quarter of a million, and it is in high favour as an advertising medium. And the "Glasgow Weekly Herald," with its summaries of world and local news, its enthralling continued and complete stories, and its rich stores of general useful information, brings an eagerly looked-for "glimpse o' their ain cuntry" every week to exiled Scots, from China to Peru, and from the South Shetlands to Klondyke.



Shopping in Glasgow

A DAY AT PETTIGREW & STEPHENS.

FROM far-off Cathkin Braes when the sun is shining, from the heights of Ruchill, from the green, nearer banks of Kelvingrove, there gleams among the housetops, the chimneys, and the spires, a golden dome. As from Montmartre and the Eiffel Tower one sees in the wide-spread panorama the glittering dome of the Invalides, a landmark for all Paris, so, in Glasgow, the stranger notes and questions to learn that here the golden dome surmounts not some monument to literature or art but a temple of a modern goddess, Commerce, a shrine known to all ladies, not unknown to their lords, as the Manchester House, more familiarly called—one can hardly say for short!—Pettigrew & Stephens. Yet Commerce and Art are, in a sense, united here, for, before the great warehouse assumed its present vast proportions and blossomed forth into a veritable colony of magasins under one dome, it had to absorb many of the buildings round about, and its most notable extension was that of 1903, when it took over the Art Institute, whose grave, classic front was a distinguished feature of Sauchiehall Street, then growing in fashion's favour as the favourite promenade and shopping centre.

Was there ever a woman who did not love to go a-marketing? Conditions have changed, it is very true; the charm, such as it was, of haggling has disappeared, but the temptations and the fascinations are as strong as they were in the days when Autolyclus chanted the virtues of his wares.

Lawn as white as driven snow,
 Cyprus black as ere was crow,
 Gloves as sweet as damask roses,
 Masks for faces and for noses,
 Bagle bracelet, necklace amber,
 Perfume for a lady's chamber,
 Golden quoifs and stomachers
 For my lads to give their dears,
 Pins and poking sticks of steel,
 What maids love from head to heel.

No account of our city, of its every-day existence and its festive occasions, would be complete had we nothing to say of this modern occupation, which even the most advanced feminist is too wise to disdain. The Manchester House is more than typical of our great shops; it is a shopping centre, geographically and in fact, for now that the town has moved so far westward, it lies—with tramways passing from Kelvinside and Downhill, from the country beyond Dennistoun, from Cathcart, Crosshill and Pollokshields, and connected with the lines to Maryhill, Springburn, Mount Florida, Partick, and the suburban villa towns, north, east, south, and west—in the very heart of Glasgow as it is known to the fashionable and the prosperous or middle-class women who form so substantial an element of the shopping class. And again, it is *multum in parvo*, though not in any sense little, except in the surprising union of so many interests, so many needs, so many tastes under one roof. It illustrates, too, if one pleases, the quaint fallacy that any one part



The Grand Staircase
at Pettigrew & Stephens

may be equal to its whole, for, if the Manchester House is one of the most handsomely appointed warehouses in the city, if it is amazing to see the quietness and order, the variety and wealth of all it contains, the same may be said of any one department. Each separate saloon, to whatever branch of the great business it is devoted, is handsomely equipped for its particular object—the long and busy glove counters, the heavy goods, the costumes, the millinery, to name a few at random—is each and every one a complete store challenging comparison with any fashionable shop that is entirely devoted to the sale of only one class of goods. In other words, to go to any counter of Manchester House is to seek and find a specialist in the particular line that counter represents.

Naturally the Manchester House is so well known that it has become quite an institution—one of the most appreciated sights of the country cousin, to whom, indeed, it is a veritable boon when she comes to town on business bent. For not only may she feast her eyes on the very latest modes, *le dernier cri* of fashion, as it is illustrated in the magnificent array of forty plate glass windows that range from Sauchiehall Street to West Campbell Street, and which, always a joy, are an unlimited delight at such times as the models of early summer or the toilettes for winter gaieties, with their sheeny satins and flashing embroideries, are on exhibition; but entering she may, in one department or another, find everything that she requires, even though she be at the same moment providing a smart trousseau and furnishing a luxurious home. When she is wearied out by a task that, however pleasant, must always be arduous, she may lunch or dine or drink afternoon tea in the restaurant, which is also highly popular among business men, with its bright outlook to the busy street, its cool green walls and pleasant furnishings, or in the elegant Queen Anne room, the most recent of its additions; or she may rest awhile in the lounge so artistically designed, panelled in pale satinwood, upholstered in soft grey and white, so tranquil and agreeable to tired eyes, yet with its brilliant Turkey carpets and cosy green furniture so cheerful and bright a place for a chat, ten minutes with the illustrated papers or a little pause to write a note (which will find a post office on the premises) in the interval of the day's serious business. Very pleasantly, too, may be passed, in the lounge or elsewhere, the irksome time of waiting one's turn in the comfortable fitting-rooms, so delightfully arranged with mirrors that reflect the new gown from every point of vantage. Even the toilet room is unique and luxurious, and when a skirt has been dragged from its gathers out of doors, or a bit of refractory braid has loosened, there is an attentive maid, in a smart uniform, whose deft fingers will quickly repair damages. This is shopping, reduced not to a fine art but to a luxury.

Entering by the eastern door one admires the broad staircase of the old Art Gallery, whose spacious suites have been utilised for the accommodation of the rich stock of furniture, china, and things pertaining to the household. Passing on one finds the spacious linen hall, with its open galleries, and arrives at the western door, the popular entrance of the Manchester House. A pleasant keynote is struck here by the courtesy with which the visitor is received, whether business or mere interest and curiosity attract her. Amiability and consideration are so quietly but persistently enforced throughout the whole warehouse that they are a second nature of its employees, and only one of the many features that make business run so smoothly. Again the goods are laid out so cleverly, showing under the clear glass of the counters, hanging from the brilliant rods of brass, or piled in tempting array, that there is an ever present opportunity of selection—and, it must be added, a constant temptation to buy. Delightful, too, is the orderliness and the quiet, the smoothness with which all the details fit together, the soft voices, the pure atmosphere, all of which make shopping far less fatiguing, far less trying to the nerves than it often is. The place is so large, so high, so bright and so airy that one forgets to be tired, and is hardly jostled even when the crowds are thronging the place at sale time. If there is any exception to this it is at Christmas, when the gay voices of children mingle with jingling instruments and noisy gramophones, for Santa Claus' visit to the Manchester House is a tremendous holiday event and crowds of children flock to interview him and to enjoy a sight of toyland. Merely visiting the Manchester House, it is difficult to believe, as one passes up the old Art Galleries' staircase or the new artistic one, the feet falling softly and the gown trailing fearlessly over rich carpets, through suites of rooms, salons, and ateliers, where the walls are exquisitely decorated, lined with Italian marble or panelled and inlaid with handsome woods, that all this enterprise and beauty is actually one and apparently unending, rising from modest beginnings, and the creation of one mind.

The foreground is occupied by the open counters, where they sell the thousand trifles of our need or our desire—gloves, handkerchiefs, lace, ribbons and silver trinkets, while, in the background,

are the heavy and substantial things, dress stuffs, flannels, and household napery. It reminds one of a garden—the flowers in the foreground, the homely products of the kitchen gardens in the rear. Certainly these gay parterres of colour carry out the flower simile—lace, fragile as the flowering lilac, gloves of mellow-tinted kid like autumnal leaves, dainty, rose-like jabots, scarves like the sober mignonette, ribbons with the gold of dahlias, the brown and pink and copper of chrysanthemums, the flaunting gaiety of the peony, the fresh green of young foliage, and silver sparkling like frosted leaves. In a quiet corner the flowers are actually a-blowing and a-growing, blooming on the dainty background of silk and satin embroideries, or in rich, soft colours on the canvas of the applique wrought by a group of girls in fresh art frocks of green delicately piped with mauve, the dainty aspect of which one is fain to praise and admire.

The former Art Galleries, it has been said, are given over to the furniture section, galleries full of it, suites of charmingly decorated rooms in subdued art colourings, with furniture in beautiful designs, the solid severity of Scotland, the lighter, yet dignified, modelling of England, the grace of Sheraton, the lightness of the Louis and the Empire, the combined beauty, elegance, and luxurious ease of our modern upholsterers' art. Periods and styles jostle each other, yet not so closely that one can fail to see the charm of each. It is again the same in the china galleries, where the envious housewife or the connoisseur must needs be fascinated by exquisite examples of Spode, Minton, Royal Worcester, Crown Derby, Doulton, Dutch, Dresden, Sevres or Limoges china, or, going farther afield in this wealth of lovely colour, by the Royal Areta ware of Japan, or the delicate Kaga china. Among all these, however, there can be nothing more pleasing to the pure and simple taste that approves the best of our own time and our own home products than the graceful, attractive "torch" china used in the tea-rooms, and designed by Mr. J. Hislop Pettigrew, with its accompaniment of dainty table linen, beautifully appliqué in fresh green to match.

In a day's shopping it is not easy to comprehend all that the Manchester House can offer. Where shall we begin or end? In the prosaic but very necessary department of kitchen ware, among the bronze and brass and iron, where, as in the case of the characteristic Scottish fenders adorned with our national emblem, the useful and the ornamental meet so happily; among the household naperies from Ireland or the far-off Canaries; or amidst the piles of carpets from Smyrna, the English looms or the weavers of Donegal? If the Art Galleries are not unworthily inhabited by so many things that are beautiful and most artistic, it is even more true that the sculpture in relief upon its outer wall remains still typical, for a group of all the nations of the earth may well symbolise the industries now represented within these walls. From Russia and Canada come the tribute of furs, Brussels, sends the daintiest of children's things, lingerie comes from France and Ireland, the exquisite work of convents and peasant homes, so cheap that it can easily oust the meretricious machine-made articles of inferior shops; the convents of Bruges, Malines and Brussels give up their treasures of delicate, filmy lace, and from Paris, Berlin, Vienna, come the fashions not of the season but of the very moment, the tailor models, the graceful gowns, the millinery, *chic* or extravagant, the blouses that are all daintiness, so fine in colour, so soft and rich of material.

This is neither a catalogue nor a description of the attractions of the warehouse which we have chosen as typical of our best and worthy of all the fine merchant traditions of our city. Indeed, one can do no more than give an impression of a great magasin which consists of six floors and a basement, and the extent of which may be better understood by the aid of a few figures. The Manchester House has an area of 80,000 square feet, and the lineal feet of its counters extend to 2272. The place is illumined by electric light, demanding fifteen miles of wire and 900 switches, the illuminations consisting of 4000 lights of eight candle power each, and 60 arc lamps of 1000 candle power. There is a telephone exchange with seven lines and a network of departmental communications. A pneumatic cash carrier has long been installed. The buildings are fireproof, are equipped with a Grinnell fire extinguisher apparatus, and protected further by an amateur fire brigade. As to employees, they number 600, and some departments have outside workers. In the workrooms more than two hundred persons are employed, with special fitters for gowns and evening dresses and tailor-made costumes, and special workrooms for gowns, mantles, furs, upholsteries, carpets, etc., a joiner's shop and an electrician's department. From twelve to two-thirty the employees dine in a comfortable restaurant near the kitchens—which also serve the public restaurant by means of service hoists—large, well ventilated, scrupulously clean kitchens, presided over by a *chef*. For the workroom girls there is a separate eating-room, where tea and cheap refreshments are to be had.

In the upper galleries, too, are the business offices, the counting-house, and the offices where the vast advertising and letter order departments are conducted. If the side that the public sees is imposing, far more wonderful it is to obtain a glimpse behind the scenes, and to realise how this great enterprise has been carried on and expanded from year to year, developed wholly by Mr. A. H. Pettigrew, whose son has of recent years assisted in organising and carrying on the establishment, which has literally grown by leaps and bounds from a little warehouse of two floors, with one door and a window on either side of it, in 1888, to the great house of to-day.



A Corner of the Tea Room
at Pettigrew & Stephens

Bailie Nicol Jarvie

SOME NOTES ILLUSTRATIVE
OF HIS CAREER AND PERIOD,
COLLECTED FROM VARIOUS
PUBLIC AND PRIVATE SOURCES
AND NOW FIRST PUBLISHED.

It is not quite creditable to Glasgow that no formal biography of that illustrious citizen, Bailie—and ultimately Provost—Nicol Jarvie, has yet been published. Not even a headstone marks his grave in the old Kirkyard of the Cathedral.

The crest and armorial bearings of the family of Jarvie of Castle Jarvie and Strabungo, which he founded, are given neither by Sir James Balfour Paul nor Mr. Fox-Davies. And yet a stranger would be wrong in assuming that the Bailie has no honour in the city of his birth, for although there is no statue to his memory in George Square, a highly popular brand of tobacco has been called by his name. Nevertheless, it pains his admirers to find that the man is not esteemed at his proper worth. This, I suggest, may be due partly to the fact that his comparative failure as Lord Provost has almost completely overshadowed his noteworthy achievements as a bailie—see Dr. Joseph Bogle's "History of Glasgow," Vol. III., Chap. 20. This failure was only comparative, certainly not positive or superlative. As a civic reformer, indeed, Jarvie was several generations in advance of his age. Unfortunately, however, during the whole of his term of office he had to face the bitterest opposition from his old-time enemies, Bailie Grahame and Dean of Guild MacFin, of the firm of MacVittie & MacFin of the Gallowgate. A full narrative of the discreditable means they took to secure the withdrawal of two of the Provost's most daring and statesmanlike schemes is given by the laborious Dr. Bogle. By the first of these Jarvie proposed to drain Loch Lomond for agricultural purposes, and by the second to form a syndicate under the name of the Glasgow and Glenfalloch Coal Company to provide the inhabitants of the wild and shaggy fastnesses of Dumbarton and Argyll with cheap household coal, unloaded almost at their doors, from a fleet of coal-boats and gabbarads running on a narrow strip of waterway to be left by the drainers. Though each was rejected by an overwhelming majority in the Council, the worthy and far-seeing Provost's proposals were not made in vain. The acrimonious debates over them bore fruit by directing the attention of the public to the subject of internal navigation and its infinite possibilities, and as a result operations to widen and deepen the Clyde were begun the year after their defeat. This was in 1736. As pioneer of the Clyde Trust Nicol Jarvie has, therefore, a better claim to remembrance than any other citizen of his generation.

I do not think these facts have been stated previously; certainly not by the erudite and usually comprehensive Bogle, or any of the other local historians whose works I have consulted.

As some of my readers may be aware, the late Sir Walter Scott, Bart., of Abbotsford, has outlined the Bailie's career in his highly readable life of "Rob Roy." Scott, however, hardly ranks as a serious historian, and the value of his work is greatly diminished by the frequent gross inaccuracies that

disfigure his pages. Indeed, the eminent, but possibly too severely critical, Professor Macdonald Rodgers holds that the worthy baronet was only a "mere romancer"—"a precursor of the school of fabulous historians to which Thomas Babington Macaulay and Andrew Lang belong." Besides, as an Edinburgher, Sir Walter was naturally strongly biased against the citizens of Scotland's commercial capital. This is clearly shown in his portraiture of Nicol Jarvie. The colours, in fact, are laid on so thickly as utterly to disgust the fastidious Macdonald Rodgers and other patriotic Western critics. Still, for lack of a better, we have to accept the picture.

For much of the material in the present article I am indebted to my esteemed friend, the late Rev. Ebenezer Ritchie Peden, of the Gorbals, who in the year 1906 favoured me with a perusal of his manuscript "Sketch of the Municipal History of Glasgow," which, unfortunately, either by accident or design, was burned by his widow after his decease last May. Luckily, the notes I made still exist. Mr. Peden's history represented the work of a lifetime. It was conceived and executed on a scale which completely dwarfed the efforts of Gibbon and Alison. As delivered to me, the manuscript embraced 100,000 closely written pages, containing an average of 2000 words each. In fact, it completely filled a nine gallon ale cask—I love to be precise in these matters—and I cannot help puzzling still over the problem of how such a sinister receptacle came to be in possession of a Free Kirk minister. Though Mr. Peden did not mention the fact, I believe the "Sketch" was declined in turn by every publisher of any standing in the British Kingdom. One of the latter, indeed, returned it the same day. "The stuff was so dry," he maliciously declared, "that if the Fire Assurance Company got to know it was on his premises they would certainly cancel his policy." That it should have been refused by so many houses does not lessen the value and authority of the work. Rather the contrary.

I have also been privileged to read a Diary kept in his latter years by the notorious Andrew Fairservice, a character whose only redeeming points seem to have been his hatred of the Pope and Papists and his skill as a horticulturist. As Fairservice was ultimately dismissed in disgrace from Osbaldistone Hall, and also bore a bitter grudge against Bailie Jarvie, it is almost needless to say that the Diary, so far as it refers to that gentleman and Mr. Francis Osbaldistone, is mainly a mass of scandalous libels.

From the Peden manuscript, on which I principally rely, I learn that the famous Nicol Jarvie was born on the 4th March, 1670, in a house in the Saltmarket, which has been long since demolished. He was the only child of Nicol Jarvie, Deacon of the Weavers' Incorporation, and in consequence a member of Glasgow Town Council, and his wife, Elspeth MacFarlane. In addition to carrying on a large and



The Bailie

flourishing business as a linen weaver, Deacon Jarvie considerably augmented his income by advancing money on the security of landed estate. Galbraith of Garsehattachin was one of his most considerable debtors. Owing to the forfeiture of the latter's son and successor, Major Duncan Galbraith, D.L., for his share in the Rising of 1715 the advances were never repaid. The most serious of the Deacon's losses, however, were incurred through giving trust to Highland proprietors. That seems to have been due to the fact that his wife, though using the name of MacFarlane, was really a MacGregor. The lady's pedigree, as supplied by Scott, shows that she was daughter, and co-heiress with her sister Margaret (wife of Duncan Macnab, Esq., of Stuckavrallichan), of Mr. Parlane MacFarlane at the Shieling of Loch Sloy, a fourth cousin of Robert MacGregor, Esq., some time of Inversnaid, a gentleman of good Perthshire family but somewhat sinister reputation, who is best known by his nick-name of "Rob Roy." Mr. MacGregor, it may be noted, was a younger son of Lieut.-Colonel MacGregor of Glengyle, a cadet of the house of Glenstrae, while his mother, a Miss Campbell of Glenfalloch, was probably sister of a direct ancestor of the present Marquis of Breadalbane.

I merely refer to his pedigree to show that Baillie Jarvie was extremely fortunate in the circumstances of his birth. On one side he was the son of a substantial weaver and money-lender, who was also a civic dignitary, enjoying the privilege of entering Glasgow Tolbooth at any time of the day or night; and on the other the grandson of a Highland gentleman, greatly reduced in fortune, it is true, but still by lineage most emphatically a gentleman.

Though Mrs. Deacon Jarvie adhered to the Stuart Cause, her husband was a strong Presbyterian. Indeed, on one occasion Major Galbraith referred to him as a "prick-eared cur who fought again the King at Bothwell Brigg." Though, admittedly, the gallant Major was deeply in liquor when he made this statement, it seems to have been implicitly accepted by the too credulous Scott. The Baillie also honestly believed that his revered parent had taken part in that historical skirmish. Mr. Ritchie Peden admits the presence of Deacon Jarvie at the fight, but denies that it was in the character of a combatant. According to that authority, he had merely entered the Covenanting camp on the morning of the rout in pursuit of a debtor, the insurgent Laird of Bowbütts, who was owing him a long overdue account of fifty shillings Scots for napery supplied to his lady. Bowbütts disputed every item in the bill so strenuously, and quoted so many passages of Scripture showing cause why he should not or would not pay that the persecutors descended on the Saints before the manufacturer could make his escape. Jarvie was thus really, for a few seconds, under fire, but by scrambling over a dyke, and creeping on all fours through a corn field out of gun-shot, and then taking to his heels, he reached Glasgow without scath. Mr. Peden alleges that he had no cutlass in his possession, or, at least, only the handle and the sheath of such a weapon. The blade was missing.

At the time of the battle young Nicol was a boy of nine and a pupil at the High School. By a regrettable oversight, due to the keeper of the rolls having been excessively intoxicated—"blind to the world" is how Mr. Peden puts it—on the day he entered his name it is not to be found in the published lists of alumni of that famous seminary. The defaulting pedagogue was the Rev. Gamaliel Shotts, subsequently minister of Sorn—of lamentable memory. When twelve years old the youth was apprenticed to the craft of weaver with his father. The deed of indenture is still extant. It in no way differs in

terms from similar documents of the same period. Deacon Jarvie, who was predeceased by his spouse, died on 7th February, 1701. The death cast a deep gloom over the community, and the minister of the Laigh Kirk, unconsciously quoting the ribald Shakespeare, assured his son that the people of Glasgow would never look upon his like again.

Young Nicol, though barely of age, thus became head of one of the most flourishing weaving businesses in the West of Scotland. He conducted operations with singular energy and shrewdness, and speedily made his name respected in the Saltmarket and even in the Gallowgate. On the passing of the Act of Union he found ampler scope for the exercise of his talents. Saltmarket Grove, a snug coffee plantation in Jamaica, was acquired in 1708, and the same year he was appointed one of the Scottish agents of the great house of Osbaldistone & Tresham of Crane Alley, London. At first he had only a limited connection with the famous firm. Infinitely more of their confidence was given to those eminent and reputedly worthy merchants, MacVittie & MacFin, in the Gallowgate. Indeed, for years the Crane Alley people held Mr. Jarvie in very small esteem. That "cross-grained crabstick in the Saltmarket" is how their managing clerk, Mr. Owen, once described him. According to Sir Walter Scott, he became Osbaldistone & Tresham's sole representative in Scotland in 1715. By that time Mr. Jarvie, who had entered the Council in 1705, was a baillie of six years' standing. In 1718 he married Miss Martha Spreull, a near relative of Spreull of Limmerfield; in 1720 he purchased the lands of Strabungo; in 1732 he was elected Lord Provost; and in 1754 he died at the ripe old age of eighty-four. Scott merely mentions the fact of the Baillie's marriage. Although there is no doubt Mr. Jarvie entertained a sincere esteem for Miss Spreull—"Mattie" she was familiarly called by her intimates—founded on her moral and housewifely as well as her personal attractions, the union was certainly precipitated by a report conveyed to him by his former clerk, Andrew Wylie. It was to the effect that his enemies, Treasurer MacVittie, and the latter's partner and son-in-law, Mr. Thomas MacFin, wrought at the loss of their agency for Osbaldistone & Tresham, were insidiously casting doubts on the complete integrity of the Baillie's relations with his housekeeper, who, even by others than his ill-wishers, was held to be too young and too comely to hold such a position in a bachelor household. In order effectively to dispose of the scandal the Baillie was obliged to accept one of two alternatives—either to dismiss an excellent servant or to marry her. He chose the latter, and subsequently found no particular reason to repent of his choice.

To the end of his life, in his more uxorious moments, the Baillie, with much apparent sincerity, used to quote the following "by-word" of his "honest father, the Deacon":—

"Brent brow and lily skin,
A loving heart and a leal within,
Is better than goud or gentle kin."

Whereupon Mattie would smile tolerantly and exclaim: "Ye're an auld fule, Nicol. G'wa' and no deave me wi' yer idle claiks. An' min' ye, tae, I am o' gentle kin—ma faither wis a gey near kizzen o' the Laird o' Limmerfield's." To this the Provost would retort with equal good humour: "Weel, Mattie, if aw div'n't ken it's no for want o' you tellin' me." Mrs. Martha Spreull, or Jarvie, died in the Place of Strabungo, on 12th August, 1768, at the age of seventy-four.

Small families were the rule in the Jarvie line. By his marriage the Baillie had only one son, Nicol, the third of the dynasty, and a daughter, Martha, who,

by her union with Patrick Howlat, Esq., of Howlatston, in the Lennox, was ancestress of that distinguished soldier, Major-General Sir Reginald Howlat-Gipps, V.C., K.C.B., who fell in command of the Highland Brigade at Magersfontein.

The son Nicol was for many years a partner in the family firm of Nicol Jarvie & Son, West India merchants and shipowners. By his marriage with the heiress of his father's old adversary, Provost MacFin, he had no issue. After the lady's death Mr. Jarvie, when slightly over fifty, again entered the married state. His choice was Miss Lucinda Douglas Brandon, a lady closely related in the physiological though not the legal sense to the then ruling Duke of Hamilton and Brandon. Her morals were nearly as corrupt as those of her collateral ancestress, the Countess of Southesk; but that, of course, the enraptured merchant did not know. Mrs. Jarvie insisted on her husband renouncing commerce, and induced him to build the palatial structure, formerly known as Castle Jarvie, on an estate which he had bought in the parish of Mearns, Renfrewshire. A son, Hamilton Brandon Jarvie, was born in 1771. In 1772 she eloped with Sir John Bamford of Studdam-Bamford, a Lancashire baronet who had retreated into Scotland to be out of reach of his creditors. The deluded and betrayed husband, who did not seek a divorce, died two years later. Mrs. Jarvie subsequently went on the stage as Miss Brandon. She excelled in male parts. The Rev. Mr. Peden records that on one occasion she boasted in the hearing of Garrick that, when dressed as a gallant, one half the town could not tell she wasn't a male. To this the great tragedian, who had just lost a groat in the Strand, made the savage retort: "What does it matter, madam, when the other half knows you're not." There is some reason to believe that in her later years Miss Brandon was known as "Madame" Brandon. I have been unable to discover the date of her death.

Hamilton Brandon Jarvie's life career was truly deplorable. He started brilliantly enough, however, as an ensign in the 1st Royals. In the course of three years he rose by purchase to the rank of Captain. He was then obliged to sell out on account of the scandal caused by his refusing to send a challenge to the notorious duellist, Captain Macrae of Holmains, who had pulled his nose in the course of a dispute as to which of them was first in the good graces of Mysie Sandison, the fair tapstress of the "Creel and Partan" in the Canongate. Though Captain Jarvie vehemently asserted that this neglect was not due to fear, but to the fact that Macrae was the grandson of an Ayr weaver, and therefore, in spite of his cousinship to the Earl of Glencairn, not a gentleman, the plea was not accepted, and as a result he was obliged to sell his commission and withdraw himself from the society of Scottish "men of honour." Captain Jarvie lost nothing by this step, for, as a contemporary writer says acridly, the moral tone and atmosphere of Edinburgh at the time were sufficient to "corrupt a cageful of monkeys."

The disgraced officer settled in London, where his downward career was considerably facilitated by his marriage with a notorious sister of the notorious Letty Lade, the wife of Dr. Johnson's protégé, Sir John Lade. This union allied him to the wicked Earl of Barrymore, and so brought him into intimate association with all the master scoundrels of the period. Captain Jarvie was too dull of wit to be a leader in this profligate crowd. None of the scandalous chroniclers of the era, in fact, seems to have been aware of his existence. Otherwise it would certainly have been recorded that on one memorable occasion

the Prince of Wales—afterwards George IV.—and Captain Jarvie got so insensibly drunk together that they stripped themselves to the skin and went to bed in a gutter in the Strand, where the watchman subsequently found them sleeping soundly.

The Captain only lasted for about a decade. During that period he was shamefully rooked by swindlers and demi-reps. First the desirable estate of Castle Jarvie, comprising 1500 acres of the best land in Renfrewshire, was sold; then followed the valuable building property of Strabungo, and lastly sundry tenements in the Saltmarket, which had been owned by the Jarvies for over a hundred years. Eventually the profligate laird was thrown into the King's Bench Prison for debt. There he died on the 5th December, 1804. None mourned his loss, with the possible exception of his brother-in-law, Sir John Lade, who had occasionally visited the prison to bear him company in getting drunk. Thus ignominiously ended the male legitimate line of Jarvie. "The first generation makes," runs the familiar Scots saying, "the second builds, and the third spends." So, counting the Bailie as the real founder of the family, was it with the Jarvies of Castle Jarvie.

My concluding notes are mainly drawn from the infamous Fairservice's Diary. They may be accurate or they may not: I publish them without apology or preface.

When Mr. Francis Osbaldistone entered into possession of Osbaldistone Hall, in 1716, Andrew fully expected to be appointed steward. He was disappointed, and had to accept the head gardenership. This wound to his pride was alone sufficient to barb the quill with which he penned the Diary. The most scurrilous passages deal with the married life of Mr. and Mrs. Osbaldistone—*nee* Diana Vernon. According to Fairservice, the union was not particularly happy. This was principally due to Mr. Osbaldistone's cruelty in insisting on reading his poems to his wife. These, to judge by extant specimens, certainly did not improve in quality as the bard grew older, and the lady naturally bitterly resented the torture to which she was subjected. As she very openly expressed her feelings, interchanges of verbal abuse—"flytin's" is Fairservice's term—frequently took place between the pair, in which Francis invariably came off second best. Sometimes, however, he managed to secure a victory. This was achieved by pointing to the pipe, the cognisance of the Vernons, which was quartered, with the arms of Osbaldistone on his signet-ring, and saying slowly and mockingly: "Penny whistle! Penny whistle!" Perhaps it was owing to his wife's lack of sympathy, and an appreciation of usquebagh, acquired during his visit to Scotland, that before long Francis took to drink. Anyway, it is certain that for years before Mrs. Osbaldistone's death he was as much a proficient in the art of "topping" as any of the sons of his uncle, Sir Hildebrand. Fairservice was the agent he employed in obtaining a constant supply of smuggled whisky from the North. The fiery, untamed spirit thus cost him nearly as much as if he had paid duty, but doubtless the liquor tasted all the sweeter because it was contraband. Whisky did not agree with Mr. Francis' nerves, which speedily became as uncontrollable as those of most other persons cursed with the artistic temperament. When in his cups he was either violently quarrelsome or idiotically amorous. The last stage was the more unpleasant. Indeed, if he had not been protected from harm by the divinity which doth hedge a squire, he would frequently have been assaulted with contumely and violence by the enraged sweethearts and brothers of the maidens, fair and otherwise, whom, on meeting on his way to and from the leading parish ale-house and the Hall, he always insisted on kissing.

Though escaping personal hurt, the consequences once or twice were considerably more serious than when, in a moment of unseemly exuberance, he saluted the lady who afterwards became Mrs. Nicol Jarvie. The squire's escapades, of course, duly came to the knowledge of his wife. The more bitterly she railed at him, the more deeply Francis drank. An end comes to all trouble, and in this case it came with the lady's death, in 1734. The widower felt his bereavement so deeply that for a year he reduced his consumption of liquor to a couple bottles of port a day, and occupied a great part of his leisure virtuously in writing his autobiography.

Long afterwards the MS. fell into the hands of Sir Walter Scott, who used part of it as material for his biography of "Rob Roy." At the end of the year Mr. Osbaldistone re-married. The lady of his choice was Matilda, only child and heiress of Joseph Jobson, gent., Clerk of the Peace for the County of Northumberland. Though a man of considerable wealth, Mr. Jobson was not "in Society." Neither, of course, was his daughter. The father, however, possessed sufficient political influence to obtain a baronetcy, with remainder to his son-in-law, at a very reasonable figure, from Sir Robert Walpole, shortly before that great statesman's fall. Sir Joseph died in 1740. Sir Francis Osbaldistone-Jobson survived till 1767. Dying without issue, the title became extinct.

It should be stated these last facts are not quoted from Fairservice's Diary. They are the fruit of the present writer's researches. Andrew, in fact, was not in Mr. Osbaldistone's employment at the date of the latter's second marriage, the first Mrs. Osbaldistone having secured his dismissal from the Hall in 1728. The ostensible reason was the persistence with which the gardener attempted to proselytise the Romish servants. That is his own story. An anonymous annotator of his MS., however, alleges that his disgrace was due to other but equally likely causes. These are given marginally in full detail. For instance, it is alleged that, at such times as Diana took possession of the wine-cellar key and cut off her husband's whisky, the latter was always able to obtain a supply, though at an exorbitant price, by calling at the gardener's cottage. Andrew was also accused of habitually embezzling the proceeds of the sale of garden stuff; he quarrelled continually with the other servants; he was overbearing to his mistress, and intolerably familiar with his employer. Notwithstanding these grave defects, the man might have continued at Osbaldistone Hall all his life if the Squire had not, in the course of a heated quarrel with his wife, told her her maidenly character was so little esteemed that on the occasion of his first visit to the home of his ancestors Fairservice had described her as a "wild slip," and expressed the fear that she might become somebody's "mistress or it's lang." This sealed Andrew's fate, and the justly incensed lady never gave Francis a moment's peace till he had sent him packing. The gardener immediately instructed his agent, Mr. Joseph Jobson, to raise an action against his former employer, claiming heavy damages for unjustifiable dismissal.

Mr. Osbaldistone was so afraid of Fairservice's

malevolent tongue and his threats of "exposure" that he weakly agreed to purchase his silence with an annuity of twenty pounds, the amount fixed by Mr. Jobson as equivalent to the emoluments of the position forfeited by his client—to wit, ten pounds a year of fee, with free cow's grass, a cot and yard, and the run of the Hall garden. It was while arranging this troublesome business with the attorney that the squire first met the amply-dowered and passably fair Miss Matilda Jobson. I may here note that it is not generally known that the lady was a cousin of Mr. Jobson, herring merchant, of Dundee, and father of Miss Jobson, heiress of Lochore, the wife of Sir Walter Scott, second and last baronet of Abbotsford. The first baronet was never aware of this link of relationship, otherwise he would have greatly softened certain of the allusions to Mr. Joseph Jobson which appear in "Rob Roy."

By the Deed of Annuity it was provided that Fairservice should retire to Scotland and never again leave that country under penalty of the settlement becoming null and void. He therefore returned to his native parish of Dreepdaily, and settled down as a private gentleman, which he could well afford to do, as his annuity and the interest on the profits of his pickings at the Hall, and his smuggling operations produced an income of at least thirty pounds a year. Though far from popular in the district the umquille gardener was universally respected as a "bien, well-daein' man." His godliness was also generally believed to be beyond question. Andrew, however, was a rogue ingrain. Hearing, about 1732, that his old acquaintance, Bailie Nicol Jarvie, was a candidate for the Provostship, Andrew travelled to Glasgow, probably for the express purpose of blackmailing that gentleman. Anyway, in effect, it amounted to that. All great men—and particularly publicists—have their weaknesses. Bailie Jarvie had his, for rather than risk damaging his chances of election by having blazoned forth the stories of how he singed a Highlandman's plaid at the Clachan of Aberfoil, and hung by the middle "like baudrons," suspended by the coat-tails from a thorn while the MacGregors were fighting the English soldiery, how he had dealings with the notorious rebel and robber, Rob Roy, which the Government might construe as treasonable, and how, on at least one occasion, his wife was kissed by a gentleman who was neither her acknowledged sweetheart nor a near relative, he consented to invest part of the specious rascal's capital in one of his most promising ventures in Virginia tobacco. As a result, Fairservice netted a sum equal to an income of ten pounds a year. To his credit be it said that he never afterwards molested the Bailie. Andrew died at Dreepdaily, in 1748, and a headstone, with a now almost undecipherable inscription, still marks his grave in the kirkyard of that parish.

The foregoing notes will show the interesting character of the mass of material which I have collected relating to Bailie Jarvie and his times. Should I receive sufficient encouragement I might be easily induced to spend the next few years of my life in writing his biography.

J. F. GEORGE.

THE STORY OF THE GLASGOW TEA ROOMS.

SIMILAR to the problem, "Did the Clyde make Glasgow, or Glasgow the Clyde?" may be propounded this one:—"Did Mr. Stuart Cranston make the Tea Room or the Tea Room Mr. Cranston?" Both sections of the latter query are answerable in the affirmative. While credit must be given to the pioneer spirit that has made the Glasgow Tea-Room the envy of British cities, it is none the less true that the Western Metropolis is ideally adapted, both physically and temperamentally, for this particular type of refreshment place. The matter admits of easy demonstration. A city of business men recognises the value of a light repast and the saving of time in the busiest hours of the day, and the Tea-Room has proved the solution of the situation.

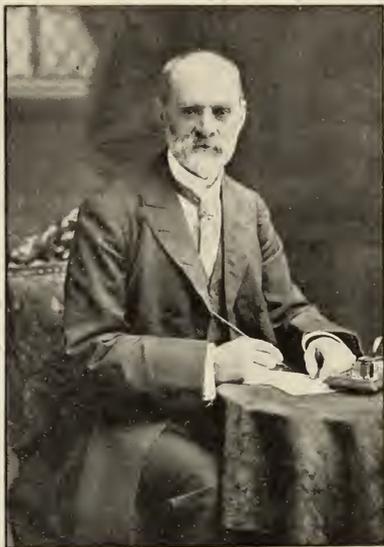
To trace the growth of the movement is simply to tell Mr. Stuart Cranston's life-story, and one has to go back some 47 years to find how he first became interested in tea. This came about through the influence and advice of Mr. Arthur Dakin, the representative of Messrs. Richard Twining & Co., London, who used to put up at The Crow and The Crown, George Square, of which hotels Mr. Cranston's father was proprietor. Dakin (who was more like a bishop than a bagman), a portly courteous old gentleman, induced the boy to accept the position of invoice clerk with the firm of Messrs. Wright, Napier & Co., Glasgow. No wonder Mr. Cranston, from his present comfortable and palatial premises, recalls, almost with a shudder, the task of the young boy seated at the despatch desk with the flakes of snow whirling about, lodging upon books and forms; fingers benumbed and blue with chilblains, evolving unlooked-for hieroglyphics that would have horrified his old dominie, Dr. Archibald Morrison, of the Collegiate School—a prince of penmen. The cold often drove young Cranston to the comfortable temperature of the tea-tasting room. The transition was easy and became his passion, under the guidance of his friend, Mr. James F. Williamson.

After some years of hard work, long hours and many opportunities of handling and tasting tea—snatched at odd moments from the duties of the invoice desk—he left Wright, Napier & Co., and took up the agency of Messrs. A & J. Gailey. For a whole fortnight he perambulated the tea-haunts of Glasgow without booking an order, and his first sale was two small boxes of Foochow Scented Orange Pekoe at 1/8 to a grocer in the High Street—a transaction that soon turned out to be a bad bet. These depressing experiences prompted the alternative of making a hole for himself in our "pellucid" river, or becoming a ranker in the "Scots Greys."

Resigning the agency of Messrs. A. & J. Gailey, Mr. Cranston rejoined his former chief in the position of sub-agent for Messrs. Joseph Tetley & Co., where he gained more valuable experience in tea-tasting. As was his custom, he opened and dusted out the sample room at 8.30 a.m., undid the samples from London, proceeded to classify them, put down a few standards for guidance, and marked his valuations by their appearance of dry leaf and flavour; then he had them weighed up and ready for tasting against Mr. Williamson's arrival at 9.30 prompt, just after he had completed his own tastings and corrected his valuations

from liquor in the cup. Mr. Williamson opened his London letter and compared these valuations with the firm's advice note of cost prices.

One morning while engaged in this congenial occupation, a dapper little round gentleman called and enquired for Mr. Williamson. "He won't be here till half-past nine. Will you wait or come back again?" asked young Cranston. "Thank you, I'll wait," was the reply. "Please have a chair while I go on with my work." After a lengthened pause and keen watching, the stranger rose and said, "May I ask what you are doing?" "I am valuing the samples out of yesterday's sales," said the youth. "Do you do this always?" "Yes sir, and Mr. Williamson corrects my valuations before opening his letter." "Ah, that is very interesting." "Yes, it's good practice." "Excuse me asking, sir, but are you from the firm?" "Yes, I'm Joseph Tetley." "Oh, then, you'll know all about these samples." "There is a nice tea." "Is it a H'assam?"



Mr. Stuart Cranston.

Following this experience, Mr. Stuart Cranston began business on his own account at 44 St. Enoch Square in the year 1871 as a retail tea dealer, thus reversing the usual progression by qualifying in the wholesale trade before beginning the retail. A few years later, in 1875, he removed to 76 Argyll Street, the old corner at Queen Street, and the first step of the Tea Room Movement was instituted by his providing accommodation for some twelve visitors seated elbow to elbow and making this public announcement:—"A sample cup of 4 - Kaisow, with sugar and cream, for 2d.—bread and cakes extra; served in the sample room, No. 2 Queen Street." At first the response was very slow, but the new department never stopped growing, and eventually more accommodation was required. When this became over-crowded, another tea-room was opened at 46 Queen Street, which continues to this day to draw its share of custom.

One day (in 1889), while Mr. Cranston was having a cup of coffee with Mr. James McMichael, the conversation turned upon the fire in the premises of Messrs. Copeland, Moore, Crampton & Co., 26 Buchanan Street, and over the Argyll Arcade shops. "Would you like to see the ruins, Mr. Cranston?" "Yes, I would," replied Mr. Cranston. His first exclamation on stepping over the debris was, "I wish I had these premises." "Could you fill them?" asked Mr. McMichael. Looking from end to end of the charred and blackened building, he said, "If I had the chance I'd make a very hard try." "I am afraid, Mr. Cranston, we need not think of it; the old people are coming back." "Well, if they don't, you'll let me know."

A month later, while confined to the house with a cold, and reading Samuel Smiles' biography of George Moore (of the above-named firm), there came a letter from Messrs. James McMichael & Son, delivered by the hand of Mr. Robert Cairns, asking if Mr. Cranston was in earnest when desiring to have these premises. This letter cured that cold, and soon he became lessee of 26 and 28 Buchanan Street, and after alteration to suit them for his business, the establishment was opened in October, 1889. This extension had the effect of cutting his income in two, but by degrees the business here grew until even these large rooms were filled by an appreciative public. After two further extensions there, the proprietors of the Arcade Property asked Mr. Cranston to buy the whole block from Argyll Street to Buchanan Street. Terms of settlement were arranged, and the property (in which he was the largest tenant) passed into his control in 1894, and eventually became the fulcrum whereby his business in 1899 was floated, Cranston's Tea Rooms, Ltd., becoming his tenants and obtaining a lease in perpetuity, and paved the way for opening in September, 1898, and thereafter extending the business at 13 Renfield Street. Here again the proprietors asked him to take over the latter building. This purchase and a similar lease helped still further the consolidation of the Limited Company. In May, 1905, the Arcade frontage to Buchanan Street—the last of the private dwelling-houses which in the beginning of the nineteenth century formed the West-End of the City—was pulled down, and on its site there was erected a new building, from designs by Mr. Colin Menzies, I.A., following the lines of a free treatment of the French Renaissance—a handsome block when forms the principal feature of this fashionable promenade. A similar experience at 70 Argyll Street, bit by bit, culminated in the acquisition of the old corner block, and a large extension. The marked contrast between the old Queen Street corner, the old building in Buchanan Street, and the new frontage may best be realised by a glance at the accompanying illustrations.

In October, 1905 the Limited Company took over from Mr. Cranston the three properties above mentioned, and issued debenture stock for £250,000.



76 Argyll Street and 2 Queen Street.

"The old original corner," foot of Queen Street.



Exterior of 13 Renfield Street.

The share capital at same time being increased to £140,000, of which £70,000 is 5½ per cent. preference shares, and £70,000 ordinary shares. So that now the company, in their three principal branches, carry on their business in premises owned by themselves, thus ensuring fixity of tenure; and drawing a large part of their revenue from about a hundred tenants in these three properties in the heart of the business centre of Glasgow.

The last extension of the business was in taking over "The Wellesley" at 145 Sauchiehall Street in Nov., 1906.

"Imitation is the sincerest form of flattery." While these developments were taking place, a great number of Tea Rooms, large and small, dotted all over the central parts of our city, came into existence.

Outside of this limited area a host of little places, roadside cottages and country inns, made creditable bids for public favour wherever the wheel of the bicycle and tooting horn of the motor gave evidence of a stream of people passing that way, and the supply of something different from sulphuric-acid-lemonade and raw-grained whisky, soon created a demand for a cup of tea.

What happened in Glasgow was rather tardily copied in London; other large cities following suit, and the movement spread over the length and breadth of the land, was taken up on the Continent, and spread to every civilized spot on earth.

In London a duel is now going on between two pushing firms for the mastery, which will be watched with keen interest. Retaliation, and no quarter, seems to be the order of the day in the Metropolis, both in the wet leaf and the dry.

To show Mr. Cranston's keenness of palate and sense of smell, two incidents out of hundreds may be recalled. Some 18 years ago when he secured the celebrated chop, "Wing Mow," of 145 half chests, after tasting all the fine China Teas of that season and the samples representing the total cargo were reduced to a short list of six Monings—

all Kintucks—at prices from 2.4 to 2.8, duty paid, he said, by way of a "frolic," "would you like to see me putting these down in duplicate in a blind batch and pairing them?" "You'll never do it," said his three friends, Arthur Leamon, Hugh Tulloch, and Robert Cairns. "Well, until the reply-telegram comes accepting the bid, we may fill in the time by trying." The six teas were weighed up in six pairs of pots, duly marked by numbers, *not in view*, then, while Mr. Cranston's back was turned, the 12 pots were shuffled on the board, the teas infused and finally drained. These 12 pots of steaming tea-leaves he smelt over once, and as he proceeded he drew them into six pairs, smelt them a second time, made one change, tasted each pair once, and said, "I am satisfied, and this is the 'Wing Mow.'" On turning up the pots, each pair was found standing side by side correctly duplicated. The difficulty of this task may be appreciated when we state that these six teas were all Kintucks—any one of which would have served his purpose. Had they been Monings of the type of Ningchow, Keemun, Oonfa, or Ichang, all slightly different in character, it would have been a much easier task, but with six teas of the same type, such a feat was seldom, or never, accomplished. Well might his friends exclaim, "We have never seen it done before!"

A few weeks later, his school-fellow, Alexander Campbell, of Kew Kiang, China, called, and on seeing the packages said, "So you got the 'Wing Mow'?" I saw it sold in Hankow at 1/8 (without duty), and you say it was bought in "The Lane" at 1/9½. You have got a wonderful bargain: a penny half-penny is a very small sum to cover freight to London, merchants' profit, exchange, dock charges, and selling broker's commission. I congratulate you."

When this purchase was advertised in the papers, a large wholesale firm—which had not hitherto called—sent their representative with a sample of their purchase of new season's Moning for which, he said, they paid 2.2 in bond and would sell at 2.4 without duty, and that it was the finest tea of the season, and begged Mr. Cranston to taste it against the "Wing Mow," costing 1.9½ in bond in London.

Mr. Cairns had these teas weighed up along with the one they liked next to the "Wing Mow" when buying; and after the three samples in pots had been moved about by a neutral party, and no one knew how they were standing, they were tasted; all three wrote down their opinion, and when compared all three agreed as to the order of merit for quality, point, and flavour.

On disclosing the identity of each pot, it was found that the "Wing Mow" was made First; the second string (which they did not buy) was Second; and



Buchanan Street—Argyll Arcade. Frontage of Argyll Arcade and 28 Buchanan Street Dry Tea Department, and Entrances to Tea Rooms and Fruitarian Room.



28 Buchanan Street, General Tea Room.

the tea now offered, which cost fourpence half-penny per pound more in Mincing Lane, was placed Third.

Needless to say, Mr. Cranston was gratified that this opinion was unanimous, and that this representative gracefully acknowledged the fact, and also congratulated him on the purchase.

In this case, as in almost every instance, Continental buyers for Russia, etc., were too late in deciding, and over and over again they have selected the same tea, and offered him a profit of two or three pence per pound on Mincing Lane prices.

More recently, Mr. Warden called from Messrs. Robert Balloch & Co., offering a very fine Darjeeling at 2/10 per lb. in bond. "That's a nice tea, Mr. Warden, but I think I've seen it before." "Surely not, Mr. Cranston; it only came down this morning." "Well, Mr. Warden, you are offering me a part of my own tea which I bought four months ago at 2/6." "Oh, that is impossible, Mr. Cranston." "There is my stock book with mark, break, and running numbers, showing a balance of 13 chests still lying in London—you telegraph for your marks and full particulars, and if they're not the same, I'll buy your lot at 2/10." The sequel to this was *une mauvaise quatuor d'heure* for a smart broker who had sampled the tea without authority and offered it to Mr. Balloch at 2/8, without disclosing that it had already been passed through the market, hoping to tempt Mr. Cranston to sell at a profit of two pence per lb. and so gain a commission.

At the opening sales of new season's Darjeelings (1908), by public auction, of the choicest breaks from three celebrated gardens, 122 half-chests were exposed, 89 of which were secured by Stuart Cranston—over the balance of 33 half-chests he divided with four wholesale firms to avoid competition—these eventually proved to be the finest quality and highest prices of the season, for which he paid from 3/3 to 4/10 per pound duty paid.

During the first week of September—following the above-named sales—there were sold wholesale in London nearly 20,000 pounds at prices ranging from 2/9½ to 4/6.

A collector of pictures or bric-a-brac often pays a fancy price for a single item which cannot be reproduced; but wholesale merchants who have to turn over their stock quickly at a profit (sometimes at a loss) do not pay such prices for fun—they buy at the lowest possible figure.

If the cream of the London wholesale houses and C. T. R. Ltd. compete for such teas at such prices, surely this deduction is obvious that anyone professing to sell the Finest Tea at 1/6, 1/9, or even 2/4, is uttering a statement which they must know is contrary to fact.

By far the largest buyer in the Kingdom of such teas for consumpt and sale in his Company's premises, Stuart Cranston's name and fame rest first, second, and last upon these words "Choicest Quality." And yet he sells pure, sweet, and refreshing teas as low down as 1/2, 1/4, and 1/6 per pound, and of course finer qualities at higher prices.

The oldest and most experienced coffee dealer in London has expressed the conviction that the best judges of coffee have first mastered the art of tea-tasting. Mr. Stuart Cranston followed this sequence. Already a keen enthusiast on finest coffees only, he welcomed any hint or help from any one in the coffee world. A buyer of Mr. Cranston's experience and pluck, giving as high as 125/- to 130/- regularly, and occasionally up to 141/6 and 147/- per hundredweight raw in bond, sells such coffees as other firms never buy, and he knows that 95/- to 100/- is the highest price paid in Glasgow for what is incorrectly so-called "the finest coffee." These limits of prices mean a difference of from 50. to 70. per lb. when duty is paid and allowance is made for shrinkage of weight in roasting. Little wonder then that all over the civilized world there has grown up the "household word," "There is no tea and there is no coffee like Stuart Cranston's." No price deters him from buying when it is represented by quality.

"When he is in his cups," he yields to no man living as a judge of fine tea and coffee, and it is from liquor in the cup alone that he buys.

"Still liquoring"—daily—every sample of tea submitted by agents is passed through the tasting pots in the forenoon.

During the afternoon, he tastes a portion of each coffee roast of fourteen pounds turned out from his own patent roaster running all day long; and writes out a report upon each fourteen pound lot for the guidance of the operator on the morrow; the firms who sell to him say they do not know of any other dealer who takes such pains.

The bulk roasting—as usually practised—of one hundred and twelve pounds at a time does not lend itself to such close and accurate scrutiny as he bestows upon this department; the tasting of each roast from single pound hand cylinders is an impossibility.

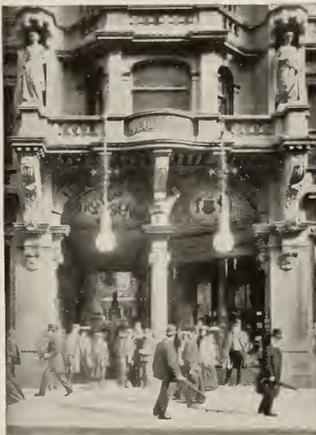
No man could taste from 112 to 224 or more per day, if he had any other duties to perform, and an average from so many could not be at all accurate—therefore he obtains results of even flavour, quality, purity, and pitch of roasting such as no one else has ever equalled in Glasgow, Edinburgh, London, Paris, or New York, because his coffees yield a rich mahogany or dark amber colour of liquid; and not that vitiated and perverted taste, "a black liquor," which is produced by roasting to the point of burning, and therefore is fatal in the case of fine coffee—although it is considered necessary for common coffee. This is the sole reason why France, Germany, Holland, and the United States of America consume such enormous quantities of "black" coffee, because the berries are common in quality and low in price. As a matter of fact the ordinary prices paid for raw beans is only from 45/- to 60/- per cwt.—less than one half what he pays.

Mr. Cranston, after three failures, invented and patented a Coffee Roaster possessing ten improvements over all the roasters he had seen, read of, or heard of, having no sliding door to jam at critical moments, no contact of beans with gas flames or charcoal fumes, with instantaneous delivery, a supply of super-heated fresh air at one end, and exhaust of steam and fluff at the other end, which has elicited the highest commendation from 12 London experts in such words, "The perfection of roasting." A second patent has been secured—embracing all the advantages of the first and a number of added improvements, two of which are—charge, self-discharge and re-charge without stopping, and the same heat applied, at different degrees, three times over, thus reducing duration of roast and effecting great economy in cost of heating power. In both the fluff is extracted before it is burned; in every other roaster in the world, this fluff—a green vegetable substance—is burned among the beans, to the detriment of their flavour and purity. Of the second one, a very experienced expert wrote—"The more I study the specification of your new roaster, the better I like it, and the more ideally perfect it seems to be." And the other eleven practically paraphrased these words.

The following interesting letter explains it:—

GREAT WESTERN ROAD,
27 February, 1909.

"Responding courteously to an invitation by the Glasgow Grocers' and Provision Merchants' Association during my presidency last session, Mr. Stuart Cranston delivered a lecture, in the Technical College, to the students connected with the Association, on the subject of "Coffee—Tasting, Buying, Roasting."



Buchanan Street, Entrance to Argyll Arcade.



The Old Arcade Frontage in Buchanan Street.



Ladies' Reading and Writing Room and Cosy Corner, 28 Buchanan Street.



28 Buchanan Street, Smoking Room.

"The lecture was unique in respect that it embodied the result of a ripe and unrivalled personal experience extending over well nigh a lifetime. It was evident throughout the lecture that Mr. Cranston did not seek his information at second hand, but found in his own strenuous career ample material to guide the students instructively through every stage of the subject, and to fit them to handle it intelligently and profitably in their individual spheres.

"Were traders generally half as enthusiastic as Mr. Cranston in seeking to know and bring to perfection this most agreeable but too little used beverage, there can be little doubt that it would long ere now have been held in higher estimation, and been much more largely used throughout the kingdom than it is to-day.

"It would be a pity were Mr. Cranston's lecture—so full of education for the students—to end in the lecture room, and I trust it may yet be put in some permanent form, in order that a wider audience may receive its instruction and carry out its aims. "TIOS. SPEARS."



Smoking Room, 13 Renfield Street.

looks at the matter from the point of view of the social economist, for he maintains that by the encouragement given to the growing of fruits, nuts, &c., employment would be extended to nine men per acre as against one for each acre required for the rearing of sheep and cattle; and there seems to be no doubt that fruitarian diet is one of the greatest forces in the cause of temperance.

The fruitarian department at once became popular, thanks in no little measure to the presence and personality of Mrs. Stuart Cranston, who has taken up this work as her mission, and will devote her efforts for some time to the furthering of the scheme. The same habits are found daily at their favourite tables—a large number of them, indeed, have not missed a day since it was inaugurated.

In January Mrs. Stuart Cranston lectured on "The Benefits of Fruitarian Diet with reference to The Drink Problem." This—her first departure—was received with so much acceptance that she has already had to repeat it twice, and is booked to give the same lecture in February and March, in Glasgow, and invitations from further afield had to be declined.

It is expected that a department at 28 Buchanan Street will be shortly opened for the sale of the leading specialities of this Food Reform Movement.

At this time of day it is needless to advert to the comfort and taste that preside like twin goddesses in all the Cranston Tea Rooms, but while the obvious is taken for granted, one may well insist that "behind the scenes" a marvellous organising ability has been at work, and in all departments he has been faithfully supported by his lifetime friend, Mr. Robert Cairns, who has been associated with him since the business was first established.

Visitors feel invigorated the moment they enter, and they may as well be told that the air they are breathing is washed, purified, cooled or heated at different seasons, and impregnated with ozone to the same degree as in mid ocean or mountain-side, by the most approved methods of modern ventilation.

Before legislation had required it, Mr. Cranston had provided seats for the attendants and workers to rest themselves when slight pauses occurred in the piteas of business.

The staff are under the supervision of the medical officer of the Company. With such care observed, it follows that during all these years not one case of trouble has occurred.

As far back as October 2nd, 1889, our local "Punch," "The Baitie"—whose judgments are never called in question, delivered himself thus. "A practical, although not a professed teetotaler, Mr. Cranston has done more probably for the cause of temperance than all the Permissive Bill agitators put together, both those who are to appear and those who are not to appear during the coming conference in the City Hall. The Magistrate has already expressed his approval of tea-rooms, and as Mr. Cranston's Buchanan Street rooms are greatly more important than all others, so much the more do they deserve his Worship's approbation."

With such a record, Cranston's Tea Rooms, Ltd., are the pride of the Glasgow men, and the source of admiration from visitors from all ends of the earth.



Confectionery, Japanese, and Dry Tea Departments, 28 Buchanan Street, and Entrance to Tea Rooms and Fruitarian Room.

In August, 1908, a novel departure was made in the institution of a fruitarian lunch room. Opened at 28 Buchanan Street under the happiest auspices—no fewer than a thousand invitations being issued to regular customers of the Company to partake of free luncheons extending over three days—the enterprise has been loyally supported by fruitarians, and the new room has been a potent factor in enlisting recruits to the Food Reform Movement. Yet there is none of the faddist in Mr. Stuart Cranston, though he sees in the fruitarian movement much more than the mere eating and drinking of the kindly fruits of the earth. Apart from the health-giving properties of such diet, Mr. Cranston



Fruitarian Room, 28 Buchanan Street.



13 Renfield Street, General Tea Room.



Messrs. W. Collins, Sons, & Co., LIMITED.



Mr. William Collins Dickson.



Mr. William A. Collins, *Chairman.*



Mr. Godfrey T. Collins.

It may be fairly claimed for the firm of Messrs. WILLIAM COLLINS, SONS, & Co., LIMITED, that it is one of the greatest publishing and stationery manufacturing firms in the world.

To those able to estimate the full significance of such a statement it must be a source of the deepest interest to know how the pre-eminence of this famous house has been attained—what were the influences and what the enterprise that paved the path of progress, sustained and perfected a faultless organisation, by adapting, assimilating, and inventing the latest methods to meet the needs of an ever-widening and ever-changing public demand.

Perhaps nothing is more characteristic of the present age than that many of the essentials of our educative and commercial life, enjoyed in so limited a degree by our forefathers, are treated as a matter of course or taken as articles of faith, and in no respect is this popular attitude more remarkable than in connection with the amazing development of the book-press of the country.

It is not now the fashion to inquire closely into the miracles of modern mechanical methods. We accept these as facts, and in a general way give thanks for the triumphs of inventive genius and for the victories of highly specialised appli-

cation. If our forefathers opened their eyes in surprise when the Bible—printed for the first time by steam-propelled machinery in place of the ruder manipulation of the old hand-press—came within their purchasing power, how much greater indeed should be the attitude of constant but grateful amazement on the part of the people of to-day when the world's classics are now accessible by expenditure of so many pence as compared with so many shillings spent by our ancestors for a less highly-finished work.

The name of Collins has long been familiar to scores of thousands of schoolboys and students in Great Britain, and at the present day the firm holds a very high position in the scholastic world, its school books circulating not only in our own land, but in the various countries of Greater Britain, in Europe, India, and even far-off Japan.

One of the firm's earliest and lasting successes was the issue of the Collins' Family Bible, of which more than half-a-million copies have been sold. One of the main features of this popular book is the tastefully lithographed section of the Family Register—usually to be found between Malachi and Matthew; sometimes before the metrical version of the Psalms—and in its blank spaces are inscribed the name and natal day of each member of the family.

Another departure which has proved an enormous success is the remarkable Seven-penny Series now so firmly



Herriot Hill Works.

established both in Great Britain and in the Colonies. This series has brought within every reader's reach the best works of the most popular authors, including such established favourites as Hall Caine, Robert Louis Stevenson, Robert Hichens, Eden Phillpots, and numerous others.

In catering for the juvenile trade, too, Messrs. Collins have, during recent years, advanced by leaps and bounds. Their output of prize and reward books has increased enormously, and there is not a great distributing agency throughout the country which does not stock the prettily-bound and charmingly-illustrated volumes that delight the hearts of our boys and girls.

The great house, whose imprint appears on no fewer than seven million books a year—though this gigantic figure represents barely ten per cent. of the total output of all the departments—began in quite a modest way just ninety years ago. It was established in 1819 by Mr. William Collins, in company with a brother of the famous divine, the Rev. Thomas Chalmers, D.D., and was known for a number of years as the firm of Messrs. Collins & Chalmers. The early fame of the business was acquired by the issue of a series of standard religious works, in which Mr. Collins secured the co-operation of many of the most distinguished writers of the day. This gave the name of Collins as a publishing firm a conspicuous place in the eye of the public, which was greatly extended some years after by the editions of the Holy Scriptures, so favourably known wherever the English language is spoken.

It was not, however, as a publisher alone that William Collins the first gained an honourable place in the roll of famous Scots. By his active philanthropic and benevolent work on behalf of his fellow-citizens—a labour of love stimulated in no small measure by the warm-hearted Dr. Chalmers—he established a tradition which each succeeding generation of the family has nobly maintained and perpetuated. No doubt it is largely due to the example given by the founder of the firm that throughout its long career the relations between employers and employed have been so little disturbed by trade disputes. The humblest worker feels that he or she is more than a mere wage-earner. The employees have their own traditions, and the best results accrue. Where such harmony prevails, and where a natural pride is felt by the worker in being associated with so honourable a house, the value of the work is enhanced.

As Amarath succeeded Amarath, so William Collins succeeded William Collins. The second of the name, who afterwards assumed the highest civic office in the gift of his fellow-citizens, and who was subsequently honoured by Her Majesty Queen Victoria with the rank of knighthood, had joined the firm in the year 1829, and long before the attainment of his jubilee fifty years later, had seen an enormous development in the business. Not only was there published an unrivalled series of educational works, adapted to all the various requirements of the day, but popular books embracing the latest achievements in every branch of scientific investigation, written by the highest authorities on the different subjects, had been added to the Collins' catalogues. Besides these, the manufacture of stationery in its multifarious forms for every sort of commercial, literary, and scholastic requirements had been included in the business. It is now the merest truism to say that Messrs. Collins

can stock from end to end the most complete bookseller's and stationer's shop. They do it every day.

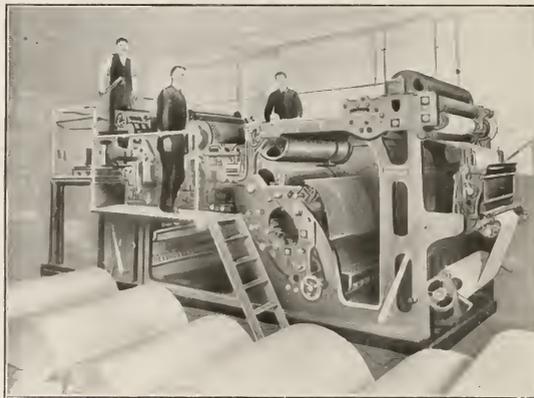
In the educational world the changes in statute and code are carefully studied by an expert editorial staff, and it is the skill shown in reading the educational barometer that has enabled Messrs. Collins to produce so many up-to-date books that, as we have already mentioned, have found favour with school managers and teachers throughout the Kingdom and in the Colonies.

In 1880 the business was converted into a limited liability company. Sir William Collins was succeeded as chairman and managing director by his eldest son, Mr. Wm. Collins, who for many years had devoted his attention to the perfecting of different types of machinery for the printing and stationery departments. On his death two years ago, his nephew, Mr. W. A. Collins, assumed the chairmanship of the company, and with him are associated as directors, Mr. Godfrey P. Collins, and Mr. Wm. Collins Dickson.

The other directors who have graduated to the board from the management of different departments, are Mr. Wm. Black (now managing director of Michael, Nairn, & Co., Ltd.), Mr. James M. Hay, Mr. Hugh Allan, and Mr. James Paterson.

Under the present regime was inaugurated that remarkable series of Illustrated Pocket Classics which has proved the pioneer in the world-wide market for the cheaper reprints of the works of great authors. These volumes, printed on good paper in clear type and illustrated by the leading artists of the day, have been in phenomenal demand, and even for this enterprise alone, the house of Collins deserves the thanks of the reading public.

What we have already written may be regarded as more or less common knowledge. The man in the street knows his "Collins" in one form or other; he meets the name every day. But how many have any conception, save in the most general way, of the internal economy of that great hive of industry—



Rotary Printing Machine.

the Herriot Hill Works? How many, indeed, of the oldest and most experienced employees of Messrs. Collins could themselves furnish an adequate descriptive account of the work of all the departments? Few businesses in the country have developed on such highly specialised lines, and it is this factor which makes it practically a physical impossibility for the members of one department to be fully conversant with the details of the other branches.

While that is so, the organisation that has knit all these into one great whole is a thing at which to wonder, and it was the privilege of the writer of this article to form an impression at first hand of how the results have been achieved. Here it shall be his purpose to convey to the readers of "Glasgow To-Day" some idea of the manner in which, within these imposing works, a perfect Niagara of paper flows through the countless machines and emerges either with the impress in printed book form of the master thoughts of literature, or as the finished product in every kind of writing material.

From an architectural point of view the Herriot Hill Works may not be actually satisfying, but now-a-days we have arrived at the point of understanding that utility is the ultimate test of beauty. The rapid increase of the business necessitated expansion probably along the line of least resistance, and building after building was swallowed up until now about two-thirds of the whole area, embraced within the



Envelope Machine Folding Department.

quadrangle formed by Cathedral Street, Taylor Street, James Road, and Canning Place, is occupied.

In the centre of this block stands the factory, a huge seven-floor building, devoted mainly to the publishing department. Already the firm has extended its works to the north side of James Road, where a large five-floor building is in full occupation. Those who cursorily attempt to estimate the size of the works from the frontage to Cathedral Street, can have no conception of the resources of the premises lying behind and hidden from the public view. Days might be spent in traversing the labyrinthine passages through warehouses stored with tons upon tons of carefully piled stationery and books; ascending lifts to other departments where the hum and click of printing, binding, paper-ruling, and numerous other machines fill the air with a pleasant variety of sound: while in the vistas beyond, one catches glimpses of hundreds of workers, tidy, deft, and orderly in all their work. Indeed, what impresses one most in taking a bird's-eye view of Messrs. Collins' work-rooms and warehouses is the absence of all signs of bustle and confusion.

Perhaps at this point one can best convey an idea of the extent of the business by a few illustrative figures. Messrs. Collins' staff at Herriot Hill Works number 2,300, exclusive of the employees in the London, Australia, New Zealand, and other branches. There are 40 manufacturing departments in the Glasgow establishment, and the floor space amounts to not less than 320,000 square feet of floorage. It has already been stated that the annual output of books is about 7,000,000, but what this actually means will be more readily appreciated when we mention that every hour of the working day 2,000 volumes are printed, stitched or sewed, bound, and packed, ready for despatch to the booksellers at home and abroad.

Those not in the trade may be unable to form an idea of what is meant by so many hundreds of tons of paper, but we are indulging in no wild guess in stating that there passes through Messrs. Collins' machines every year sufficient paper to supply a complete envelope capacious enough to hold the whole earth. In the ruling department alone it is estimated that 2,000 miles of paper are ruled every week. Staggering as these figures are, one has only to behold the machines at work to understand how these feats are accomplished. Some of these marvellous appliances are unique, and are to be seen in no other factory in the country.

First visiting the printing rooms, one is most impressed by a rotary machine on which the Collins' popular classics are printed. Four formes of 32 pages each are printed and folded simultaneously "off the web," so that no fewer than 128 pages at a time are being continuously delivered. For expeditious work this marvellous machine is perhaps unrivalled in the

book-press of the world. From the printing-room the sheets are conveyed to another department where they are sewed and afterwards cut by guillotines which trim all the edges at one operation. From these machines they pass into other hands to be "rounded" and "backed" before being covered, and in the case of books of a finer class to receive gilt-edging. For this last-named section of this book-work alone Messrs. Collins purchase annually several thousand pounds worth of gold.

Not less surprising than the preceding processes is the mechanical accuracy that has been shown in the appliances in use at Messrs. Collins' works for the covering of books. In this, as in everything else, a single revolution of a single machine appears to do the whole work of a department that in the old days must have required many hands. Even in a hurried walk from room to room the individual books seem to have gone on ahead, and by the time we have reached the last stage the finished article is there awaiting us, beautifully printed and bound. This in itself is the best proof of the perfect organisation in Messrs. Collins' of which we have spoken.

There is no carrying back of the yet unfinished book to any one department. It is real progression from beginning to end. A workman performs his allotted task and hands the book to his neighbours of the next stage. This sectioning and sub-division of labour has developed the highest degree of efficiency among the workers, and with such a wide diversity of publications, it is not difficult to discover in the course of time the sort of work each individual is most competent to undertake.

Within the compass of such an article as this it is manifestly impossible to follow in detail the variety of processes in the production of all the finer classes of books, which every year are being more richly embellished by beautifully coloured illustrations, photographed direct from the original paintings of the artists and printed by means of what is known as the three-colour process—a process which has revolutionised the whole art of printing in colours.

It is the presence of illustrations of this character introduced with the ablest artistic judgment in Messrs. Collins' sumptuous books that gives a new interest to the English classics. One has only to see the marvellous illustrated editions of Shakespeare and the other poets to realise what a valuable adjunct the student possesses to the appreciation of the works of the Masters. This is also true of the hundreds of other popular books issued by the firm.

While we have more prominently referred to the publishing section, it must not be supposed that this represents more than a fraction of the work of the firm. In the stationery branch, the output is phenomenal. The envelope-making machines are capable of turning out 2,000,000 envelopes per day. Some of these appliances for cutting, gumming, and folding the paper are most



Leather Binding Department.



Stationery Binding Department.

ingeniously constructed, and reflect the highest credit on the mechanical skill of the inventors. Another branch that has been most efficiently developed is the notepaper department, which is justly celebrated for such materials as the well-known Royal English Linen Note, Crown Parchment, the New Smooth Parchment, the New Smooth Ivory, and the Original Milton Mill Vellum.

Reference has already been made to the happy relations that subsist between Messrs. Collins and their employees. This is best evidenced in connection with the Collins Institute, founded by Sir William in the year 1887, which has proved a boon to all the workers in numerous ways. Gifted in a lofty spirit of benevolence, the Institute has been put to real service in behalf of the employees.

In this splendid building are spacious dining and recreation rooms, and large halls for social and other purposes. Here the workers meet regularly to fraternise, and to benefit not only by healthy amusement, but by the admirable courses of lectures on

ambulance work and other subjects, and classes in nursing, cooking, sewing, and physical drill.

In connection with the works there are six societies of a benevolent character; sick allowances are provided for all employees, and the services of a doctor and nursing sister are at the call of all who need them. A score of pensioners now enjoy the benefit of the Collins Memorial Fund instituted by Mr. W. Black in memory of Sir William, and casual relief is also provided from this source.

In addition to this admirable agency, which has long proved of the utmost utility, there has recently been inaugurated by the firm a general benevolent fund under the management of the factory manager. But these do not exhaust the efforts of the firm to brighten the lives of their employees. The two annual trips organised by Messrs. Collins are always anticipated and enjoyed with the keenest pleasure.

By upholding the best traditions of the house as publishers and as employers, Messrs. Collins are worthy of the high esteem accorded them in Glasgow to-day.



Cloth Binding Shop.

Railway Enterprise in the West of Scotland.

It is difficult to-day, with our cambered roads and corridor railway trains, to realise even faintly the conditions of travel in Scotland, even so late as a hundred and sixty years ago. When Provost Andrew Cochran and Bailie Murdoch journeyed to London, in 1748, to endeavour to obtain from Government some return of the sums exacted from Glasgow, for its loyalty, by Prince Charles Edward and his Jacobite army, the journey by chaise via Edinburgh to London took twelve days, and cost £25 2s. for travelling alone, exclusive of personal expenses and the cost of the chaise. The roads were then mere lanes of mud, and anything beyond a walking pace for most of the way was out of the question. A new era was introduced when John Loudon Macadam began the regular covering of roads with a depth of broken metal—Macadamising, as it was called; and so rapidly did matters move, that before Macadam was laid in his grave, in Moffat Kirkyard, in 1836, he had seen the beginning of that railway enterprise, which, for three-quarters of a century, threatened to supersede the use of trunk roads through the country altogether.

As long ago as the first half of the seventeenth century there are said to have been flanged wooden tramway lines in use on the Tyne and Wear for the transport of coal wagons, and thence the use of the contrivance spread to Scotland. About the year 1700 the wooden ways were covered with sheet-iron to make them last, and forty years later another improvement was introduced—the fixing of cast-iron rails on transverse wooden planks, or sleepers. In 1745, at the time of the battle of Prestonpans in the neighbourhood, a railway of this sort was in use from the ancient coal-mines of Tranent to the harbour of Cockenzie, on the Firth of Forth. At first only one wagon at a time was drawn along these lines of rails, but by and by two and more were coupled together, and formed into short trains. Then the flanges were taken off the rails and put upon the inner edge of the wagon wheels. Next, Richard Trevethick patented a steam carriage, in 1802, and ran his first train on the Merthyr-Tydvil railway in 1804; and he was followed by George Stephenson on the Killingworth railway, in 1814, and the Stockton and Darlington line in 1825.

The earliest railway in the west of Scotland was that between Kilmarnock and Troon. It was completed in 1812, at a cost of over £50,000. The rails, 70,000 of them, weighing 40 lbs. each, and costing £20,000, were made at the now extinct iron works at the village of Glenbuck, in the hills between

Douglas and Muirkirk. The line was worked by horse haulage, and was intended by the Duke of Portland as a means of transporting the coal from his pits to the harbour he was proceeding to build at Troon. In 1816 an attempt was made to work the haulage by means of steam locomotives, but as these proved disastrous to the light-railed permanent way, the idea was soon abandoned.

Another similar enterprise was the light, single-line tramway intended to be wrought by horse power, which was built between Motherwell and Wishaw, in 1830, and which now, as part of the great main line to the south, forms one of the busiest reaches of the Caledonian system.

Glasgow's earliest passenger railway, however, was the line to Garnkirk, opened in 1831. The city terminus was at St. Rollox. Two locomotives, weighing six and a half tons each, were got from Stephenson's works, at Newcastle, and on an autumn day the railway was opened with much ceremony and *clat*. An engraving of the time shows the two trains passing each other on the double line of rails at the bottom of a shallow cutting. The squat, little, low engines have tall chimney-stalks, and the driver stands on a small open platform, while the train consists of four open trucks filled with passengers, two covered carriages on the model of the old mail coaches, with the guards sitting on the roof, and a high open char-a-banc in the rear occupied by ladies. Flags are flying from every vehicle, and the crowds of spectators on an overhead bridge and on the sides of the cutting are making wild demonstrations of wonder and delight. The train weighed over a hundred tons; nevertheless, it is recorded, the engine "advanced under this prodigious load, not only with perfect freedom, but at the speed of a stage-coach."

Naturally many amusing incidents occurred on the early railways, and more amusing stories gained currency regarding them. Of the line run from Strathmore to Dundee, through the Glack of Newtyle, in 1832, it is said some of the curves were rather sharp, and on one of the first runs the last carriage of the train quietly heeled over there and deposited its passengers on the hillside. One old woman, as she rose from the midst of the basket of eggs she was conveying to market, is reported to have given her opinion that "the ride was grand, but the settin' down was rather sudden." Almost as amusing is the first advertisement of railway excursions. In 1834 the Glasgow and Garnkirk Company notified that their "passenger steam carriages" conveyed trippers from Townhead to Gartsherrie four times a day, and afforded,

"within the space of about two hours, a pleasant, healthful, and cheap excursion of about 16 miles to and from the country." The charge was sixpence for the open carriages and ninepence for the closed. On summer evenings there was an extra trip from Townhead at 7.15, but the carriage was drawn, not by steam, but by horse power.

In 1841 another development took place. The Glasgow and Greenock Railway was opened, and began at once a competition which was destined to practically ruin the passenger steamers off the upper reaches of the Clyde. The line was built by the famous engineer, Joseph Locke; six of its twenty-two miles were hewn out of solid whinstone; and Bishopston tunnel alone took three years to cut, and cost £300,000. Henceforth many a curious scene was to be witnessed in the holiday season as paterfamilias hustled his belongings, living and inanimate, along the platform at Bridge Street Station in town, and through the muddy lane from the station in Greenock to the steamers for the coast at the Custom House Quay. The competition, hurry, and excitement of that time led to many mishaps and serious accidents: the boiler of the *Telegraph* steamer blew up at Helensburgh, in 1842; the *Countess of Eglinton* was wrecked at Millport in 1846; and the *Plover* exploded at the Broomielaw in 1848. The popular spirit was, in 1843, made the subject of an amusing song, "The Greenock Railway," by Andrew Park, the Glasgow poet, of which the following is the opening verse:—

'Twas on a Monday morning soon,
As I lay snoring at Dunoon,
Dreaming of wonders in the moon,
I nearly lost the Railway.
So up I got, put on my clothes,
And felt, as you may well suppose,
Of sleep I scarce had half a doze,
Which made my yawns as round as O's.
No matter, on went hat and coat—
A cup of coffee, boiling hot,
I poured like lava down my throat,
In haste to catch the Railway.
Racing, chasing to the shore,
Those who fled from every door,
There never was such haste before—
To catch the Greenock Railway.

Then came the exciting times of the railway fever when the Board of Trade officers in London were besieged by crowds of eager railway projectors, and on one Sunday of 1845, which, by inadvertence, had been named as the last for handing in plans, the specifications for no fewer than 450 English and 120 Scottish railway lines were handed in. A tremendous battle was fought in Parliament between the supporters of the Dumfries and Nithsdale and the Beattock and Annandale routes between Glasgow and Carlisle. In the end the latter route won, after an expenditure of some £75,000, and

presently all Clydesdale and Annandale were taken possession of by an army of navvies, who, besides scarring the whole route with red cutting and embankment, made wild pandemonium of their own through the whole region. At one time over 20,000 men and 3500 horses were employed in the work, and Thomas Carlyle, in a letter to a friend, tersely described the state of the country. It is, he says, "greatly in a state of derangement; the harvest, with its black potato fields, no great things, and all roads and lanes over-run with drunken navvies, for our Caledonian Railway passes in this direction, and all the world here, as elsewhere, calculates on getting to heaven by steam. I have not, in my travels, seen anything uglier than that disorganic mass of labourers, sunk threefold deeper in brutality by the threefold wages they are getting. The Yorkshire and Lancashire men, I hear, are reckoned the worst; and, not without glad surprise, I hear the Irish are the best in point of behaviour.

The first sod of the Caledonian Railway was cut on 11th October, 1845, and the contractor for the line, Mr. Thomas Brassey, father of Lord Brassey, pushed the work on so well that on the 15th of February, 1848, the part of the line from Beattock to Edinburgh and Glasgow was opened. On the previous day the directors and friends made a trial trip over the line, and it is told how, near Beattock Summit, where road and railway run close together, the train met the Glasgow and London mailcoach "crawling along at ten miles an hour." It was performing its final journey, and driving to stables for the last time. In order to prepare for the expected rush of traffic, the company had provided itself with fifteen first class and twenty-five second class carriages—"in every way luxurious and commodious"—as well as third class conveyances, with wooden shutters to keep out the weather. Two trains a day were run, and the journey from Glasgow to Euston took from sixteen to eighteen hours.

Almost as interesting an enterprise was the building of the Edinburgh and Glasgow Railway, as it was first called, to give speedy and direct access between the eastern and the western capitals of Scotland. At the top of Queen Street, now the north-west corner of George Square, down to the forties of the nineteenth century, there was "a kind of recess, or *cul de sac*, with a railing and a gate." It was the entrance to the residence of James Ewing of Strathleven, Lord Provost and Member of Parliament, one of the great West Indian merchants of the city. Round

his house were fine old trees with a rookery, and from this fact Ewing was known in town as *Craw Jamie*. Behind his house was a quarry, from which much of the stone to build Glasgow had been taken, and the rock-face rose in a great wall, along the top of which Love Loan ran to the head of Buchanan Street. On that spot was built the terminus of the Edinburgh and Glasgow Railway, now known as Queen Street Station.

There were doubts at the time as to the ability of a locomotive with smooth wheels to draw a heavy train up an incline, and accordingly the line from Edinburgh to Glasgow was built almost upon a dead level, which, to draw the trains up from Queen Street to the level at Cowairs, an endless wire rope was employed, wrought by a revolving drum at the upper end of the tunnel. This rope continued in use down to the latter part of 1908, when the increased weight and power of the locomotives made it possible from them to draw up the heaviest trains without help. While the trains were drawn up by the rope, they were let down by means of powerful break-vans attached in front, in place of the engines which were uncoupled at Cowairs.

By means of a loop-line from Cowairs through Maryhill, a connection was also made with the Dumbarton and Helensburgh Railway, and another route by this means opened up to the watering-places on the Firth of Clyde. Since the amalgamation of the Edinburgh and Glasgow with the North British Railway, this has been known as the North British route to the coast.

Meanwhile, on the other side of the Firth, in 1865, the Wemyss Bay Railway was opened, from Port-Glasgow, on the Greenock line, to Wemyss Bay, ten miles farther down the coast, on the boundary of Renfrewshire and Ayrshire. This line afforded the speediest route to Rothesay, Largs, and Millport.

Then came the building of the Glasgow and South Western Railway, linking up the Barthead and Ayrshire lines, and opening up the formerly projected route by Nithsdale and Dumfries to Carlisle. While the Caledonian, which had absorbed the Glasgow and Greenock lines, was allied with the London and North Western Railway in England, and while the North British was allied with the London and North Eastern, to provide an East Coast route, the Glasgow and South Western ran in connection with the Midland Railway, and furnished a third means of communication with London. Its extension

through Glasgow was known as the Glasgow Union Railway, and it opened up still another route to the coast, by the line to the steamers' side at Princes Pier on the far side of Greenock.

The Union Railway was the first to leap the Clyde, and it led the way to improvement by building the vast arched station of glass and iron which still stands at St. Enoch Square, along with the great Station Hotel attached. Forthwith the North British Railway followed suit, and replaced its dingy, low-roofed wooden station at Queen Street with a similar high and airy arch of glass; and a year or two later the Caledonian Railway also leapt the Clyde, and linking up its old station at Gushetfaulds with Bridge Street, by means of a line down Eglinton Street, carried its enterprise into the heart of the city with the building of the great station and hotel at Gordon Street.

After the building of the three great stations the next enterprise was the tunnelling of the city. The North British Railway began with the making of its underground line, which linked up its eastern system at College and Belgrove with the Balloch and Helensburgh line beyond Maryhill, and afforded a more rapid exit westward towards the coast. Next came the Glasgow Subway, with its double tunnel and cars drawn by an endless rope, circumscribing the main part of the city and passing twice beneath the river. And last came the Lanarkshire and Dumbartonshire Railway, a Caledonian company bringing the minerals of the Hamilton region to the north side of Glasgow harbour, and linking up the Wishaw region, on the east, with the lower Clyde valley, and Balloch and Loch Lomond on the west.

Latest of all has been the vast extension of the Caledonian Central Station, only recently completed, which renders that terminus by far the largest and most commodious in the northern kingdom. There, at present, railway enterprise in Glasgow rests. The Caledonian Railway meanwhile possesses the oldest station in the city—Buchanan Street, where its north trains start; and the Central, from which its trains run to the south. Perhaps the next problem for railway engineers to solve in the city will be the union of these two. Perhaps, if some of the signs of the times are to be followed up, there will be a great amalgamation of all the railway interests, and the beginning of a new era of progress upon a less wasteful and more comprehensive plan.

GEORGE EYRE-TODD.

The Cornish Riviera: A Tourist's Paradise.



glance at the map will make it sufficiently obvious that the system of the Great Western Railway is the key to the great majority of the most popular of the travel-centres and holiday-haunts of both England and Wales and Southern Ireland. It is, indeed, the "Holiday Line" *par excellence*.

There are, moreover, in the districts traversed by that Line some hundreds of miles of sea coast, embracing every variety of climate and scenery, and studded with a series of charming watering-places. The Great Western system also passes over classic ground—classic by its historical associations, and made doubly so in our own generation through the genius of Charles Kingsley, Alfred Tennyson, and Thomas Hardy. At present we shall mostly confine ourselves to a brief account of the attractions of the Cornish Riviera, the possibilities of which as a tourist resort were first "discovered" and subsequently made known to the public by the Great Western Company. As a result, a vast stream of traffic is now diverted annually from the Continental holiday resorts.

There is no need for Britons to travel abroad in search of health and recreation when they have the delightfully picturesque Land of Lyonesse, where the gentle sea breezes murmur and play all day long among the tropically luxuriant flowers almost at their doors. That "distance" really "lends enchantment" to a place is not the belief of the wise. The fairest scenes are at home, and the glamour of romance does not cast a brighter halo over the seven hills of Rome and the vine-clad Hellenic slopes than the uins at Tintagel, and the whole of the region where King Arthur lived and loved and died.

Through the enterprise of the G.W.R., the district is particularly easy of access, a luxuriously-equipped express train, provided with dining cars, running from Paddington to Penzance in less than seven hours. Scotland, it may be noted, has been most advantageously placed in direct communication with all the Company's main lines throughout the West Country. The greatly accelerated train services now in force leave nothing to be desired on the score of speed, and in most cases the journey may be accomplished without change in well-appointed, comfortable corridor carriages, while, latest refinement of all, there are restaurant cars to minister to the needs of passengers on practically every section of the route.

Few districts have bulked more largely in English history than the West of England, and few have received more loving attention from the romancers. The scenes of some notable novels are laid in Devonshire, in particular, Charles Kingsley's "Westward Ho!" and "Two Years Ago"; his brother Henry's "Geoffrey Hamlyn" and "Ravenshoe"; and his daughter "Lucas Malet's" *chef d'œuvre*, "The Wages of Sin." The peasants and heathmen of Dartmoor are depicted by Mr. Eden Phillpotts (a great-grandnephew, by the way, of Dr. Henry Phillpotts, the famous "fighting" Bishop of Exeter), with a faithfulness which could only be excelled by his master, Thomas Hardy. Nor should the works of that "grand old gardener," Richard Doddridge Blackmore, be forgotten. Though not a Devonian by birth, he was, like John Ridd, the hero of "Lorna Doone," and the less mythical Dr. Temple, Archbishop of Canterbury, educated at that celebrated old foundation, Blundell's School, Tiverton.

The Cornish Riviera possesses an ideal climate throughout all the seasons of the year. This, of course, is a consideration of the utmost moment to tourists of every class, and, in particular, invalids. From the observations of various meteorologists of the highest reputation, it has been found that the winter climate of Cornwall rivals that of all the chief foreign health resorts in the matter of mildness, and surpasses them in the all-important desideration of equality; and it may also be added that all the principal points

can be reached by the British seaker after health or pleasure at far less cost and fatigue, and, consequently, at a minimum of risk to the invalid, who will lose none of these home comforts so often missing abroad.

In comparing the advantages of the Cornish Riviera in general, and of Penzance in particular, with their numerous inland and maritime foreign rivals, the late Mr. Nicholas Whiteley, C.E., says:—"A Canadian would think there was no summer, and say there was no winter . . . (so far removed are the climatic conditions of Cornwall from extremes). The month of January at Penzance is as warm as at Madrid, Florence and Constantinople, and July is as cool as at St. Petersburg in that month. The seasons appear to mingle like the interlacing of the warm and the cold waters on the edge of the Gulf Stream, and along our coast line, in January, night and day have hardly a distinctive temperature. There is no country in the world with a climate so mild and equable as the south-west of England, if we except the south-west of Ireland. The cause is now well understood. The Atlantic Ocean on the West is an immense reservoir of warm water, fed and heated by the Gulf Stream, so that around the Cornish land in the depth of winter the temperature of the surface-water is seldom lower than 46°, and out at sea, beyond the influence of the land, the water is much warmer."

The late Mr. T. Quiller-Couch, M.K.C.S., who for years kept a register of natural periodic phenomena, wrote as follows of the climate of the "Delectable Duchy": "The almost insular condition of Cornwall, its narrow area, the warm sea in which it is set, all combine to give it generally a climate of singular equability. . . . The crocus and snowdrop are seen at Polperro long before they have pierced the snows of Parma, and the stir of life is earlier to manifest itself here than at Naples."

From a table which has been prepared showing the mean temperature of the air for each month at Greenwich, Falmouth, the Scilly Isles, Montpelier and Pau, it appears that the mean temperature during January at Falmouth is about the same as at Montpelier, and 2° above Pau—a result of the high mid-winter temperature of the Cornish sea, which gives an average of 49°. Then, again, Cornwall is free from such winds as afflict the South of France—the Bisc and the Mestral—which make the cloak the constant winter garment of the dweller at Pau, and, when a respirator is not worn, demand the use of a handkerchief or muff to the mouth to soften the keen air before it reaches the lungs.

The highest medical authorities are also absolutely in accord as to the advantages of the Cornish Riviera as a health resort. The late Sir Edward Sieveking, Physician-in-Ordinary to Queen Victoria, in the course of a paper read by him before the Harveian Society in London on the subject of "Falmouth as a Health Resort," said: "A great many people are now sent on weary journeys to foreign lands, where, for all the glorious empyrean and brilliant sunshine, they are not indemnified for the loss of many home comforts. . . . Here we have at our doors a health resort abounding in beauty and loveliness, rich in health-giving properties; and if we but use our opportunities I have little doubt generations to come will attribute to Falmouth a restoration to health and a renewal of life."

Sir Joseph Fayrer, Bart., M.D., was even more emphatic in his opinion. In addressing a meeting of the British Medical Association held at Carlisle a few years ago, he said: "On the recommendation of Sir Edward Sieveking I selected Falmouth as a winter residence, where one might hope to escape the raw, damp cold and fogs of London, and, at the same time, perhaps find immunity from the sudden and violent alternations of temperature which are so dangerous and trying to those who have suffered from or become liable to bronchial affections. The result has been so satisfactory that I feel it a duty to record my experience

and call attention to a health resort which is perhaps too little known, but which, if appreciated as it deserves to be, might prove of great benefit to many who would gladly avail themselves of the opportunity of obtaining the required change, and of avoiding a journey for which they are physically unfitted, and residence in a foreign country for which they have no inclination. . . . Though my remarks are limited at present to Falmouth, I believe they apply almost equally to other parts of the southern aspect of Cornwall."

Many pleasant landward excursions may be made from Plymouth, or by taking one of the G.W.R. boats a delightful voyage can be taken along the Cornish coast, passing the two quaint old-world Looes, the ancient Church of St. Fimharus, the charming little watering-place of Fowey ("Q's" Troy Town), Pendennis Castle, from which Thackeray, an ex-Devonian resident, took the name of his novel, "Pendennis," and lastly, the mouth of the Fal. From the tourists' "Rests" on the banks of this river practically every place of historic or spectacular interest in Cornwall can be reached in the compass of a fortnight's holiday.

Launceston, the old-time capital of Cornwall, and Tintagel, the romantic ruins of the traditional castle of King Arthur—

"Dark Dundagil by the Cornish sea," and the scene of the most romantic episodes in the Arthurian legend, are not far distant from Plymouth. The waves now beat over the lost kingdom of "Lyonesse." One of the most interesting of the novels of the squaron of Lew-Trenchard, the Rev. Sabine Baring-Gould, is entitled, "Armored Lyonesse"; and the "Gaverocks" and others of his romances have their setting in Cornwall. In this relation it may be noted that the Rev. R. S. Hawker of Morwenstow, who penned the famous chant with the refrain which stirs the heart like a trumpet-call—"And shall Trelawny die?"—is the most notable of the Cornish poets.

Plymouth is also the centre from which one starts to pass through the Country of Viaducts to the Land of Holy Wells and Ancient Crosses—of which no specific mention can here be made—and also to visit such interesting towns as Liskeard, Lostwithiel, St. Blazey, St. Austell, Truro, the cathedral city of the Cornish Riviera, St. Agnes, St. Ives, Newquay, Newlyn, the headquarters of a colony of artists, of whom Mr. Stanhope Forbes is perhaps the best known, and finally Penzance and Land's End. All the towns and villages named have their special charm, which attracts thousands of visitors every year. A steady service of steamers connects Penzance with the Scilly Islands—the "Lyonesse" of poetry and romance—which are held by some to be the peaks of the submerged realm of Lyonesse. Tresco, the principal islet, is now one great flower garden.

It would, of course, require a ponderous volume to do adequate justice to the Cornish Riviera, but, after all, the written word is of much less effect than the spoken, provided it be spoken by one who has spent a holiday in the district. All who have done so are enthusiastic in their praise, and their influences and that of the Great Western advertisements must be far reaching, for year after year the increase in the number of tourists is reckoned by many thousands. It may be noted that Mr. J. C. Inglis, the conspicuously able manager of the Company, who provides such admirable facilities for rapid, comfortable, and economical travelling to the West Country and the adjacent province of Brittany, is a "kindly Scot" from Aberdeen.

As is now generally known, the enterprise of the Great Western Railway has brought the charming province of Brittany within what, without excessive straining of hyperbole, may be termed a stone-throw of Plymouth. The Company's steamers now sail regularly between that town and Brest, the passage occupying about ten hours, spent in comfort and luxury.

Glasgow and South Western Railway.

THE GLASGOW AND SOUTH WESTERN RAILWAY permeates the district lying to the South West of Scotland, its Main Line extending from Glasgow to Carlisle, and connecting at the latter place with the great Midland System of England, while other lines lead to Greenock, Ardrossan, Ayr, and Stranraer, whence there are direct steamer sailings to and from Ireland.

Locally, its services are chiefly in the Shires of Renfrew, Ayr, Dumfries, Kirkcudbright, and Wigtown, and by means of its large fleet of Steamers to and from the various Coast Towns on the Firth of Clyde.

Golf Courses are located on the Ayrshire Coast, and the favourite seaside resorts of Largs, Fairlie, West Kilbride, Ardrossan, Saltcoats, Troon, Prestwick, and Ayr are within an hour's journey of the city by train.



ST. ENOCH STATION.



DUNURE (Ayrshire).

THE FIRTH OF CLYDE.

The crack fleet of Steamers owned by the Glasgow and South Western Railway maintains regular sailings, in connection with the Company's Trains, between Greenock (Princes Pier), Fairlie, Ardrossan, Ayr, &c., and Dunoon, Rothesay, Kyles of Bute, Millport, Arran, &c., and during the season special sailings are given affording tourists an opportunity of viewing the magnificent scenery of the entire Firth, and the many Lochs ramifying the Coast.



BRODICK (Arran).

A new Railway along the Coast from Ayr to Girvan has opened up the Carrick shore to the public, a most picturesque and interesting part of Ayrshire, which, now that it has been brought within the domain of the "iron horse," is sure to prove a strong attraction for Summer Visitors. The most populous villages are Maidens and Dunure. Maidens Bay is historically famous as the landing place of King Robert the Bruce on his invasion of Scotland. At Turnberry, a short distance to the south of Maidens, portions of the ruins of the Castle in which Bruce was born and lived his earlier years are still existant. A palatial Hotel, the property of the Railway Company, has been erected at Turnberry, in a commanding position overlooking the sea, with a view of Ailsa Craig, Arran, and the Mull of Kintyre. In connection with the Hotel the Company have laid out two fine Golf Courses with 18 holes each, both of which have been re-modelled for the present season. The larger of the two is 6,140 yards long, no fewer than seven of the holes being between 400 and 500 yards. The other is about 1,000 yards shorter. The starting tees are immediately under the height dominated by the Hotel, and in the case of the larger Course the player is led in a zig-zag to the seaside at the third hole. He thence skirts the shore along the sandy dunes to the ninth, and from about here, if not too enthusiastic in the game, he would do well to enjoy the scene around him. There is a splendid view of

THE AYRSHIRE COAST.

This extensive stretch of coastland is the finest bordering the Firth of Clyde. Its situation commands the most expansive view of the channel, embracing the Islands of Bute, Arran, The Cumbraes, and Ailsa Craig, while its shores, to the joy of the young folks, are well lined with sand beaches. Lying in such close proximity to the City of Glasgow, the popularity of its watering resorts among city folks is quite naturally to be expected, and the excellent services of fast trains which connect its Coast towns with Glasgow are bringing them more and more into vogue as residential quarters for the business section of the community. Some of the most renowned



TURNBERRY STATION HOTEL.

the Course itself, of Turnberry Lighthouse, the ruins of the ancient Castle of "The Bruce," and a seascape of hundreds of square miles embraced in the wide panorama. Ultima Thule is reached at the 11th hole, and the homeward journey takes a more inland trend over breezy bent and springy pasture. The smaller Course keeps more to the interior, but is equally attractive, and is more favoured by the ladies. Beyond Turnberry is the popular seaside resort of Girvan, and still farther south the ancient and interesting little burgh of Ballantrae.



TURNBERRY LIGHTHOUSE (Turnberry Station)

THE LAND O' BURNS.

The Glasgow and South Western Railway is the medium by which travellers are enabled to explore the Burns Country. The line runs through the districts of Ayrshire and Dumfriesshire, which teem with historical associations of the poet, whose genius has lifted the natural beauties of these two counties from obscurity and spread their renown to the ends of the earth, so that his poems, wherever read—and who has not read them?—carry their readers in fancy to the Banks and Braes of Bonnie Doon, and the many other places immortalized in his songs.

There is no lover of Burns who has not a desire to visit the scenes with which he has been made familiar in the poet's works, and a holiday spent in the Burns Country will assuredly leave pleasant memories; for, apart altogether from its associations with the "ploughman bard," it is an ideal holiday resort.

"Auld Ayr, wham ne'er a town surpasses
For honest men and bonnie lasses,"

may fairly be considered as the town to which all Burnsonian roads lead. Here is to be found the Auld Brig o' Ayr, and a short distance out from Ayr are to be found Burns Cottage, Alloway's Auld Haunted Kirk, the Brig o' Doon, and Burns' Monument. In Kilmarnock, which is only about half-an-hour's journey from Glasgow, there is another monument erected to the memory of the poet, and it was in this town where the first edition of his poems was published. Mauchline, where still can be seen the famous "Poosie Nansie's" Inn; Dumfries, where the poet died, and where his Mausoleum is erected, and other places of like interest are also within easy reach of Glasgow.



"THE TWA BRIGS" (Ayr Station).



BURNS' COTTAGE (Ayr Station).

THE SOLWAY AND WIGTOWN COAST.

Many charming little retreats are to be found along the shores of the Solway Firth, which space forbids us to more than mention. Kirkcudbright, Gatehouse-of-Fleet, Creetown, Wigtown, Whithorn, and a host of smaller villages, each with an attraction of its own, are delightful places for a restful and quiet sojourn. The entire district is brimful of the romances of Sir Walter Scott and Mr. Crockett, and has many historical associations. Stranraer, an important town, is on the shores of Loch Ryan, and is the port for the short sea route to Ireland. Portpatrick, a few miles south-west of Stranraer, is coming rapidly to the front as a watering place of bracing climate.



PORTPATRICK.

The Fish Market

THE fish trade of Glasgow is not the least among the many great industries which have made such remarkable progress during the past century, and during all that time the trade has kept steady pace with the other industrial movements which have raised Glasgow to the position it occupies to-day. That the industry is one of the oldest connected with the city there can be no doubt. History records that in the earliest times—apart from its ecclesiastical associations—Glasgow was known chiefly as a salmon-fishing village, and the Clyde as a prolific salmon river. That phase of the industry, however, has long since passed away, giving rise to the more important work of distributing an adequate fish supply to the ever-increasing population gathered together on the banks of the Clyde and the surrounding districts.

In the development of the Glasgow Fish Market the Lochfyne herrings have played an important part, and may be said to have given fame and reputation to the market in many different countries all over the world. As far back as the year 1600 small vessels left the Clyde carrying herrings and plaiddings to France, and they came back laden with such commodities as salt, pepper, prunes, raisins, etc. When cured in a certain fashion these herrings were widely known as "Glasgow magistrates," and there are various stories current as to how they came to be known by that name.

Like the other public markets which, by ancient charter or by the use and wont of centuries, belong to the city, the Glasgow Fish Market is under the direct control of the Corporation. As far back as the year 1790 it was—in conjunction with the Beef and Mutton Market—situated in King Street. Considerable care was taken, even in these early days, to make the Market quite adequate to the needs of the times, for it is recorded that a bench covered with lead was fitted up in every stall, which had also a water pipe led into it. All the fish consumed in the city at that time, however, did not pass through the Market. Considerable quantities, chiefly of fresh herrings, were sold direct from the boats at the Broomielaw. On the arrival of a boat with a catch, the bellman was sent round the town, and his usual cry was, "Fresh herrings, Lochfyne herrings, just arrived at the Broomielaw." Then the good people of the city would flock to the harbour, where, for a sixpence a dozen, they might buy as many prime "Lochfyne" as they chose. Some carried away their purchases in baskets, but the favourite method was to slip a slender birch rod through the gills of the herrings, and thus carry them home. The Highland skippers supplied these rods to customers free of charge. At that time no dues were paid on fish sold from the boats or on the quays directly to consumers, but when sold in wholesale or in small lots to be hawked in the streets, $\frac{1}{2}$ d. was charged as dues on every hundred (six score) of herrings; 1/- on a cart-load of fish of all kinds; and 6d. on a barrowful.

Such was the manner in which the inhabitants of Glasgow obtained their fish supplies more than a century ago, and out of these small beginnings sprang the important industry of the present time. Gradually the trade became centralised in the Corporation Market, and although the men who laid deep and wide the foundations of the industry have passed away, their places have been taken by others equally energetic, equally progressive, and equally successful in the work to which they have put their hands.

The trade has doubtless been hampered in past years by the want of adequate accommodation, but the fine pile of buildings situated between East Clyde Street and the Bridgegate, in which the market is now housed, afford ample facilities for all the requirements of the present time. The Market has been located in the classic "Briggate" for the past thirty-four years, and during that period it has been several times enlarged and renovated, two substantial additions having been made to it within the past twenty years. As illustrative of the marvellous growth of the fish industry in Glasgow, it may be pointed out that since 1889 the volume of trade passing through the Market has been practically doubled every ten years. In 1889 there were a total of 310,876 packages of fresh and cured fish dealt with; in 1899 the number had increased to 670,143, while last year the number was 1,200,549 packages, the largest yet recorded.

The business done in Lochfyne herring, for which the Market is famed, has shown some falling off in recent years, but in nearly every other direction the trade has grown enormously, till now Glasgow is one of the greatest fish-buying and fish-distributing centres in the country. The introduction of trawling in the early eighties gave the trade a great impetus by enriching the food supply of the country to a marvellous extent.



Photo by Mr. JOHN M'DERMID, [Weir] Superintendent, Fish Market.

Consumers are now no longer dependent for their supplies from the Highland lochs or from the line fishermen of the East Coast. Large fleets of trawlers are almost constantly at work on the prolific fishing banks of the North Sea, or in the vicinity of Iceland, while some craft have gone as far as the White Sea in search of plaice. This wholesale annexation of the best fishing grounds within the trawlers' reach has had the effect of putting on the market an ample supply of fish, such as was not considered possible in the days before the introduction of steam trawling.

The Glasgow Market draws its supplies from nearly all parts of Scotland. During the Lochfyne fishing season a large number of swift-carrying steamers—known locally as "fleeters"—bring the catch, every morning from the vicinity of the fishing grounds to Glasgow, frequently landing it at Kingston Dock as early as nine o'clock. The supply of fresh cod, haddocks and other white fish comes chiefly from Granton, on the Firth of Forth. On the arrival of the trawlers at that port the portion of their catch intended for the Glasgow Market is immediately packed

up and despatched by special train. Aberdeen also sends large quantities of both fresh and cured fish into Glasgow, while, at certain seasons of the year, from many of the fishing villages on the Moray Firth and East Coast come good supplies of line-caught fish. Consignments of fresh fish, preserved in ice, also come from Norway.

No account of the Glasgow Fish Market would be complete without mention of Mr. John M'Dermid, its capable and genial Superintendent. He has now been connected with the Markets' Department of the Corporation for nearly 28 years, and for a period of 19 years he has been Superintendent of the Fish Market. Since his appointment to this position he has been the means of making some great improvements in this busy trading centre. His management has had a far-reaching influence for good on all connected with the Department, and he has effected many structural improvements, and inaugurated many business facilities during his term of office. Mr. M'Dermid was born at Oakley, near Dunfermline, and was educated at Cowdenbeath. When about 16 years of age his parents removed to the town of Hamilton, where the lad was apprenticed to the mason trade. Shortly afterwards he came to Glasgow and early entered the Corporation employment. Mr. M'Dermid has now two sons in the fish trade, who have flourishing businesses in the southern and northern districts of the city.

Messrs. Hewat & Co.

Established some twenty years ago, the business of Messrs. Hewat & Co. has long taken a foremost place in the Glasgow Market. Mr. Andrew Hewat, J.P., the principal of the concern, is an Edinburgh man by birth and education, being the son of the late Mr. John Hewat, J.P., banker and magistrate, Edinburgh. Ever since Mr. Hewat came, as a young man, to Glasgow, he has, by his business abilities and genial personality, succeeded in pushing his firm to the foreground of commercial stability. Much of his success in life may be attributed to the excellent use he has made of the first-class scientific and commercial education with which he was equipped in early youth.



Photo by Mr. ANDREW HEWAT, J.P. [Langfier]

Among other things, he has made a careful scientific study of the life history of the various kinds of fish that pass through his hands, so that his advice is frequently sought on all matters relating to the fishery industry both in this country and America. Like several other fish-salesmen, Mr. Hewat also

deals largely in game, and in the season disposes of immense quantities of rabbits. Apart from his business activities Mr. Hewat, who is a fluent speaker, is connected with many organisations in the city of his adoption. He is Chairman of the City of Glasgow Public Dispensary, a member of the Merchants' House, a member of the Chamber of Commerce, Past-President of the Glasgow Fishmongers' Company, Past-President Sandyford Burns Club, Visitor of the Incorporation of Maltmen, and also a Justice of the Peace for the County of the City of Glasgow.

Mr. John S. Boyle.

In dealing with the development of the fish trade of Glasgow, mention must be made of Mr. John S. Boyle, who has had a long



Mr. JOHN S. BOYLE.

connection with the industry, both at Aberdeen and Glasgow. He might well be said to have been born to the trade, as he was early associated with his father's business on the East Coast. On entering business on his own account, he started at Gourdon, and afterwards opened premises at Peterhead and Buckie. When, a year or two later, Mr. Boyle entered the fish trade of Aberdeen, steam trawling had not yet been introduced, and the fishing industry might be said to be still in the semi-primitive condition from which it afterwards so rapidly emerged with the introduction of new methods. Mr. Boyle was not slow in adapting himself to the changed condition of affairs, when it was clearly demonstrated that trawling was to supersede the older and slower methods of fishing. He early acquired some fishing craft, and he has been a successful trawl



Mr. JOHN MILNE.

owner ever since. His fleet now consists of twelve vessels, three of which are practically new and finely fitted up, having accommodation for 10 men each. During recent years Mr.

Boyle has been confining himself more and more to this branch of his business, selling at both Glasgow and Aberdeen, and he has consequently given up buying at the Coast. He is ably assisted in the business by his son-in-law, Mr. John Milne, who has been over 17 years in the "Trade," and has all along been connected with the Glasgow Market. Like Mr. Boyle, he is widely known and highly respected by all buyers.

Mr. James. M. Davidson.

Thirty years ago the foundation was laid in quite a small way of this firm, whose



Mr. J. M. DAVIDSON.

ramifications now extend to all the principal ports that bear their share in the upholding of the great Scottish Fishing industry. Mr. James M. Davidson is not only one of the leading figures in his own particular trade in the City of Glasgow and the West, but his name is intimately associated with those developments which, within the period already mentioned, have given the Scottish Fisheries a pre-eminent place in a world-wide industry. When he began business in Pollokshaws Road, he had only a couple of lads as assistants, but Mr. Davidson had the spirit of enterprise in him, and he soon



Mr. GORDON M. DAVIDSON.

established a wide connection through the excellent quality of Lochfyne herrings which he was able to put on the market. The toothsome fish gained still greater vogue when the late Queen Victoria gave proof of her appreciation of this table delicacy by appointing Mr. Davidson as Royal Purveyor to Her Majesty. Lochfyne herrings were for many years, during the lifetime of the late Sovereign, supplied regularly by Mr. Davidson to the Royal Scottish Residence. He continues to hold the Royal Warrant.

The premises in Pollokshaws Road soon became too small for the business, and a larger curing establishment, with a floor space of 60.0 square yards, was acquired in Logan Street, where Mr. Davidson was able more satisfactorily to cope with his rapidly increasing orders, and to keep in the fore front of a trade which has enormously developed of recent years with the improvement of steam trawler and drifter craft. The



Mr. J. M. DAVIDSON, Jun.

staff, which began with only a couple of assistants, now numbers over a hundred, and it is interesting to know that one of these two first assistants is still with him. He is now in charge of the various coast stations, and is held in great respect by all those men with whom he regularly comes in contact. Indeed, no one is better known on the coast than Mr. George M'Farlane. Branches have been established, as has been stated, in different parts of Scotland. The Aberdeen business is controlled by Mr. Robert Milne, Mr. Davidson's brother-in-law and partner. Mr. Milne is recognised as a leading authority on fishery questions, and has for several years filled the important position of President of the Aberdeen Fish Trades Association. In that capacity he has been called upon to give evidence in connection with recent legislative work affecting the trade. In the Aberdeen business alone the staff numbers over 80 persons, who are engaged in preparing the well-known Aberdeen brands of fish. The firm has also curing stations at Peterhead, Fraserburgh, Gourdon, Scrabster, Stornoway, and recently a station has been established at Mallaig, where it is expected there will be an extensive trade in herrings, especially during the summer months.

Mr. Davidson is also represented by buyers at all the principal English and Irish fishing ports. Large Government contracts for Army rations have been entrusted to him, and his record in this connection is an honourable one.

In Glasgow Mr. Davidson is ably supported by his eldest son, Mr. Gordon Davidson, who takes entire charge in his father's absence. Another son, Mr. James, is in the wholesale stance in the Market.

Messrs. D. & A. Lamont.

Mr. Duncan Lamont, of the firm of Messrs. D. & A. Lamont, occupies an unique position in the fish trade of the West of Scotland. He is looked upon as an expert in all questions affecting the important Lochfyne herring industry. His views on this subject are too well known to be referred to here, further than to say that on many important occasions he has maintained these views with an earnestness and spirit so characteristic of all he does. From his earliest days Mr. Lamont has been connected with the fish trade. Indeed, his great grandfather, Archibald Lamont, was one of the best known fisherers of his generation, and

it is recorded of him that he was in the habit of conveying the magistrates of Glasgow on board one of his fine sloops on their annual inspection of the lights and beacons of the Clyde. The subject of the present sketch was born in the Island of Bute, was educated at Rothesay Academy, and he came to Glasgow some 34 years ago. In 1884 Mr. Lamont, together with his brother Alexander, founded the firm of Messrs. D. & A. Lamont, in Fox Street. About ten years later Mr. Alexander died, and the surviving brother then became the sole proprietor of the business, which has been conducted with great energy and integrity since its formation, and whose ramifications now extend to all parts of the world. Mr. Lamont is a member of the Fishmongers' Company of Glasgow, an institution of which he is also one of the founders. He is a member of the Incorporation of Bonnetmakers and Dyers, and President of the Clydesdale Upper Ward Society. As might be expected, he is also an enthusiastic clansman, and is one of the founders and a member of council of the Clan Lamont Society. Mr. Lamont is also a manager in Queen's Park U.F. Church (Rev. Jas. Cameron's).

Rev. Daniel Lamont, B.D., Hillead U.F. Church, who is a brother of Mr. Duncan Lamont, is one of the most distinguished of the younger generation of clergymen in Glasgow, and a Buteman with a brilliant academical record. He graduated M.A. at Glasgow University with first class honours in Mathematics, and then he proceeded to the B.D. degree, where he took the highest place, not only in Glasgow, but over all the students of the three U.F. Colleges. While at the University Mr. Lamont acted for four years as assistant to the Professor of Mathematics, and he was also for a year assistant

Mr. Peter Paterson, and later he entered the employment of Messrs. R. Walker & Co., of which firm he subsequently became a



Mr. JAMES ALEXANDER.

partner. He afterwards started on his own account in Glasgow, and from the very outset success has attended his efforts. Mr. Alexander's business is now a very extensive one, and during the Lochfyne herring season he has two steamers plying between Glasgow and the fishing grounds. He does not, however, confine himself solely to the trade in fresh and cured fish, although that is the staple part of his business. In their particular seasons he also deals largely in all kinds of game and venison, a section of his trade which has increased to a remarkable extent during recent years. Some time ago Mr. Alexander added to his premises, in Merchant Lane, a fine suite of offices, which enables him to deal more expeditiously with his ever-increasing volume of trade. Whatever movement has been set agoing calculated to benefit the trade, whether in the retail or wholesale sections, has always found a warm supporter in Mr. Alexander. He was one of the originators of the Wholesale Fish Trade Association, taking an active share in its organisation, and he was elected its second President. He has, since its inception, been a Director of the Glasgow Fishmongers' Co. This Association, during the few years of its existence, has done a great deal for the trade, chiefly through the energy and zeal of such public-spirited men as Mr. Alexander.

Messrs. John Jamieson & Co.

Mr. James Myles, who has for many years been the sole partner of the firm of Messrs. John Jamieson & Co., is well known in

was founded by Mr. John Jamieson—a native of Rothesay—about the year 1850, but his father, Neil Jamieson, was in business about half-a-century before that time. In 1880 Mr. Myles took over this business, the original name being retained to the present time. This formed the nucleus of what has since developed to one of the largest concerns of its kind in the West of Scotland. Mr. Myles subsequently took over the business of Messrs. Colin M'Ewan & Co., Messrs. Neil Macdonald & Co., and Mr. A. C. Millar, and incorporated them with his own. Mr. Myles deals mainly in Lochfyne and West Coast herrings, in which he does a large export trade in both salted and kippered fish. Large quantities of cured herrings are regularly shipped to Jerusalem; South Africa is also a good customer for the same commodities, while large consignments of dried fish are sent to the Colonies. In fact, the trading operations of the firm extend to all parts of the globe. They have fishing stations on the West Coast, and also in Ireland and elsewhere. The principal curing yard, which is situated in Hill Street, East Glasgow, covers a large area. There is in each of the kippering and red herring kilns accommodation for hanging about 100 crans of herring per day, and from this place large quantities of the famous "Glasgow magistrates" are regularly turned out. Notwithstanding the fact that Mr. Myles gives the closest attention to business, he finds time to devote to his favourite hobbies, golf, fishing, and bowling. With the latter he was long associated with Kingston Bowling Green, having filled the honourable post of President.

Messrs. Gibb & Clunes, Fish Salesmen.

Amid the many novel and pushful modes of building up a business, generally known as "up-to-date methods," which are in vogue



Photo by) Mr. JAMES GIBB. [Fullerton & Edgar

at the present time, it is of special interest to find a firm who are content to reject all these innovations, and to stick to the good old-fashioned traditions of the fish trade. That these latter methods of trade are still as effectual as ever is amply demonstrated by the large and flourishing business which Messrs. Gibb & Clunes, fish salesmen, have built up during the past dozen years or so in Glasgow. Since the start, both partners have worked quietly and consistently, yet energetically, on the old traditional lines, devoting themselves almost exclusively to the commission trade, until now they may be said to have one of the largest commission businesses in the Market. Numerous consignments, both large and small, come to them almost daily from all parts of Scotland, and more particularly from line fishermen in Aberdeen and the East Coast generally, till frequently they have as much fish as they



Photo by) Mr. DUNCAN LAMONT. [Turnbull & Sons

to Professor George Adam Smith, in the U.F. College.

In 1900 Mr. Lamont was assistant to Dr. Adamson in the Church to which he has been recently recalled. During the interim he was for four years minister of the U.F. High Church, Kilmarnock, and afterwards called to the charge of Newington, Edinburgh. He made his mark in both places. Owing to his distinction as a scholar, Mr. Lamont has repeatedly been offered professorial appointments in Canadian and other Colonial Universities. These he always declined, as he still prefers the Pulpit to the Chair.

Mr. Lamont is a cultured and most effective preacher, a musical enthusiast, and the possessor of a remarkably fine voice.

Mr. James Alexander.

One of the best known and most popular figures in the Market is Mr. James Alexander, who has been connected with the trade since 1864. At that time he entered the service of



Mr. JAMES MYLES.

commercial circles in the West of Scotland, having been closely identified with the fishing industry for nearly forty years. The business

can handle in the course of a day. Good sales, according to the demand in the Market, are invariably effected, while the careful attention of the firm to the commissions entrusted to them inspires confidence on the part of consigners all over the country. In the year 1807 Mr. James Gibb, one of the partners of the firm, commenced business for himself in the Glasgow Fish Market; about three years later he was joined by Mr. George Clunes, and the firm has remained unchanged ever since. Perhaps much of the success which has attended the efforts of both men may be accounted for by their early and thorough training in all branches of the trade. Mr. Gibb, who is a

old stock of fish merchants—his maternal grandfather carrying on trade at Newhaven and Edinburgh as far back as the year 1800. He is the eldest son of the late Bailie M'Lachlan, Edinburgh, who, for over fifty years, carried on the largest fish business in that city. Mr. M'Lachlan, the subject of the present sketch, was trained in his father's business, and at the age of twenty came to Glasgow and established the present firm. He was not long there until he opened out a large business in the West Coast herring trade, and it is estimated that during the years the firm has been in existence he has spent about a million and a half sterling in the purchase of fish and herrings. In the year 1876 Mr. M'Lachlan built his first carrying steamer, which was called the *Waverley*, and since then he has built no less than 16 such vessels, all bearing names of one or other of Sir Walter Scott's novels. These steamers have been engaged in carrying fish from all the principal fishing ports of England, Scotland, and Ireland, for the past 35 years. While carrying on one of the largest herring businesses in both fresh and cured varieties, Messrs. M'Lachlan have also done an extensive commission trade in white and smoked fish, and also in rabbits and game.

Mr. M'Lachlan twenty years ago established the first Ice Factory and Cold Storage in Glasgow. He occupied premises in Eglinton Street for about 12 years, afterwards removing to the large modern factory built by him at Polmadie, which has a capacity for turning out 35 tons of ice per day. In connection with the factory he has large cold storage accommodation. His enterprise has been the means of expanding the ice trade in Glasgow to an enormous extent, no less than four other factories being now at work, all of which find it difficult to supply the wants of a hot summer.

Mr. M'Lachlan is still actively engaged in the business, whose ramifications extend all over the world. There is no fishing of any importance that takes place in any part of Scotland at which the firm is not represented.

Mr. M'Lachlan is a strong advocate of allowing the herring fishing to be kept open at all times. Wherever herrings are to be found, he declares that they should be taken, believing that in doing so the fishermen are doing no harm to the industry nor to the future supply of the fishing. If the herrings are not caught, he believes they simply drift back to places where they cannot be got, or they are destroyed by their natural enemies.

is being kept well to the front by his sons, who are now conducting the concern. A steamer is engaged trading to Norway nearly all the year round, and it is not unusual for the firm to import from 600 to 800 tons of ice every fortnight or so. In past years local deliveries of ice to city merchants was done mostly by lorries and vans, and for this purpose and for the delivery of game and fish, some eight or nine horses were kept. Enterprise, however, has always characterised the dealings of the firm, and in order to be thoroughly up-to-date in all their dealings, they have acquired a powerful motor lorry, which ensures the prompt delivery of ice in the city and surrounding districts. For some time before Mr. Wotherspoon's death he was assisted in the work by his four sons, John, Robert, William, and Thomas, who now carry on the business.

Mr. Thomas Devlin, Junr.

When the trawling industry was being introduced into this country one of the earliest ports to be associated with it was Newhaven, on the Southern shores of the Firth of Forth. That the port still remains an important base for trawling operations on the East Coast is largely due to the enterprise of Mr. Thomas Devlin, junr., who is now probably the largest individual trawler-owner in the United Kingdom. As far back as the year 1878 steam trawling was tried in the Firth of Forth by some English tug-boats, and the owners of these vessels asked Mr. Devlin to act as auctioneer and agent for them, a request to which he readily consented. There were at that time some twenty line boats fishing out of Newhaven, and their crews were much opposed to the



Photo by [Rodger & Baird] Mr. GEORGE CLUNES.

native of Glasgow, first became connected with the fish trade in 1884, when he entered the employment of Messrs. Robert Walker & Co. Mr. Clunes, on the other hand, is a native of Aberdeen, and, previous to entering business on his own account, he was for seven years in the employment of Mr. A. Michie, fish salesman, Glasgow. Both Mr. Gibb and Mr. Clunes are founders and original members of the Glasgow Fishmongers' Coy., and they are also members of the Wholesale Fish Trade Association.

Messrs. William M'Lachlan & Co.

The head of the firm of Messrs. Wm. M'Lachlan & Co., fish-salesmen, fish-curers, and game dealers, is Mr. Wm. M'Lachlan, who was born in 1852. He comes of an



Mr. WILLIAM M'LACHLAN.

Mr. John Wotherspoon.

The very successful business of fish and ice merchants, carried on as John Wotherspoon, in the Market and at 58 Market Street, was founded some 70 years ago by the grandfather of the present partners in the firm, and was taken over about 50 years ago by the late Mr. John Wotherspoon, who had a long and honourable connection with the trade. He died nearly two years ago. The business, which was started in Smith's Court, Candleriggs, increased so rapidly that larger and more commodious premises had to be found for it in King Street. The extension of the railway necessitated another removal, this time to 58 Market Street, the present premises of the firm. There a large and flourishing business has been built up as the result of patient toil, ready resource, and careful attention to the needs of customers. In addition to dealing in practically all the various kinds of fish and game that are poured so abundantly into the Market, the late Mr. Wotherspoon developed a large trade in ice, and this section of the business



Mr. THOMAS DEVLIN, Junr.

innovation of trawling. On account of their opposition it was at first deemed advisable to land the fish caught by these tug-boats at Leith, but eventually the feeling moderated and the catches of the trawlers were disposed of at Newhaven in the ordinary course. On account of the poor facilities offered for trawlers at Newhaven, most of the English vessels were withdrawn about the year 1890 and sent to Aberdeen. It was then that Mr. Devlin's opportunity came which he used to such good advantage. He resolved to start a fleet of boats on his own account, and in July of that year he launched his first vessel, the *Commodore*, which has since been followed by many others. At the present time he owns over twenty finely equipped vessels. Granton being a convenient centre for the supplying of all the necessary requirements for his fleet of trawlers, Mr. Devlin has lately built large premises there, where the nets, etc., are made and repaired.

Although still a comparatively young man, he is thus one of the oldest established salesmen in Newhaven. Mr. Devlin represented the trawling interests at the inquiry made by

the House of Lords some time ago into the industry. He is a Director of, and Local Agent for, the North Shields Insurance Association, and also a Director of several fishing companies at other ports. Mr. Devlin took a stance and commenced business in



Photo by Mr. THOS. L. DEVLIN. [Annan

the Glasgow Fish Market some seven years ago, and this department is ably managed by his eldest son, Mr. Thomas L. Devlin. On several occasions Mr. Devlin has been requested to become a candidate for the Leith Town Council, but he has not yet seen his way to allow himself to be nominated for municipal honours. He is a Unionist in politics.

Mr. Andrew Hailstones.

Among the more important firms connected with the Market a leading place is taken by Mr. Andrew Hailstones, whose energy and enterprise quickly brought him to the front rank of the trade in Glasgow. For many years Mr. Hailstones has carried on a wholesale and curing business, but his occupancy of a stance in the Market is of more recent date. His offices in the city are situated at 135 Bridgegate, while his large curing establishment is situated in Fairley Street, Govan. On several occasions Mr. Hailstones' business has outgrown the accommodation provided for it, so that he has been compelled to make additions to the



Mr. ANDREW HAILSTONES

buildings in Govan from time to time. The most important of these additions was made fully three years ago, when the premises were greatly enlarged and brought thoroughly up to date. The kipping department alone includes four large kilns capable of hanging from 120 to 130 boxes of herrings per day. The operations of Mr. Hailstones' business extends all over the United Kingdom. He is assisted in the business by his three sons, two of whom are attached to the Glasgow Market section of the concern, and one to the curing establishment.

Mr. Francis Milne.

Aberdeen, that great Northern fish centre, has been the training ground of more than one of the fish merchants who now take a leading part in the trade of the second city of the Empire, and no more capable salesman has come from that quarter than Mr. Francis Milne, who has now been some twenty-two years in Glasgow. A native of the parish of Boharm, in Banffshire, Mr. Milne gained his very thorough and practical knowledge of the trade in the Granite City. Three years after coming to Glasgow Mr. Milne became a salesman, and ever since that time he has occupied the same corner of the Fish Market. His keen eye for business early saw that the method of putting up cured fish in barrels was unsuitable for the majority of his customers, and with characteristic promptitude he inaugurated the selling of two stone boxes of fish. This



Mr. F. MILNE.

innovation was greatly appreciated by buyers at the time, and it is now generally adopted in the Market. All through his business career Mr. Milne has carried out the same principle, namely, that of meeting the needs of his customers, with the result that his business has all along been in a flourishing condition. Of a genial personality, Mr. Milne is deservedly popular with all classes in the Market, and his stand in the South-East corner is much frequented by buyers. In his leisure moments his favourite pastime is bowling, and he is Past-President of both the Kingston and the Fish Market Bowling Clubs.

Mr. Andrew Heggie.

Among the younger firms which are steadily coming to the front in the Glasgow

Fish Market, mention must be made of Mr. Andrew Heggie, fish-salesman, 129 Bridgegate Street. Although Mr. Heggie has been connected with the fish trade for over nine years, it is only about five years ago that he started business on his own account in the



Photo by Mr. ANDREW HEGGIE. [Milne

Market. During that time, however, by the closest attention to the needs and wishes of his customers, he has succeeded in building up a sound and good-going business, and last year on account of his increasing trade he opened up a branch establishment in Aberdeen. He deals largely in all kinds of fresh and cured fish, grilse, salmon-trout, and game. During the season Mr. Heggie makes a speciality of salmon trout, for which his good city connection provides a good outlet. He also does a growing commission trade in all kinds of fish and game, and receives consignments from various parts of Scotland. Mr. Heggie takes a deep interest in all things affecting the trade, and he is a member of the Fishmongers' Company of Glasgow, and is also connected with the Wholesale Fish Trade Association.



Mr. ROBERT MILNE,
President Aberdeen Fish Trade Association,
and Partner of Messrs. J. M. Davidson.

NOTES ON
WELL
KNOWN
BUSINESS
FIRMS

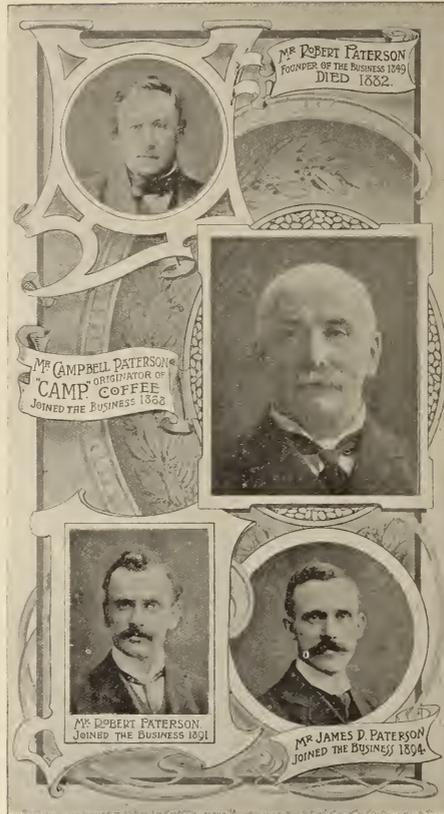
R. Paterson & Sons: "Camp" Coffee.

PERHAPS the innate conservatism of the Briton is nowhere better seen than in his dietary. Some foods and some beverages are for him more than articles of sustenance and stimulation—they are articles of faith. Our insularity is the bulwark of national custom, and those who take a more cosmopolitan view of the whole question of dietetics must be prepared to wage a vigorous crusade in the breaking down of prejudices. Coffee, for instance, is one of the things regarding which the public is being steadily educated and induced to take a more intelligent interest. As a beverage on the Continent and in the United States, it is held in as high estimation as that accorded to tea in this country, and although Yankees, Germans, and various European peoples consume almost twenty times more coffee per head of the population than is consumed in the British Islands, yet neither the Yankees nor the coffee-drinking Europeans are afflicted in any more marked degree than Britons with those gouty or neurotic ills that in certain districts are by prejudice attributed to the use of the fragrant bean. Our national ignorance is, however, being rapidly dispelled, mainly through the enterprise of those most intimately associated with the coffee trade. The truth is dawning at last that coffee is not merely a luxury to be enjoyed by the "Upper Ten," but a delightful,

specialty. Not only is the firm the leading house in the home trade, but "Camp" Coffee is a household word far beyond the British Isles—in fact, wherever the English language is spoken.

"Camp" Coffee is a liquid essence of coffee, and is prepared by a special process known only to the proprietors, by which all the nutritive and stimulating properties of the coffee bean are supplied in a portable and economical form. It is manufactured solely from the finest coffees procurable, and pure cane sugar, with a small proportion of Bruges chicory. The popularity of "Camp" coffee, proven by its universal use, is best accounted for by its delightful and distinctive flavour, and its instant readiness for use whenever wanted. There is no loss of time waiting till the beans are ground, no depreciation in quality, as is the case where coffee has been ground days or weeks before being used. A single cup or a gallon can be made ready at a moment's notice, and whether made by the cook, the lady of the house, or her youngest daughter, the quality is always and uniformly the same.

The prominent position now occupied by "Camp" coffee, while, no doubt, mainly due to the genuine quality of the article supplied, is also, to a large extent, the result of the firm's constant personal attention to business, backed up by some of the most effective advertising of the day. "Camp" advertisements meet the eye and arrest the attention in every part of the country, and, whether in the form of posters, show-cards, or general press advertising, bear testimony to ability and artistic skill of a very high order.



COFFEE PICKING.

and economical beverage, equally suitable for all classes—young and old.

One of the foremost firms in the coffee trade in this country are the proprietors of the world-famed "Camp" Coffee—Messrs. R. Paterson & Sons, Glasgow. This business was founded in 1849 by the late Mr. Robert Paterson. Mr. Campbell Paterson, the originator of "Camp" Coffee, joined the firm in 1868, and under his guidance, assisted latterly by his two sons, Mr. Robert and Mr. J. D. Paterson, the business has enormously increased and continues to develop. Messrs. Paterson have, during 1908, made large extensions to their premises, in order to cope with the ever-increasing demand for their



DRYING THE BEANS.

**Messrs. G. R. Mackenzie
(Glasgow), Ltd.**

The noted firm of Messrs. G. R. Mackenzie, Ltd., wholesale wine and Scotch whisky merchants, was established shortly after the Glasgow Exhibition of 1888 by the present managing partner, Mr. George R. Mackenzie, who directs the extensive and ever-increasing business from the finely equipped head office, 38 Renfield Street. Agencies have also been established all over the world, so that their staples are almost as well known in regions nearly as remote as Kamshatka and Kerguelin's Land as in the United Kingdom. This is primarily due to the success of that famous blend of Scotch whisky, "The Clan Mackenzie," which is supplied to the House of Commons, most of the great shipping lines, the principal railway companies, and practically all the leading British hotels and fashionable clubs. This is a liquor that needs no recommendation. The enormous sale is the best testimony to its merits.



Mr. G. R. MACKENZIE.

Mr. Mackenzie, to whose energy and business acumen the firm owes its success, has in his time played many parts. He was born in the Isle of Skye, a scion of one of the numerous cadet branches of the Lords Kintail, ultimately Earls of Seaforth and chiefs of the Clan, and educated at that celebrated Institution, the Madras College, St. Andrews. Early in life he went to South America, and spent some years in Chili and Peru. Returning to Scotland while still a boy, about 1867, he became connected with the British-India Steam Navigation Company. In this service he remained for ten years. During that period he became more familiar with the principal ports of India, China, and the Malay Peninsula, than ever he had been with the rugged mountains of his native Skye. Mr. Mackenzie has been a wanderer in many lands and a sailor on many seas. Far, indeed, has he travelled, and much has he seen; oft-times was he in a tight corner, but, fortunately, through his possession of a high degree of that cool, resolute courage, which is the principal inheritance of so many Scotsmen, he has always managed to escape scatheless. He was in Callao when that port was practically swept out of existence by the terrific cannonade of the Spanish fleet, and he witnessed the devastating bombardment of Valparaiso in 1866. Throughout all these dangerous experiences Mr. Mackenzie seemed to bear a charmed life, and to-day there is no more highly esteemed man in commercial circles in Glasgow.

On leaving the B.I.S.N. Company Mr. Mackenzie was appointed manager of the Shandon Hydropathic, a position which he successfully filled for three years. Thereafter he went to Paisley, where he succeeded the late Mr. McLeerie, the founder of the firm of Ferguson & Forrester, restaurateurs, in Buchanan Street. Ever eager to find wider scope for his abilities, his next move was to Glasgow, where he purchased the Royal Restaurant in West Nile Street. This establishment Mr. Mackenzie speedily made one of the most celebrated in Glasgow. While at the Royal he catered for some of the biggest public functions that have ever been held in that city. The most notable of these was the banquet of the Corporation in June, 1887, in celebration of Queen Victoria's Jubilee. Mr. Mackenzie was the sole caterer for the Glasgow Exhibition of 1888, and, at the great International Exhibition of 1901, he held a similar contract in conjunction with Messrs. McKillop Bros., of the Grosvenor Restaurant, of which firm, then as now, Mr. W. McKillop, M.P., was a member. The gigantic task of purveying for the millions who visited the Exhibition was carried out with the utmost satisfaction to all concerned; and it is unnecessary to say that Mr. Mackenzie found his past experience invaluable in successfully overcoming the apparently unsurmountable difficulties that daily arose to threaten the fulfilment of the contract.

By that time the wholesale house of G. R. Mackenzie (Glasgow), Ltd., had been firmly established, and, at the close of the Exhibition, Mr. Mackenzie gave up purveying to devote his whole time and abilities to the development of the business. In this, as all authorities agree, he has been magnificently successful.

**Messrs. Giffen & Bissett,
Rutherglen.**

The partners of this now important and prosperous firm began business in 1894 with a well-equipped and completely up-to-date Laundry which had been built to their order. Every detail of the work in the various departments was carried out under their direct personal supervision. Their aim was to establish a first-class Family Laundry, and in this they have undoubtedly been successful.

The Laundry is ideally situated for the purpose for which it was intended. In the first place, the partners selected a site which is little likely to be surrounded with buildings, at least in the course of the present generation, and where, accordingly, the gentle, winnowing, scent-laden south-west winds from the braes can play uninterruptedly.

As has been said, Messrs. Giffen & Bissett give their closest personal attention to the business, which is now very extensive, and ever on the increase. No firm in the Kingdom is readier to introduce inventions which are likely to facilitate operations and prove of advantage to their host of patrons. The very latest improvement is the introduction of electricity in the driving and lighting departments, and the substitution of electricity for gas, for the heating of the irons. The use of electricity ensures that the employees have much better facilities for carrying on operations, and that the conditions of labour are absolutely healthful, which, excellent though they were before, of course, results in a marked improvement of the work. This, undoubtedly, is the opinion of the vast majority of the Laundry's customers.

The partners' sphere of operations is by no means confined to the ancient burgh of Rutherglen. They also control the Catkin Laundry, Ltd., at Putney, London, which is being as successfully conducted as that at Rutherglen. Probably in the near future they will still further increase the scope of their operations.



Mr. G. BISSETT.

It may be mentioned, likewise, as showing the personal interest which Messrs. Giffen & Bissett take in Laundry work, and everything relating to that important branch of business, that they are both officially connected with the local Laundry Associations, and the almost absolutely inclusive Federation of Laundrymen of Great Britain.



Mr. T. B. GIFFEN.

**Taylor's "Perfection" Song
Bird Seed.**

Messrs. William Taylor & Son are, without question, the principal purveyors of bird seeds in the Kingdom. In fact, the success of their noted products—Song Bird Seed, Shell Gravel, etc., have brought a host of imitations into existence, but in spite of that the

position of the Messrs. Taylor has never yet been seriously assailed. While far superior in quality their



Mr. WILLIAM TAYLOR.

staples are sold at quite as low a price as those inferior qualities which are sometimes foisted on unwary buyers.

As is well known, birds of all kinds require a liberal supply of gravel to grind up the seeds in the gizzard. Taylor's "Perfection" Shell Gravel, in 1d. and 3d. paper bags, supplies just the article necessary, the contents being rock-ground to the proper size, and well mixed with shell to provide lime. The gravel comes in particularly useful at the nesting season of the year as it hardens the eggs. Going by the opinion of many well-known bird fanciers of our acquaintance, we can confidently recommend Taylor's "Perfection" Song Bird Seed, Shell Gravel, and other bird food preparations to the public. Within our own knowledge these products have been on the market for over twenty years, probably for a longer period.

Messrs. J. S. Fry & Sons, Ltd.

As is pretty generally known, this is the oldest firm of chocolate and cocoa manufacturers in the kingdom, letter patents having been granted to the founder by George III. in 1729. Since then it may be noted that the name of Fry has been written large in the industrial, scientific, social, legal and political history of the country, and that the lives of the eminent persons who were either members of the firm, or near relatives of the partners, occupy many pages in that great work, "The Dictionary of National Biography."

At present the Messrs. Fry employ over 4600 hands, while in the course of their long existence of nearly 200 years they have been awarded more than 300 grand prix, gold medals, and diplomas, and received many marks of Royal favour. In the early part of her reign the late Queen Victoria appointed them, by special warrant, manufacturers of chocolate and cocoa to the Royal House, while King Edward VII., whose warrant they held as Prince of Wales for nearly 40 years, confirmed the appointment after his accession to the throne. Queen Alexandra and the



Mr. J. C. SMEAL.

Prince of Wales have likewise honoured them with their Royal briefs, as have also the King and Queen of Spain, and the King and Queen of the Hellenes. A similar mark of Royal favour came from France in 1867, when the late Emperor, Napoleon III., by a special brevet issued at the Palace of the Tuilleries, appointed the firm manufacturers of chocolate and cocoa to the Imperial House. Messrs. Fry still have the honour—one which they prize very highly—of numbering the venerable ex-Empress Eugenie among their illustrious patrons. Mr. J. C. Smeal is the able agent for Messrs. Fry in Scotland.

The Edinburgh Life Assurance Company.

The Edinburgh Life Assurance Company, which is now one of the oldest offices in Scotland, was founded under the most favourable auspices in 1823. Its object, as stated in the contract of co-partnership, was "the making or effecting assurances on the life or lives of any person or persons whomsoever, and on survivorships, and for making or effecting all such other assurances connected with life as may be affected according to law, and for granting and purchasing annuities, either for lives or otherwise, and on survivorships." During the whole of its existence the Company has devoted its sole attention to Life Assurance Endowment and Annuity business. From the outset the progress has been steady and substantial. That was ensured by the marked business capacity of the successive boards of directors and the various chief officials.



GLASGOW OFFICES OF THE EDINBURGH LIFE ASSURANCE COMPANY.

The Company is justly proud of its association with Sir Walter Scott. He was one of its founders, a Director-Extraordinary, and, of course, a policy-holder. Under date December 13th, 1825, the Wizard thus picturesquely refers to a meeting of the partners:—"Went to the Yearly Court of the Edinburgh Assurance Company, to which I am one of those graceful and useless appendages called Directors-Extraordinary—an extraordinary Director I should prove had they elected me an ordinary one. There were the moneyers and great oneyers, men of metal—counters and discounters—sharp, grim, prudential faces, eyes weak with ciphering by lamp-light—men who say to gold, Be thou paper; and to paper, Be thou turned into fine gold. . . . My reverend seignior had expected a motion for printing their contract, which I, as a piece of light artillery, was brought down and got into battery to oppose. . . . But my eloquence was not required, no one renewing the motion under question; so off I came, my ears still ringing with the sound of thousands and tens of thousands, and my eyes dazzled with the golden gleam offered by so many capitalists."

The "moneyers and oneyers" and "men of metal" to whom Sir Walter refers included the *élite* of the legal, accountant, and banking professions, not in Edinburgh only, but throughout Scotland; and the friend with whom he walked home from the meeting was the eminent lawyer, John Hope, then Solicitor-General for Scotland.

Though Sir Walter speaks so grandiloquently of thousands and tens of thousands, the Company at this period was only in its infancy, with funds amounting to £65,550 and an annual income of £15,000. At the present time the funds total considerably over four millions, while the annual revenue is upwards of half-a-million. These figures clearly show how remarkable has been the co-partnership's record of progress during the last eighty years. Though the Company is still managed from the Head Office in Edinburgh by one Board of Directors, it has now prosperous and fully equipped offices in such great centres as London, Glasgow, Dundee, Manchester,

Liverpool, Birmingham, Leeds, Bristol, Newcastle, Cardiff, and Dublin.

Mr. George Mylne was the first Manager; that important position is now held by Mr. Archibald Hewat, F.R.S.E., F.F.A., F.I.A., President of the Faculty of Actuaries in Scotland. This gentleman's connection with the "Edinburgh Life" dates back to 1872, when, as a very young man, he was appointed Resident Secretary of the Company in Glasgow. There he continued till 1883, when he was called to Edinburgh as Secretary at the Head Office. In 1900 he was promoted Manager and Actuary. Principally owing to Mr. Hewat's ability, energy, and commanding personality the business has very greatly increased since that date. He has long been recognised as one of the most eminent of living actuaries, and his published work "Widows and Pension Funds," is universally regarded as the standard authority on that subject. The Company is also fortunate in its Secretary and Assistant Secretary. The former, Mr. Thomas Macleod Gardiner, entered the office as an apprentice in 1884; he was appointed Superintendent of Agents in 1898, and Secretary in 1905. Dr. A. E. Sprague became Assistant Secretary in 1901. He is an M.A. of Cambridge, and holds the degree of Doctor of Science from Edinburgh University. His training in Assurance work he received under his father, Dr. T. B. Sprague, F.R.S.E., a Cambridge senior wrangler, who was for long Manager of the Scottish Equitable Life Assurance Society.

The Company now has its headquarters in the palatial structure recently erected on its own property at the corner of George Street and Hanover Street. This splendid edifice is one of the most striking of Edinburgh's architectural features. The design is Renaissance, with some suggestion in the details of the French eighteenth century school of architecture. Mr. J. M. Dick Peddie, of Albyn Place, Edinburgh, was the architect.

Messrs. Campbell & Co., Musical Instrument Makers.

Music, we are told by William Shakespeare, has power to soothe the savage breast. Had he known Mr. John Campbell he would probably have added a line indicating the effect of music on the perpetuation of youth. It is sixty years since Mr. Campbell first became associated with the business which has been the means of making his name a household word throughout almost every country in the world, and, candidly, he has more ability and looks younger than any man of fifty. Mr. Campbell took over full control of the business from his father fifty years ago, the headquarters of the concern then being in Stockwell Street. From there Mr. Campbell removed to Howard Street, where he established a factory and wholesale warehouse, having a shop meanwhile at 116 Trongate. Three years ago, largely owing to the growing demand for gramophones and talking machines, the firm left Howard Street, and removed to a magnificent shop at 42 Sauchiehall Street, opposite the Empire Music Hall. That shop, which is a perfect triumph in the display of musical instruments, is managed by Mr. Campbell himself and his eldest son, Mr. John Morrison Campbell; while the Trongate shop is looked after by his second son, Mr. Archibald Davidson Campbell. Every kind of musical instrument is stocked in abundance, particularly gramophones, talking machines, and melodions, and the business done in both shops is enormous. Almost every day in the week Messrs. Campbell and Co. have to execute large orders for shipment abroad, and as a proof of the high esteem in which they are held by their customers it is sufficient to say that they are in possession of no fewer than 300,000 testimonials. Surely this must be a record for any business. Mr. Campbell's firm, who are agents for the new hornless Kingsor talking machine, and accredited agents for the gramophone, issue a very comprehensive illustrated catalogue, giving details and prices of the numberless musical instruments and appurtenances stocked by them.



Glenboig Union Fire-Clay Coy., Ltd.

The history of this Company practically dates back to 1836, when an extensive basin-shaped deposit of siliceous clay was discovered at Glenboig. As this kind of clay is valuable in the making of fire-bricks and other adjuncts necessary in the construction of the furnaces in the great Lanarkshire ironfield, a small factory was started. It speedily took the premier position for furnace building in the district, and formed the nucleus of the vast industrial combination which forms the subject of this notice. In 1860 the present managing director of the concern, Mr. James Dunnachie, who was then a young man of twenty-five, joined the business, which was that year started under the firm name of Thomson, M'Lean & Co. From that date the business continued to increase by leaps and bounds, and in 1865 it passed into Mr. Dunnachie's hands; he assumed two partners, and the business was carried on under the designation, "The Glenboig Fire-Clay Company" till 1872, when the firm was dissolved. In that year Mr. Dunnachie leased the unlet portion of Glenboig, consisting of six-sevenths of the whole, and erected the "Glenboig Star Works," which in three years became the largest producer of fire-clay goods in the kingdom.

One of the partners of "The Glenboig Fire-Clay Company" carried on the old works till 1882, when the two concerns were united under the present name of "The Glenboig Union Fire-Clay Company Limited," with Mr. Dunnachie as managing director. Since the amalgamation, which put an end to a rivalry of ten years, two other works have been acquired at Cumbernauld and Gartcosh, so that the whole forms the largest combination of the kind in Europe. Many notable firms using their fire-bricks attest the truth of the Company's claim that these products are more durable, more reliable, and more economical than the ordinary brands of fire-bricks.

One of the greatest improvements in the manufacture of Glenboig fire-clay goods was effected by the introduction of "Dunnachie's continuous regenerative gas kiln," which reduced the cost of burning the more strongly resisting materials by one half, completely abolished smoke, and greatly increased the quality of the products. The Company's output, which is singularly varied, includes all shapes and sizes of bricks, blocks, tiles, etc., required for the Siemens and Bessemer steel furnaces, puddling, and blast furnaces; Ford & Moncrieff's, Cowper's, and Whitwell's stoves, Bauer's coke oven, Klomms furnaces; Siemens's, Duff's, Mond's, Wilson's, and other gas producers, steel-smelting furnaces, Gorman tubes, runners, plugs, tuyeres, etc., etc., also blue bricks for acid chambers and gas retorts; together with every variety of settings, glazed sewage pipes, cattle troughs, paving tiles, and, in fact, all kinds of articles which come under the designation of fire clay goods. These are supplied to all the markets in the civilised world. Some idea of the excellence of the Glenboig articles may also be gained from the fact that they have been awarded fifty-six medals and diplomas of honour at the principal exhibitions. Over a thousand hands are employed in the works, and the population of Glenboig has increased from 120 persons, in 1860, to over 3000 to-day, most of whom are more or less closely associated with the Company.

So long as the Company is under the present direction its prosperity is assured, for the wealth of material in the Company's clayfields is practically inexhaustible and of the same unrivalled quality as that which first made the "Glenboig" products famous.



Mr. JAMES DUNNACHIE.

City and County House Purchase Co., Ltd.

This enterprising and ably-managed Company provides its members with facilities superior to most of its rivals throughout the country of becoming owners of their own houses, and thus, in the truest sense, acquiring a "local habitation and a name." The C.C.C., which has its head office at 166 Buchanan Street, Glasgow, does not claim any particular antiquity, but during the whole of its five years' existence its record has been one of steady and unchecked progress.



Mr. R. MURRAY McINTYRE.

That the Company is thoroughly sound and flourishing will be shown by a glance at the balance sheet submitted at the General Meeting of the shareholders in April last. The report is the more gratifying when the bad condition of trade, particularly in the building line, is taken into account.

The Company was founded with an authorised share capital of £25,000, of which, however, only 15,079 shares of £1 each—10/- paid up—have been issued. This comes to £7,539 10s. During 1907 the net balance of profit was £1437 19s. 2d., of which amount £376 19s. 6d. were devoted to the payment of a dividend of 5 per cent., which left £500 to be added to the Reserve Fund, and £560 19s. 8d. to be carried forward. This brought the Reserve Fund up to £2000, while the 95 advances to members, amounting in the aggregate to £39,565—and the largest since the inception of the Company—swelled the grand total of the loans on heritable securities to £139,665. The property held as security for these advances showed a certified value of £169,029, thus giving a security margin of £29,364. Altogether 348 advances had been made for the four years prior to 31st December, 1907—a total of 87 per annum, involving an average sum of £34,916, which makes the average advance £401. The satisfactory nature of the advances is evident from the fact that in only four cases, as yet, have the Directors had to realise on account of default, which may be regarded as only 1 per cent. of the total number of loans completed. Year by year the cost of management has decreased; in fact, no Company at present shows so low a rate of expenditure.

Mr. R. Murray McIntyre, a shrewd, energetic, commercial gentleman of the best type, is Secretary of the Company, and he is ably assisted in the work by Mr. R. Storey-Cooper, the Agency Manager, an official whose knowledge of the house-purchase business is probably unexcelled by any other member of the same profession.



Mr. R. STOREY-COOPER.

Messrs. A. F. Reid & Sons.

There is an element of romance in the story of the foundation of this well-known firm, which, while not a commercial asset in itself, forms an honourable tradition that is worthily maintained by the present partners of this prosperous and ever-extending business. It goes back to the days of the American Civil war. Mr. Robert Brown, who founded the business in 1858, was induced to follow the example of many others, and ventured on a big speculation in flour. But instead of amassing a fortune, as he had anticipated, the deal eventuated disastrously, and he made a composition with his creditors by the payment of 4s. 6d. in the pound. That was in the year 1863. The matter was not ended, however; Mr. Brown was of exceptional stuff. With one object in view he set steadily to work, and on the 31st day of August, 1870, he paid in full all the creditors who had been affected by his speculation seven years before. To commemorate this honourable proceeding, Mr. Brown was entertained by those who had been involved, and the address he was presented with on that day is now in the possession of his daughter and grandsons.

Mr. A. F. Reid, the son-in-law of Mr. Brown, an Aberdonian by birth and early training, had been a prosperous grocer with several flourishing shops, and a few years after the death of the latter he forsook the grocery trade and took over his father-in-law's original shop at 206 Cumberland Street. With the able assistance of Mrs. Reid, and latterly with that of his sons, Mr. Robert Brown Reid and Mr. Alexander Reid, the baking business, to which their attention is solely devoted, has rapidly extended, until now they have no fewer than seven large shops.

The central establishment at Victoria Road, Crosshill, is one of the most up-to-date bakeries in Glasgow. It is equipped with the most approved appliances for the manufacture of all kinds of bread and biscuits.



Mr. A. F. REID.

Messrs. Reid have earned a high reputation for their beautiful bridal cakes, their principal confectioner recently carrying off the leading award in a national "piping" competition at the Edinburgh Exhibition.

The firm is also widely known as successful caterers, their stock of costly and richly decorated silverware giving a note of distinction to many of the principal "socials" all over Glasgow.

Mr. George Mackie, Chemist.

Mr. George Mackie, 73 Renfield Street, is head of one of the best businesses of the kind in Glasgow. A first-class dispensing chemist, he has attained to the high position he holds in the trade as the natural result of his own enterprise and industry. Although it is but fourteen years since he came to the second city of the empire his name is quite familiar among the best people in the West of Scotland. Before coming to Glasgow he had a somewhat extensive and varied experience in Aberdeen and Edinburgh, and he also spent a few years in England. The business he has built up is a reflex of his character and ambition. It is a dispensing trade of the highest class, with every facility for performing the delicate and important work in a reliable, thorough, and up-to-date manner. In addition to carrying on a very large dispensing business, Mr. Mackie keeps a varied assortment of all kinds of toilet and household articles, nursery and sick-room requisites, medical and surgical appliances, etc. A feature of the stock is that it is always fresh and of a most varied and representative character. But the main thing is the dispensing department, which is under Mr. Mackie's personal supervision; and medical practitioners may depend at all times on their patients being supplied without delay with the latest outcome of therapeutic investigation at the most moderate prices consistent with the very highest quality.

Messrs. Richard Wilson & Co.

One of the best-known firms of wholesale wine and spirit merchants in the West of Scotland is that of Messrs. Richard Wilson & Company, 102 Bath Street. With a record of over 30 years' association with the wine trade, Mr. Wilson established his present firm some years ago. The business, in addition to a general home and export one, embraces many leading agencies, including the Olan Distillery, the



Colonel RICHARD WILSON.

Aultmore-Glenlivet Distillery, Messrs. Andrew A. Watt & Coy., Ltd., Tyrconnell Irish Whisky; Messrs. A. C. Meuknow & Co., brandy shippers, Cognac; L. Poiset, wine shipper, Beaune; Henri Gaden et Cie., claret shippers, Bordeaux; Messrs. William Murray & Co., Ltd., Craigmillar, Edinburgh, and Messrs. Duncan Gilmour & Co., Ltd., Sheffield and Liverpool. Apart from business, Mr. Wilson was for many years closely connected with the Volunteer movements as an energetic and popular officer, Lieutenant-Colonel Richard Wilson, who joined the Glasgow Highlanders as a bugler in 1877, rose through all the non-commissioned grades, and attained commissioned rank in 1892, when he was transferred as Second Lieutenant to the Blythwood Rifles (3rd Vol. Batt., Highland Light Infantry). On his promotion to the rank of Captain he was attached to the famous "E" Company, many of whose number won renown as marksmen at Wimplesdon, Bisley and elsewhere. In 1897 Colonel Wilson received the long-service medal, and ten years later the Volunteer Decoration, and, in consideration of his length of service, retired with full rank and permission to wear the uniform of his battalion on retirement.

Messrs. Alex. Ritchie & Co.

The contents of any box containing the name of Alexander Ritchie & Co. may safely be passed round the most fastidious company, young or old. Since 1866 they have been engaged in the manufacture of Licorice Caramels, Butter Scotch, Russian Toffee, etc., and what they have learned in all those years they have not forgotten, with the result that their products to-day are more wholesome and more toothsome than ever. It would be impossible to mention anything in the sweetmeat line that Messrs. Ritchie & Co. do not manufacture—Chocolates, Lozenges, Tablets, Rocks, Pastilles, Gams, Caramels and packet goods are only a few. The City of Glasgow Confectionery Works are the most centrally situated of the kind in Glasgow, and they are equipped with the best and most up-to-date machinery for facilitating rapidly and cleanliness of production. Special



Mr. ALEX. RITCHIE.

mention might be made, however, of Messrs. Ritchie & Co.'s Russian Toffee and Menthol and Eucalyptus Pastilles, which are extensively used by vocalists and platform speakers.

**Messrs. Manuel & Webster,
Grocers, & Co.**

Outside of London there is probably no grocery business in the United Kingdom similar to that of Messrs. Manuel & Webster's, 103 West George Street. It is a grocery business, and a very extensive one at that; but it is also something more, and this is where it is different from most other grocers'. For one thing, it has a unique situation—in the very heart of the business part of the city—and for another it deals only in the very highest class of produce, notably in the choicest wines and fruits that money can command. It is the store of the rich, and among the firm's regular customers are included many of the leading families throughout the West of Scotland. While



Mr. J. MANUEL WEBSTER.

the business itself is actually about a century old, it is just fifty years since it came into the hands of Mr. J. C. Webster and Mr. James Manuel. The shop was then in Buchanan Street, and there it remained till twelve years ago, when increasing trade rendered it necessary to find larger premises. Mr. Manuel retired from the business at that time, and Mr. Webster retired three years ago, leaving Mr. J. Manuel Webster in full command of the successful concern. Mr. Webster worthily maintains the firm's best traditions. He has a keen business aptitude, an active disposition, a commanding presence, and a pleasant manner. He is treasurer of the Glasgow Grocers' Company, a director of the West of Scotland Licensed Grocers' Association, a member of the Glasgow Weavers, a member of the Wine and Spirit Trade Benevolent Association, and a Burgess of the City of Glasgow. For many years Mr. Webster was in the Queen's Own Yeomanry, and also held a Commission in the Third Lanark Rifle Volunteers. He has travelled all over Canada and Europe, and pays regular business visits to the richest wine districts of the Continent. A fully-equipped bakery for the manufacture of the finest of cakes, ices, jellies, etc., and spacious stores for wines in bins, fruit, and dry groceries are separate parts of this flourishing and well-appointed establishment.

Partick Monumental Works.

Although the Partick Monumental Works were only started a few years ago, the proprietors, Messrs. Hay & Paterson, have, by their excellent business ability and the fine qualities of their designs and workmanship, earned for themselves an enviable reputation, not only in the West-end of Glasgow but throughout the West of Scotland. Perhaps that is limiting their reputation too much, for in many unexpected out-of-the-way places in the British Islands the firm's name will be found modestly inscribed on the base of handsome and chaste designed monuments.

The establishment, which is situated in that exceptionally busy thoroughfare, Dumbarton Road, Partick West, forms a well-known landmark in the district through the multiplicity of admirably finished granite memorials in the showyard. Both Mr. Hay and Mr. Paterson have had a long and varied experience of this class of work in the North and South of Scotland, and both are determined to spare no pains in making their products worthy of the high reputation already deservedly gained by the Partick Monumental Works. In this most laudable ambition there is no doubt they are completely successful.

Mr. Hay, it may be noted, is a native of Aberdeen, otherwise, the far-famed "Granite City," and the centre of the world's granite industry. Here he served his apprenticeship as a monumental sculptor, but this experience, valuable as it was, was subsequently widened by a residence in other cities. Mr. Paterson, who is equally an adept in monumental work, belongs to the "Highland Capital," and his apprenticeship was served under the immediate supervision of the designer of the celebrated "Flora Macdonald" statue, which now adorns the Castlehill of Inverness.

Mr. M. F. Thompson, Chemist.

Mr. M. F. Thompson is a specialist in his profession besides being an example of what may be accomplished by energy and enterprise united to natural talent and professional qualification. Mr. Thompson is a homeopathic chemist, a member of the Pharmaceutical Society, and a chemist of extensive experience in all branches of pharmacy. But he is best known throughout the length and breadth of the British Isles, and in the Colonies as well, as the manufacturer of "Nervetonic," an excellent remedy for all kinds of nerve complaints; of "Comfort for the Feet," a corn plaster of such recognised efficacy that its use is world-wide; of "Skin Food Complexion Cream" for ladies who desire to preserve their beauty; and of many exquisite perfumes, including "Scotch Mountain Heather," and "Royal Clyde Yacht Club," a bouquet used by royalty and the nobility. Thompson's Oriental Skin Lotion, Ruby Lip Salve, Dentifrice Water, Oriental Pearl Dentifrice, Parisian Hair-wash, Sulphur Hair Restorer, Brilliantine, Royal Kalydor Balm, Toilet Cream, Antiseptic Foot-powder, Chloralain Opodeldoc, Toilet Powders, Scented Soaps, Voice Lozenges, and Smelling Salts, are only a few of Mr. Thompson's various other lines that have deservedly earned a wide reputation. His premises at 17 Gordon Street are always worth looking at, his methods of attractive decoration being in keeping with his business acumen and professional skill. Mr. Thompson's "Concise Guide to Health" is, by the way, another illustration of his enterprise. It is a valuable booklet, and will be sent gratis and post free on application to anyone mentioning this publication. It contains much useful information concerning health generally, and the treatment of common complaints. A feature of Mr. Thompson's business is his post-order department, which has grown by leaps and bounds, and been the means of making Mr. Thompson's name and wares known throughout the wide world.

**Messrs. J. S. Gregson, Ltd.,
Hairdressers.**

The hairdresser's art is seen at its highest standard of perfection in the work which is carried on by the enterprising firm of Messrs. J. S. Gregson, Ltd., in their finely appointed premises at 306 Sauchiehall Street, and at the branch establishment, 290 Byres Road. That particular form of art, it is needless to say, now commands, as it should, more attention than formerly, and it is to such an expert as Mr. Gregson, who has devoted years of study to the artistic and also to the scientific aspects of his profession, that the fullest meed of praise should be accorded for introducing and guiding the fashions of the west.

In this sense Mr. Gregson's work is that of the pioneer and the educationist. He came north to



Mr. J. S. GREGSON.

Messrs. Leckie, Graham & Co.

For a long number of years the name of Messrs. Leckie, Graham & Co. has occupied a foremost place in the leather goods business, not only in Glasgow, but throughout the United Kingdom. The magnificent site occupied by the firm's premises at the corner



Mr. DUNCAN GRAHAM.

of Renfield Street and Bath Street consists of no fewer than five spacious flats, with a floorage space of 14,000 square feet, and in addition the firm have a lease of extensive accommodation elsewhere for the storage of heavy goods. The business was established by Messrs. Macfarlane & Graham, in 1849, and a year later, on the retirement of Mr. Macfarlane, Mr. William Graham and Mr. John Leckie took over the control of affairs. Mr. Graham died in 1853, and Mr. Leckie became sole partner, the designation of the firm being altered to John Leckie & Co. In 1878 Mr. Duncan Graham, nephew of the founder of the business, who entered the employment of the firm as a boy, joined Mr. Leckie as a partner. Mr. Leckie died in 1907, leaving his three sons—Mr. William Graham Leckie, Mr. Joseph A. Leckie, and Mr. John Leckie—to carry on the concern in conjunction with Mr. Graham. Chiefly as saddlers and coachbuilders, but also as ironmongers and silversmiths, Messrs. Leckie, Graham & Co. occupy a distinguished position in the trade. During the Franco-Prussian War they supplied the French Government with large quantities of saddlery and harness, and during the more recent war in South Africa they sent enormous quantities of mule and transport harness and general saddlery to the front for the use of the British troops. Messrs. Leckie, Graham & Co.'s windows are always attractively set off with all classes of goods, from heavy saddlery to the lightest and most delicate fancy leather articles.

Glasgow about a quarter of a century ago, and was for a time associated with Messrs. Bamber. During that period he acquired a deep insight into what may be called historical hairdressing, through his connection with theatrical work. Ultimately he commenced business on his own account in the Hillhead district, where he was very successful. Feeling, however, that the trade in artificial hair work was not catered for as it might be, he sought the earliest opportunity of giving effect to the ideas he entertained by acquiring suitable premises in Sauchiehall Street. Here he was able to inaugurate the most up-to-date methods for the manufacture of the loveliest coiffures, and some of the choicest specimens of his art are constantly on view in the beautifully arranged windows of his establishment.

Another branch of the business which Mr. Gregson has made a speciality of has been the study and treatment of troubles peculiar to the hair, and the value of his discoveries is known to so many of his customers that his advice is sought from far and near. Mr. Gregson has been for the past three years the Provincial Master of No. 6 Branch (Glasgow) of the Incorporated Guild of Hairdressers, Wig-makers, and Perfumers, whose headquarters are in London. He was one of the founders of the Glasgow School of Hairdressers, and of late years has interested himself in the question of technical education for younger members of his trade.

The premises are fitted in an up-to-date manner, the comfort and convenience of customers having been thoughtfully catered for. The shop is part of a great block of new buildings on the north side of the street, opposite Holland Street.

On entering one finds one's self in a lofty, spacious apartment nearly 35 feet square. All the woodwork is stained oak, with polished floors, which are carpeted with handsome green rugs. On the right is the counter and private office, and stretching away behind is the vista of a corridor 70 feet in length, with a series of ladies' rooms (private) and manicure and chiropody room on the left; and on the right the gentlemen's department, electric and viro massage room, consulting room, and waiting lounge. An expansive cupola gives abundant light to the various rooms, and imparts to them a sense of space and airiness. There are altogether eleven rooms available for hairdressing, manicure and chiropody, electric and viro massage, and hair treatment.

**Dr. Waterhouse's Dental
Establishment.**

The practice of Dr. Waterhouse, the popular American Surgeon-Dentist, has so largely increased of late that he has been obliged to make a big addition to his already commodious consulting-rooms at the Cambridge Street corner of Sauchiehall Street. The palatial building he occupies cannot be mistaken by intending patients. From all points of view, spectacular or professional, Dr. Waterhouse's establishment ranks as one of the finest in the Kingdom. All the suites of apartments, including waiting and operating rooms, are sumptuously furnished, and it is almost unnecessary to add that all the latest appliances known to the profession are used by the doctor and his assistants. Some idea of the extent of Dr. Waterhouse's practice may be gained from the fact that at present he has a staff of 21.

Messrs. William McGeoch & Co., Limited.

MESSRS. MCGEOCH of Glasgow have long been known throughout the Kingdom and various countries abroad, as well as on all the Seas of the world, as Wholesale Hardware Merchants and Exporters, Manufacturing Electrical Engineers and General Brassfounders, and Ship Lamp Makers. They have likewise carried out



THE HEAD OFFICES.

various important contracts for the Admiralty, the War Office, and other Government Departments. Their headquarters, which include the head office and fine range of show rooms and warehouse, embrace the whole of the magnificent pile of buildings, 28 West Campbell Street, which was designed by the celebrated architect, Mr. J. J. Burnet, A.R.S.A. They have also works in Birmingham, and an office and show rooms in London; the former at Warwick Works, Coventry Road, and the latter at 90 Charing Cross Road, W.C.

The founder of the business, the late Mr. William McGeoch, was born as far back as the year 1807, his father being a successful farmer in Wigtownshire. After receiving a good education, he commenced his business career in a solicitor's office in Wigtown, where he remained for a few years. Like many youths of the present time, he turned his eyes towards the second city, and consequently left his home in the early twenties of last century, or shortly after the birth of Queen Victoria, to seek his fortune, walking all the way to Glasgow. He apprenticed himself to a well-known firm of Glasgow ironmongers, and about ten years later, after gaining considerable experience, started business on his own account in the year 1832.



Mr. WILLIAM MCGEOCH,
Founder of the Firm.

Although a boy of about 8 years of age at the time of the Battle of Waterloo, he lived to see the Atlantic crossed in less than six days by some of the famous liners, as he died as recently as the year 1896—a period embracing the passing of the stage coach, existing in his boyhood, to universal railway travelling facilities, and from the day of sailing ships to the supremacy of steamships, and the general use of electricity. The changes in the great city of Glasgow during his lifetime must be left to the imagination.

It might further be remarked that only one generation in the business has passed away during the 77 years of its existence, as the second generation is represented by the eldest son, the present Chairman of the Company, Mr. William McGeoch, sen., who has been a member for over 50 years. The firm, however, sustained the loss by death of the founder's second son, Mr. Andrew McGeoch, some years ago, but he is still held in pleasant memory by many of Glasgow's citizens. The third generation is represented by Mr. William McGeoch, jun., and Mr. Lauchlan McGeoch, grandsons of the founder, who have both been connected with the business for over twenty years; and we are reminded that there is a fourth generation, as there are several great-grandsons of the founder at present at the school stage.

Mr. Lauchlan McGeoch is Managing Director and Vice-President of Glasgow and West of Scotland Ironmongery Trades Association. He has mostly been identified with the business in Glasgow, but now takes a more general control, while Mr. William McGeoch, jun., is responsible for the development of



Mr. WILLIAM MCGEOCH, Sen.

the electrical branch in Birmingham, of which the Chairman's brother, Mr. Alexander McGeoch, who has been in the firm for over 30 years, is the General Manager.

These gentlemen are all Directors of the Company, and have as colleagues on the Board Mr. William Roxburgh, who is more especially interested in the Building and General Hardware Departments, and Mr. Robert Archibald, who occupies a similar position in the department devoted to Ships Brass Furnishings. The Electrical Department Manager is Mr. D. T. Wilson, and Mr. J. Barrie is Manager of the House Furnishing Department, while Mr. T. B. Alexander is Cashier and Secretary. Most of these gentlemen have been associated with the firm for upwards of 20 years.

Hardware was the firm's principal mainstay during the first fifty years of its being, but about a quarter of a century ago the chiefs recognised the possibilities of electricity and acquired the Warwick Works in Birmingham to meet the prospective demand for electrical appliances. They at first devoted themselves to the making of general brass goods and ships' oil and candle lamps, combined with electrical attachments, as sufficient confidence was not then

placed in dynamos for ship lighting. Later they were among the original licencees and makers of electric lampholders, and their business rapidly increased, till they now manufacture all classes of electrical goods on a very extensive scale, from large switchboards for power work to the smallest of accessories.



MAIN ENTRANCE

The Messrs. McGeoch have always made a special feature of ship fittings, and of recent years the metal cabin furnishings for many well-known liners and Atlantic greyhounds have come from their workshops. They also manufacture all patterns and types of Admiralty material for lighting and bell circuits, and have supplied many important public buildings with fittings of their design and manufacture.

They have long acted as Wholesale Depot for Messrs. Nettlefolds' iron and brass screws, cotter pins, etc., and also for the well-known firm of Elkington & Co., Ltd., for electro-plated ship fittings, besides representing several large electrical firms who have specialities which they do not manufacture, such as telephones, electrical instruments, metal filament lamps, carbons, motor car lamps and accessories amongst other things.

Some years ago Messrs. McGeoch took over the old established furnishing ironmongery business of Alexander Davie & Son, which they now conduct in their West Campbell Street premises, where the goods are shown to great advantage in their new premises.

As has been indicated, there are few hardware houses in the kingdom have premises to be compared with those of Messrs. McGeoch, either externally or internally, and we hope their enterprise will be rewarded and that the firm in the course of time will have a century of progress to record.



Mr. WILLIAM MCGEOCH, Jun

**Mr. James Brown,
76 St. Vincent Street.**

Mr. Brown has now been in business on his own account as an Optician for the long period of 38 years. For a considerable time prior to that he held a responsible position in another establishment, so that he was thoroughly familiar with all the branches of optical science before starting out in life as his own master. As an Ophthalmic Optician, Mr. Brown undoubtedly stands in the front rank. His knowledge of the ills that affect the eye is comprehensive. Long experience and technical knowledge give him a distinct advantage in dealing with the various forms of defective vision. All along Mr. Brown has endeavoured—and endeavoured successfully—to supply his clients with the best class of articles obtainable.



Mr. JAMES BROWN.

Mr. Brown likewise deals in every kind of scientific instrument and apparatus—such as Barographs, Hygrometers, Rain-gauges, Thermographs, Anemometers, Aneroid and Mercurial Barometers, Field-glasses, Telescopes, Photographic Materials, etc.—at prices which place them within the reach of all. He also supplies Microscopes for the use of the physician, surgeon, chemist, or mineralogist at prices not more than one-tenth the cost of such instruments when he began business.

Though not a public man in the generally accepted meaning of the term, it may be mentioned that the subject of this note has been for many years connected with the Merchants' House, the Chamber of Commerce, the Royal Philosophical Society of Glasgow, the Royal Scottish Geographical Society, and the Scottish Meteorological Society.

**Messrs. M. Bryce & Sons,
Sauchiehall Street.**

For furniture of the most graceful and artistic design Messrs. Bryce & Son, 122-126 Sauchiehall Street, have an unequalled reputation. The display of light and graceful drawing-room furniture in their windows is always attractive, but it does little more than hint at the store of useful and decorative furniture to be found within the great warehouse that occupies no fewer than five flats, and even then overflows into an auxiliary building on the other side of Sauchiehall Street. The Shop itself is artistically upholstered in a fashion that enhances the appearance of the furniture, and it is admirably arranged with two staircases so that a complete tour of the warehouse may be made by ascending by one and returning by the second. Dining-room, library, hall, drawing-room and bedroom furniture of every design are well represented, and there is a very valuable stock of carpets and floor coverings. Bedroom suites in Sheraton or Chippendale mahogany, beautified by marqueterie, or carried out in oak and other light woods, represent the newest ideas in household furniture, and the Sheraton, Queen Anne, Hepplewhite and Adams drawing-room furniture, luxuriously upholstered, belong to that order of things which are beautiful to the discerning, and remain a joy for ever.

The firm owns the valuable property which they occupy in Sauchiehall Street. Its present head, Mr. John Morison Bryce, with whom Mr. John D. Cameron is now associated, is the "Son" of the original firm, which was founded by his father in 1845.

**Victoria Park Hygienic
Laundry, Whiteinch.**

This fine Laundry occupies an ideal country site near Balshagray Avenue, but within easy reach of the West-end of Glasgow. It is, undoubtedly, one of the most thoroughly up-to-date and energetically managed establishments of this kind in or around the

city. The buildings are commodious, perfectly lighted, pleasantly airy, and perfectly clean throughout, while the appliances for the work are completely representative of the latest and most approved inventions in machinery known to the trade. All the articles sent to the Victoria are handled with the utmost care, and the treatment invariably affords the utmost satisfaction to the host of senders. The employees in all the departments are thoroughly experienced. Among the proprietors' specialities are the cleaning of ladies' dresses and tweed costumes, children's dresses, and the waiving and pressing of gentlemen's suits, which look as well as new once they have passed "through the mill." The finest lace goods, and, in fact, every variety of article that arrives at Whiteinch, are treated with similar success. It may be noted, also, that the firm's vans collect and deliver work in all parts of the city and suburbs. Messrs. Girvan & Scully are the proprietors, and it must be cordially conceded that both have nothing to learn as to how a laundry should be conducted.

**Messrs. George Milne & Co.,
Wholesale Bakers,
Clutha Bakery.**

Like most other existing businesses of importance, this was commenced in a very modest way in an underground bakery with three ovens in Paisley Road, West. That was a quarter of a century ago. The venture was successful from the first. A fine new bakery, completely equipped with all the modern appliances known at the time, was erected in M'Lellan Street, in 1891, and since then, owing to the rapid increase of the business, frequent additions have had to be made to the original structure. At present the building is 140 feet long by 36 feet wide, with a depth of 18 feet from floor to ceiling, and the 13 Scotch ovens are capable of converting 500 280-lb. sacks of flour into bread weekly. All the machinery is completely up-to-date, and it is driven by two electric motors of 33 and 35 h.p. respectively—one at each end of the bakehouse. The shafting, which runs along the whole length of the building, is divided in the centre and worked from each end, while a clutch is fixed to the middle of the shaft, so that should



Mr. GEORGE MILNE.

either of the motors break down the whole machinery can be kept going from the opposite end. The pressure at the Clutha Bakery is too great to allow the proprietor to run any risks of a stoppage of business.

An extensive flour-store with fire-proof floors, fitted with elevating and lowering hoists, worked by a gas engine, and capable of holding 3000 280-lb. sacks of flour, occupies the space immediately above the bakery. Messrs. Milne's is almost entirely a wholesale business; but they have a retail shop in Paisley Road, with a small three-oven bakehouse attached, for the making of cakes, pastries, and all varieties of small bread. The stable in connection with the firm's headquarters is stabled for 23 horses, and 12 delivery vans are constantly on the road, while half-a-dozen others are held in reserve to meet emergencies. Mr. George Milne, the sole proprietor, is assisted in the conduct of the extensive business by his sons, Mr. David and Mr. William Milne, while one of his daughters acts as cashier. Like several other of the wholesale bakers in Glasgow, Mr. Milne was originally a grocer, and for many years he successfully carried on a large business in that line in Paisley Road, West.

**Mr. Henry Samuel, Furrier,
Newton Terrace.**

One of the oldest established Fur Houses in Glasgow is that of Henry Samuel. Founded over 60 years ago, near the old Tron Steeple, this firm has gained a reputation for skilful workmanship and

integrity in all its transactions, and now ranks amongst the foremost fur factories out of London.

The present head of the firm, Mr. S. S. Samuel, has been well known in the City for the past 25 years, as a Practical Furrier, and, with the assistance of his brother, Mr. J. M. Samuel, an experienced staff, he conducts every branch of artistic fur work.

The premises now occupied by the firm, at 3 Newton Terrace, are fitted up to meet the requirements of ladies desirous of purchasing high-grade furs. A fine selection of Cats, Wraps and Stoles for every occasion, in Russian and Canadian Sables, Sealskin, Persian, and other Furs, is always on view. In selecting from this stock one can always feel assured that the fur is fully matured, the leather sound, the workmanship and design of the best.

The fact that this firm has built a connection largely by recommendation is a guarantee that the interests of clients will be safeguarded in every way.

The processes in operation at Newton Terrace are very interesting, and comprise the dressing and dyeing, the cleaning, planning, cutting, blocking, and finishing of Furs. Special electric power machinery is employed, which cleans the most delicate pelts, removes moths, and preserves the natural lustre of the fur. In the laboratory, Sable and Marten skins are darkened to richer shades when faded by wear.

The Fur Garments made by this firm are built on "leather-modelling" methods, and possess a grace, comfort, and durability unobtainable in Fur coats fitted by the rules applied to cloth.

The transforming of Fur Garments to new designs, without disturbing the natural gradations of the fur, is a speciality in this factory.

Ladies incur no obligation by consulting Mr. Samuel, as estimates and advice are given with pleasure. Everything is done to retain the confidence of clients, and the experience and skill of this House, in every branch of furriery, gives it a deservedly high place amongst the Industrial Establishments of Glasgow.

**Mr. James Craig,
Woodlands Road.**

Mr. Craig is one of the leading caterers in Glasgow, and also a very extensive manufacturer of the choicest varieties of pastry and every kind of confections. His headquarters are at the spacious and splendidly equipped premises, 10 Woodlands Road, but he has also numerous branches throughout Glasgow. The shops are all noticeable by their lightness and elegance and the artistic character of their window-dressing. The pastry making and confectionery branches are carried on solely to supply the requirements of his catering connection and his tea rooms, which are among the most luxuriously appointed in the city, and his very extensive retail trade. The machinery employed is, of course, the latest and best attainable, and the work of each of the departments is carried out by thoroughly experienced employees under the direction of experts, some of whom might claim to be geniuses in their art. Mr. Craig's wedding cakes have long been celebrated, and justly so, for the ingenuity and originality shown in the designs, which are almost infinite in number, have been recognised by the award of three challenge trophies and 75 medals, and these are only the figures up-to-date.



Mr. JAMES CRAIG, Junr.

Mr. Craig enjoys an enviable reputation as a caterer. Dinners, wedding receptions, and ball suppers all come alike to him; and as his resources are infinite he can as easily provide for a party of a thousand as one of ten. Silver plate and every kind of article requisite for dining are also to be had on hire for a moderate charge at Woodlands Road. The business was founded about 1870 by the present head's father, the late Mr. James Craig, at 19-21 Cowcaddens, opposite Buchanan Street Station. The venture, of course, was on a comparatively modest scale, but every year showed a substantial increase, till at last it arrived at its present vast dimensions.

**Messrs. Blackie & Son, Ltd.,
London, Glasgow, Dublin,
and Bombay.**

The publications of this great firm are to be found in all parts of the world. A host of works, which are indispensable to students and Reference Libraries, have been issued under their auspices, notably Ogilvie's "Imperial Dictionary of the English Language," and others on a similarly gigantic scale. The firm, indeed, makes a speciality of its dictionaries, which may be obtained at prices ranging from a shilling to five pounds. Other important books recently issued include the "Henry Irving Shakespeare," which extends to eight volumes, and costs £4 4s.; various works on the literature and history of the Celts, the Mythology of the British Islands, the Industrial History of Scotland, and the Scottish Coal-fields. Among the lighter issues may



Mr. J. A. BLACKIE.

be noted Mr. Arthur Symons' "Pageant of Elizabethan Poetry," and Mr. Manville Fenn's life of the celebrated boys' romancer, George Alfred Henry. Another of Messrs. Blackie's recent noteworthy undertakings was the publication of a selection from the *Liber Studiarum* of the great painter, J. M. W. Turner, containing 92 carefully printed illustrations. The form is Portfolio, and the cost £2 12s. 6d. Over fifty volumes have now been issued of the firm's exceedingly popular "Red Letter Library," which will eventually contain everything in prose and verse that is best in English literature. The list of editors includes nearly every eminent living man of letters. These dainty volumes cost 1s. 6d. net in cloth; 2s. 6d. net in limp leather, with gilt cloth; and certain of them also appear in special vellum decorated binding at the moderate price of 3s. 6d. net. It may further be noted that the text of each volume is printed in two colours, and that among the other distinctive features are a frontispiece, title-page, and end papers in half-tone, and a cover design in gold by Mr. Talwyn Morris.

**Messrs James Simpson
& Sons.**

The magnificent show rooms and warehouse of the old established firm of Messrs. James Simpson & Sons, Complete House Furnishers, occupy the whole of the eight floors of one of the finest of the many fine piles of buildings in Sauchiehall Street. Each of the floors is practically a department in itself, and the various articles are displayed with a degree of artistic skill that must certainly prove highly captivating to the feminine eye.

The colour scheme could only have been devised and harmonised by connoisseurs, and the Messrs. Simpson's leading idea in furnishing is to impart a soft, subdued effect to the various rooms in place of the glaring dissonances of tone which marked the mid and late Victorian eras.

The house is indeed famous in the trade for the absolute fidelity of its reproductions of the designs of the "masters" of the 17th and 18th centuries, notably Sheraton, Chippendale, and the Brothers Adam. At the present time the methods of manufacture are so improved that the finest articles can be produced so inexpensively that it is possible for householders, even of the most moderate means, to select a distinctive style of their own.

When in doubt the selectors are always safe to follow the advice of the firm, and to place themselves unreservedly in its hands.

The decorative scheme of the different floors is particularly effective.

This is nowhere more notable than in the vestibule and lounge, with the walls of cream enamel and carpeting of old rose. In the wintry season the visitor will appreciate the warmth of a glowing fire in the large and spacious fireplace, and the cosy ingle-neuk of the striking mahogany fiment, which adds to the elegance and comfort of the vestibule.

The principal floors are utilised as follows:—

- 1st. Drawing Room, Furniture, Girandoles, etc.
- 2nd. Carpets, Linoleums, Lace Curtains, Tapestries.
- 3rd. Larger and more expensive Bedroom and Dining Room Suite.
- 4th. Ironmongery, Gaseliers, Electroliers, and Bedsteads.
- 5th. Inexpensive Bedroom and Dining Room Furniture, Hall Furniture, etc.

The Model House is really a most wonderful work of art. The quaint rustic beauty of the exterior, with its rough cast walls, latticed windows, tiled verandah, and doors mounted with wrought iron hinge plates and artistic door knockers, is most pleasing to the eye.

The Dining Room enters from the hall. Here the note is charmingly soft and seductive, and the plate rack running round the green canvas panelled room is ornamented with curious articles of blue and white china.

The Smoke Room is a most luxurious, cosy little apartment, decorated with leather panelled paper, and the fireplace, with the hand-wrought pewter grate and handsome chimney piece, adds a reserve of dignity to the effect. The furnishing of the Drawing Room, which is after Sheraton, will make an almost irresistible appeal to ladies because of its charming simplicity. The other apartments include a Guest Bedroom, magnificently decorated, draped, and furnished in the style of the Brothers Adam, and the second Bedroom, where the quiet soft colouring of the Guest's Room gives place to the more arresting effects of the early Victorian chintz period. The Nursery is a most delightful place, with walls treated in a novel manner, with upper and lower frieze, after John Hassall, and interesting and amusing Noah's Ark and Dutch decorations.

Chaste elegance, combined with utility, is the dominant note in the furnishings throughout, and it gladdens the heart when one considers that so much can be done for so modest a figure.

This firm, which claims to be the oldest cabinet manufacturing firm in the City, was founded in 1820 by the late Mr. John Simpson, who was succeeded by his son, Mr. James Simpson. At the death of the latter, in 1904, the business passed into the hands of the grandsons, Messrs. Herbert, Kenneth and Maurice Muir Simpson. Under the energetic management of the present partners the business continues to flourish and expand, the firm now being known as James Simpson & Sons.

**Messrs. John Mackay & Co.,
Ltd, Vermont Street.**

The firm of John Mackay & Co., Wholesale and Export Chemists and makers of mineral waters, rank among the most important in Glasgow. The firm has also flourishing businesses at Edinburgh and Newcastle-on-Tyne. Its name is best known to the general public through the popularity of the celebrated Mackay Table Waters, which are unsurpassed by the products of any other maker for purity and excellence. Among the Messrs. Mackay's specialities in this



Mr. THOMAS STRONACH.

department are such noted and invigorating non-alcoholic beverages as "Sparkling Kola," an ideal drink for any season and climate, which has been described as the champagne of aerated waters; and the equally palatable and refreshing brands of pale dry ginger ale, stone gingerbeer, soda water, and lemonade. Vast quantities of these liquids are now consumed, not only in Glasgow and the West and East of Scotland, but also in the North of England, and the sale continues to increase rapidly. The firm is most ably and energetically managed in the West by Mr. Thomas Stronach.

**Mr. Andrew Cochrane,
WHOLESALE AND RETAIL GROCERS,
TOBAGO STREET.**

The name of Mr. Andrew Cochrane is a household word in Glasgow. This is not surprising, as his branches throughout the city now number about 60. His success is all the more remarkable seeing that he is still under fifty, and that it is only about twenty years since he first started business on his own account in Glasgow. Perhaps it may be explained by the fact that Mr. Cochrane is a man of very strong individuality. He believes largely in personal supervision, and leaves nothing to others that he can do himself. Likewise he possesses the faculty of gathering about him a band of able lieutenants, whom he is able to imbue, to a marked degree, with his own enthusiasm. Moreover, as he allowed no credit from the start, he could rest content with small profits. As a consequence, the business increased by leaps and bounds, till to-day Mr. Cochrane has the largest overturn in grocery goods of any firm in the city of Glasgow.

Mr. H. Prosser, Motor Expert

Comparatively speaking, the motor car industry is a new one. It is new to those who have merely watched the development of the automobile as it has appeared on the public highway, but it is old to those who have assisted in that development, as Mr. H. Prosser has done. It is over ten years since he was riding a 1 1/2 h.p. De Dion tricycle, tube ignition—the first machine of its kind in Scotland—and ever since then he has been constantly in the thick of the motor industry in this country. In 1901, prior to the exhibition motor trials, Mr. Prosser had the distinction of driving Mr. Claud Johnson, Secretary of the Automobile Club of Great Britain and Ireland, over several of the proposed routes; and in the trials proper his firm (Messrs. Kennie & Prosser) were represented by a 10 h.p. Wolseley, which won the gold medal in its class. Since then Mr. Prosser has always been in the forefront of the automobile cult, not only as a driver, but as an expert mechanic, conversant with the anatomy of every standard car on the market. Mr. Prosser recently resigned his position as managing director of Kennie & Prosser, Ltd., and opened handsomely appointed and commodious premises of his own at 98 Hope Street, one of the most central sites in the city, where he is now exhibiting a fine stock of high-class motor carriages, accessories, tyres, etc. His leading line is the renowned "Siddleley" car, for which he holds the sole agency for a large district, but he is, of course, prepared to deal in any make of car. His faith in the "Siddleley" is founded on his own experience, as well as that of numerous users in Glasgow and district. It has the additional recommendation of being an "All British" car, and the responsibility for its production rests with Messrs. Vickers, Sons, & Maxim, of world-wide fame. Mr. Prosser has excellent facilities for the supply of coach work, the workmanship, material, design, and finish of which will bear favourable comparison with the



Mr. H. PROSSER.

best that London or Paris can produce. Mr. Prosser is a founder member of the Scottish Automobile Club, and a founder member of the Scottish Motor Traders' Association; but what commends him most to his numerous patrons are his extensive knowledge and wide experience of the trade, his straightforward dealing and conscientious attention to detail, and his gentlemanly and obliging disposition.

Councillor George Moir.

Councillor Moir has filled the onerous and honourable post of Secretary of the Clyde Corinthian Yacht Club since 1879. His career as a racing-owner began in 1878, and since then he has sailed a large number of boats, the names of which are as familiar as household words. Among those are the *Era* and the still more famous *Dragon*, which he purchased from Lord Lonsdale. The last named is one of the few vessels which have secured the much-coveted string of a hundred flags. With the *Dragon* Mr. Moir has won 122 prizes including twice "The Tarbert Cup," the blue ribbon of Clyde yachting.



Councillor GEORGE MOIR.

Mr. Moir is so well known as a sportsman that one is apt to forget that he is also a prosperous coal-master, and one of the members for Tradeston division in the Town Council.

Messrs. Oliphant, Anderson, & Ferrier, Edinburgh and London.

This firm has long held a high place among British publishers. Perhaps the name is most closely associated in the public mind with the issue of works of a more or less devotional character. The name of the publishers on the title-page, however, is sufficient guarantee that there is nothing hawkish or repelling in the tone of the books, but that, on the other hand, the contents are thoroughly stimulating and representative of the best and most fully ripened thoughts of the distinguished authors. The firm's most recent publications include works by the Rev. Dr. John Smith, the Rev. Dr. James Jeffrey, the Rev. Dr. Ambrose Shepherd, the late Rev. Dr. R. S. Duff, and many other theologians whose reputation as writers and thinkers is now known to all English speaking peoples.

In order, however, to obtain anything like an adequate idea of the number and varied character of Messrs. Oliphant, Anderson & Ferrier's books, it would be necessary to write them for a complete catalogue, which will be sent to all applicants post free.

Messrs. James Abercrombie, Great Western Road, Glasgow.

This firm carries on a very large business as carvers, gilders, and artists' colourmen at 25 Great Western Road. It is undoubtedly one of the leading houses in Glasgow for the supply of picture frames of the English, French, Old Dutch and Italian school, or, indeed, any known variety of design that may be desired by the purchaser. All these are made on the premises by skilled workmen; and while the material and treatment are absolutely of the best, the charges are extremely moderate. The firm also remove and clean and rehang private collections, clean and mount prints and drawings, and line and restore paintings with the utmost skill, care, and expedition. In addition they have always on view a large selection of framed pictures in various styles, likewise prints and autotypes, carbons, etc., of representative works of art in the Louvre, Paris; National and Tate Galleries, London; Walker Art Gallery, Liverpool; Glasgow Corporation, and other collections, which are specially suitable for wedding presents.

Messrs. Macintosh & Gow, Glasgow Street.

This firm carries on a successfully and steadily increasing business as ladies' and men's tailors at 32 Glasgow Street, where they have always on hand a very extensive range of all the latest, most fashionable, and exclusive materials and designs for suitings.

Messrs. Macintosh & Gow have had a wide experience of tailoring for both sexes. Clients can depend that the fit of their garments will be perfect, the style the very latest, the cloth and workmanship excellent, and the cost strictly moderate.

Mr. Charles J. Kufner.

The Hall Mark of a lady's toilet is, undoubtedly, the Fur garment.

However plain the costume may be, a fur set enhances the garment, and adds a lustre and richness that cannot be obtained with any other trimming.

An ideal outfit consists of a fur coat, with long roll collar, or collar and lapels of a contrasting fur, with a muff of the new open shape, showing the complete form of the animal, and a toque made in the same fur as the trimming of the coat.

No lady who studies her toilet can afford to neglect the many advantages of being possessed of at least some garment in fur, and we can confidently recommend a visit to The Fur House at 49 Buchanan Street, where Mr. Charles J. Kufner has some magnificent models in all the leading furs made on the premises at 49-51 Buchanan Street, under his personal superintendence to his own original designs. At this establishment one can see the furs in all stages of transition, from the raw skin as it comes from the trapper to the finished garment, and by so doing can test the durability and lasting qualities of the fur by examining the leather.

One may see a fur with a fine appearance in an ordinary retailer's, but is it lasting? Is the leather sound? Has the skin been properly dressed?

Only a Practical Furrier is competent to inform us on these points.

Before investing in furs, ladies would do well to inquire into these details by consulting Mr. Kufner, whose experience of over thirty years as a Practical Furrier is a guarantee for all that is beautiful and reliable in furs.

Messrs. F. D. Cowieson & Co., St. Rollox.

Mr. F. D. Cowieson is the sole partner of the well-known firm of Messrs. F. D. Cowieson & Co., Designers and Erectors of Portable Buildings. Before commencing business in Glasgow, Mr. Cowieson had a large and varied experience in this class of work both in England and the Colonies. This firm specialise in improved buildings for habitable purposes, for which there is a great demand; but, in addition, they erect hospitals, schools, pavilions, tropical houses, farm buildings, etc.; in fact, they design and erect any description of building—from a hut to a shooting lodge—from a sun shelter to a sanatorium.

Messrs. Cowieson have spacious Works at St. Rollox, well equipped with the most modern machinery, and they employ a staff of specially trained draughtsmen for designing their different buildings. They erect buildings complete, ready for occupation, which is a great convenience to their

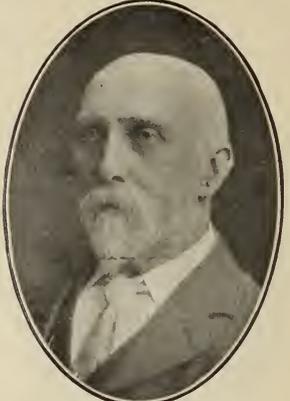


Mr. F. D. COWIESON.

different clients. Buildings for export are erected complete at the Works, stencilled carefully, taken down, despatched in bundles, with all necessary key plans supplied, and particulars for the local workmen. Amongst some of the contracts carried out last year was the large pavilion on Glasgow's New Estate for the G.U.Y.M.C.A. They also designed and erected, in Argyllshire, the whole of the buildings for H.M. Commissioner of Woods and Forests, required for habitable purposes. In fact, it may be said that there is hardly a village or hamlet throughout the country in which some of Messrs. Cowieson's buildings cannot be found. We understand that their prices are most favourable, being only a fraction of the cost of a stone or lime building, and they guarantee their buildings to be in every way as durable and comfortable.

The Alexandra Park Laundry.

This splendidly equipped laundry was established in 1869 by the present proprietor, Mr. A. H. Ferrier, and it is now most efficiently managed by his son, Mr. William Ferrier, who has a practical acquaintance with all the branches of the business. Before starting the laundry, Mr. Ferrier, sen., was lace-buyer to a leading firm of drapery warehousemen. He thus knew everything worth knowing about lace and its treatment. This knowledge he put to practical use. As a result, lace-cleaning has long been one of his principal departments, and the clientele includes such



Mr. A. H. FERRIER.

great firms as Marshall & Snelgrove, Maple & Co., Shoobred & Sons and Arding & Hobbs of London; John Welsh, Ltd., Sheffield; Boots, Ltd., of Nottingham; and Switzer & Co. of Dublin. Other constant customers reside in places as remote as Dornoch and Petworth, Sussex, and Ballachulish and Potter's Bar, while one lady—a member of a distinguished Irish family—residing in Co. Wicklow has been one of Mr. Ferrier's patrons for 23 years.

All kinds of laces are sent to the Alexandra. Some are worth pounds, others not more than as many pence a square foot. The treatment is quite as effective in dealing with the most delicate specimens of the knitters' art as with the cheap and simple products of the factory. Feathers, coats, etc., are treated with similar success. The cleaning of blankets is carried on so extensive a scale as to be almost a branch in itself. These are scoured, sulphured and purified, and in the case of English blankets the wool is raised on both sides by the carding machine, till the article is as luxuriously soft and fleecy to the touch, if not more so, than when it at first left the loom.

Many people complain that their goods are often exceedingly roughly handled at the laundries. This is certainly not the case at the Alexandra. There particular care is taken to distinguish between articles that are only slightly soiled and those that are much soiled, so that only the requisite amount of labour necessary shall be expended in the treatment. This not only saves wear and tear of the goods, but also wear and tear of the laundry machinery.

It should be mentioned that, although Mr. Ferrier has centralised the cleaning and dyeing and the ordinary laundry branches in the same buildings, the departments are kept strictly separate, even to the extent of having separate book-keepers, separate despatch-rooms, and separate vans and deliveries. In fact, the system of organisation throughout appears almost perfect.

In this brief notice it is impossible to give any detailed account of the various divisions of the business, which, in addition to these already mentioned, include a washing-house provided with all the latest and most improved machinery, of British and American make, known in the trade; a hydrojone department, where the water is scientifically extracted from the clothes; a dye-house, showing a range of vats, in one of which 40 dresses can be steeped; a starch-room, ironing rooms, airing rooms, and a large building of brick and concrete, detached from the main structure, for dry-cleaning; a big room for carpet beating (in season), and an engine-room with a 35 h.p. engine which supplies power throughout. What most strikes one on entering the laundry is the pleasant sensation of warmth, and the absolute purity of the atmosphere, the effective lighting, and the amount of space at the disposal of the workers. Extensive as is the accommodation, more is needed, and before long the laundry will be very greatly increased in size.

The Messrs. Ferrier are excellent masters. Many of their employes have been with them for a long time, and one and all, even of the most recent comers, they know familiarly by name. In this connection may be noted that a commodious dining-hall for the use of the workers is now in course of construction, and all but completed at the time of writing.

Messrs. M. & A. Brown, Bakers.

The original business of M. & A. Brown, family bakers and confectioners, of 277-279 Sauchiehall Street and 380 Great Western Road, was founded by their father, the late Robert Brown, at 206 Cumberland Street, S.S., and carried on there till 1879, when the present premises in Sauchiehall Street were acquired. The firm's name was then A. M. & A. Brown. A few years later the senior partner retired from the business, which since then has been under the management of the present



Mr. BROWN.

partners, M. & A. Brown. About eight years ago, owing to the great increase in their West-end connection, a branch shop, handsomely fitted up, was opened at 380 Great Western Road. The firm was now in the full tide of its prosperity, and not long after it was found necessary to build a much larger bakery, so that the firm might be able adequately to cope with the demands on their resources. The new establishment, which was erected behind the Great Western Road shop, was a model of what a bakery should be. Here all the latest improvements and appliances known in the trade for the production of the various kinds of bread demanded by consumers and every conceivable kind of pastry were introduced. The Messrs. Brown are justly proud of the reputation deservedly attained by their shortbread, gingerbread, and Scotch buns, of which, in addition to the vast home consumption, large quantities are now sent to all parts of the United Kingdom, as well as to the British Colonies and America. The demand for their delicacies is naturally greatest at Christmas and New Year time; and prior to this season the host of skilled pastry-bakers employed are kept very busy indeed. Recently, on account of the increasing volume and importance of their family connection, the partners decided to give up, to a large extent, the purveying branch of their business.

The founder of the firm, the late Mr. Robert Brown, was a man of singular integrity as well as of great strength of character. He was originally a grain merchant in Ayr, but subsequently started a bakery in Cumberland Street, Glasgow. For a time the business prospered, but in 1863, owing to a commercial disaster, for which he was not responsible, he was obliged to compound with his creditors in the grain trade at 4s 6d in the pound. Mr. Brown was determined that no one should be a penny the loser by his misfortune. Resolutely he set himself to his task. Fearing, however, that death or any accident might defeat this object, he kept his intention a secret. After years of self-sacrificing toil every one of the claims was paid in full. To mark their sense of his uprightness in discharging obligations which were neither morally nor legally binding, the grateful creditors unanimously set aside a handsome sum to be expended on a suitable testimonial.

Messrs. William Hood, Ltd., Butchers.

To the casual observer looking from the pavement butchers shops all seem very similar. As a matter of fact, the only point of similarity is that they all sell meat, and, indeed, it would be hard to find a business in which there are greater differences. Glasgow has its variety, like any other large city; from shops where nothing but frozen meat is sold to shops where practically nothing but the best quality of home-fed beef and mutton can be purchased.

Among the few shops of the kind in Glasgow that have a first-class reputation is that of William Hood, Ltd., and the keynote to that reputation is to be found in the fact that the management have all along made it their policy to deal in the best quality obtainable of everything.

When William Hood started business in Jamaica Street, in 1872, his whole aim and ambition was to be at the top of the tree in the meat business, and his ambition was fully realised. When he died, about ten years ago, his widow took over the business, and a year later it was formed into a private limited liability company, with Mrs. Hood as managing director. She carried on the business with marked

success until July, 1906, when her interest in the concern was acquired by Baillie Edward Watson, who had already a flourishing business of the same kind in Argyle Street. William Hood, Ltd., is now practically in the hands of the Watson family, the directors being Baillie Watson, his brother George, and two of his sons, Edward and William. The business is one of the most extensive in the city. The customers include the most of the leading city and county families, and local and provincial high-class hotels and restaurants, whose interests are well looked after by Baillie Watson's two sons, who are responsible for the management of the concern. They purchase cattle occasionally from the Royal Herds, also from the farms of Lord Rosebery, the Countess Dowager of Seafield, and many other prominent breeders. Their regular cattle supplies come chiefly from the counties of Aberdeen, Fife, and Forfar, which are well known to be the best cattle-feeding counties in the country, while their sheep are brought almost exclusively from Midlothian and the Border counties. The shop in Jamaica Street is probably the largest of its kind in Glasgow, and the equipment, which includes an extensive refrigerating outfit, is thoroughly up-to-date in every respect.

Mr. D. Munro, Tobacco and Cigar Merchant.

The tobacconist business conducted by Mr. D. Munro at the Grosvenor Buildings (70 Gordon Street) and 7 Union Street is built upon a sound foundation. It is the business of a man of wisdom and experience, and the numerous specialities which it embraces are the fruits of 36 years' patient research and experimenting. Mr. Munro commenced business when only 19 years of age, opening his first shop near the old Barrhead Station at the head of Main Street. Mr. Munro can guarantee uniformity of excellence in his various distinctive mixtures, such as Tenshona, Superfine, Relfton, and Klonkin. Mr. Munro is as particular as he is enthusiastic. The smoking mixtures which we have mentioned are not only uniform in quality all the year round, but each has a delightful and satisfying flavour of its own. In the cigarette world Munro's Gorveena, Bouquet Specials, Selected Straight Cuts, and many others, have earned a deservedly high reputation not only in, but far beyond Glasgow. To say that Munro's smoking mixtures and cigarettes are supplied to the House of Commons is a sufficient guarantee of their excellence, and it is not without interest to add that every cigarette bearing his name is made under Mr. Munro's personal supervision. He has retail customers all over the United Kingdom, and it is significant that these connections have been formed entirely through the merits of his blends and without solicitation. In the cigar trade Mr. Munro does a big business among



Mr. D. MUNRO.

the better classes, and in this line he executes orders for firms far across the seas, even in distant Buenos Ayres. His stock of pipes is one of the largest in the city, and, like his tobaccos, they are all carefully selected. Everything that a smoker needs, in fact, can be had at either of his shops. Like the broad-minded man he is, Mr. Munro stocks every standard brand of cigarette and tobacco, but, naturally, and from experience, we should say quite rightly, he believes his own to be the best.

Messrs. R. & J. Dick, Ltd.

In the boot and shoe business there is probably no name better known throughout the United Kingdom than that of Messrs. R. & J. Dick, Ltd. They have all along been in the forefront of the trade, and apart from their enterprise the chief cause of their success

has been that they have always given the very best of value. Messrs. R. & J. Dick were the pioneers of the multiple shop system. They also adopted a mark of distinction for their numerous shops throughout the Kingdom—the sign of the lifebuoy. But it is safe to say that without any such trade-mark the business would have forged ahead, for the people of this country soon learn the value of quality and honest dealing. Messrs. R. & J. Dick are not only extensive manufacturers of boots and shoes, but they do a large business in beltings. They have made a speciality of Balata belting, a material of great resisting power and lasting properties. Balata is also used with conspicuous success as a covering for the soles of boots and shoes. This treatment not only makes walking light and easy, but renders the soles absolutely waterproof.



Mr. J. E. AUDSLEY.

Messrs. W. B. Hilliard & Sons.

One of the best known firms in Glasgow and beyond is that of Messrs. W. B. Hilliard & Sons, the celebrated surgical mechanists of 63 Renfield Street, Glasgow. They are not only the oldest establishment of the kind in Scotland, but their eminence is recognised by the highest authorities in the land. Not only are the principal infirmaries, asylums, and institutions in the country numbered among Messrs. Hilliard's customers, but several important Government contracts have been entrusted to them. The business was inaugurated in Edinburgh, about a hundred years ago, by the grandfather of the present principal partner,



Mr. J. B. HILLIARD.

and the Glasgow house was opened over seventy years ago. Throughout these years the firm has been famous for the exceptionally high quality of all their appliances, many of which are protected by Royal letters patent, and have gained the unqualified approval of the most eminent surgical authorities.

Mr. Hilliard, the present head of the firm, has made valuable contributions to the science of surgery by numerous inventions such as the well-known Hilliard's Patent for the cure of spinal curvature.

Another branch of the business is largely devoted to the manufacture of sport accessories, and the name of the firm is well known among sportsmen for the splendid quality of the special knives they stock. Mr. Hilliard has also patented several inventions in this department, the "H.P." skate being specially notable.

Mr. Hilliard, it may be added, is an enthusiastic yachtsman, and is a popular figure in sporting circles.

**Alfred Dunhill, Limited,
St. Vincent Street.**

This important and highly enterprising firm supplies everything in the way of accessories for motors, and garments for their owners and drivers. Messrs. Dunhill's have been connected with motors and motorists since the introduction of the auto-car, and thus possess a knowledge and experience which are absolutely beyond question on the merits of any article used in the car or by its driver. As this is now well known, their advice is sought by motorists from all parts of the world, and they are ever ready to place their knowledge at the disposal of enquirers.

The firm have corresponding agents in all parts of Europe constantly on the look-out for novelties and improvements connected with motoring, so that if a motorist sees any special novelty or improvement in car equipment which commends itself to him, he has only to write to Dunhill's and he will immediately receive full particulars.



The firm's cutters are always perfectly informed as to the latest requirements and developments in motoring garments, and it is this knowledge, combined with their artistic skill, that enables them to impart these little points of finish which distinguish all Dunhill's articles, and make the difference between a stylish and a shoddy garment, and comfort or discomfort on the car. In fact, the Dunhill goods have a fashionable *cachet* which is all their own.

Motor tailoring for ladies is another important branch of the business. Messrs. Dunhill's Paris agents provide them with full and reliable reports as to the ever varying fashions in ladies' wear, and the firm's customers may rest assured that the excellence of the style and cut of their motoring and driving coats, etc., are equalled by the comfort, a quality which only long experience can impart to articles of fashionable design.

Messrs. Dunhill's specialities are now well known throughout the British Islands. In fact, it may be said that every motoring hood and veil now anywhere sold has been copied from the Glasgow house's original design. Many of the styles are Dunhill's exclusive designs. For quality and durability they stand quite unrivalled. The same may be said with confidence of every article stocked in the extensive



warehouse, and it is satisfactory to record that the overturn in all the departments has increased largely year by year up to the present under their energetic and efficient management.

Mr. John Thomlinson,

MANUFACTURING STATIONER,
PRINTER, AND COLLAPSIBLE BOXMAKER,
STANLEY WORKS, PARTICK.

This business was founded in 1860, and passed into the hands of the present proprietor in 1874. At that time 300 square feet was all the floor space required, but since then it has been found necessary, owing to the rapid growth of business, to enlarge the premises from time to time. Its record has been one of continual expansion, and in the year 1896 it was found necessary to remove to larger premises which

were designed and built to the firm's own plans, and which contain practically all the departments of a Manufacturing Stationer's and Printer's business, together with suitable stabling. The floor space now considerably exceeds 20,000 square feet, and even with this large area it finds itself somewhat hampered.

The front shop is fitted with handsome wall and counter cases containing a rich assortment of Leather Goods, and a great variety of household and commercial Stationery.

Passing through the shop one immediately enters the Offices and spacious Warehouse, where the travellers' and letter orders are attended to by a large staff of able assistants. Here is to be found a large haling press, connected to which is a "shute" down which the cuttings of paper from the various floors are sent, and immediately the press is full the waste is baled, weighed, and when sufficient has been gathered to make a load is immediately sent by rail to the Mill to be re-made into paper.

As an index of the amount of work the firm puts through its hands, we may mention that about every three weeks a full load is despatched to the Mill. Immediately beyond the Warehouse is the Printing Office, which, for up-to-dateness in machinery, type, etc., is, we believe, unrivalled by any of its size in the kingdom. On the second floor is the Binding Department, and it is a busy place, where all kinds of Bookbinding is done. On this floor, access to which is gained by a short passage, is to be found the Box Making Department, one of the extensions of the firm, where all kinds of collapsible boxes are made with the most up-to-date machinery. On the next floor are to be found well-filled Stock Rooms and the Ruling Department. On the remaining three floors are to be found Stock Rooms with all classes of papers and boards, and on the top flat the Bag Making Department. The whole of these floors are connected by a hydraulic hoist, and departmental telephones.

As will be seen from the foregoing, the firm undertakes fine art and general printing, bookbinding in all its branches, paper ruling, plain and colour stamping, slow card mounting, collapsible boxmaking, paper bag making, and all other branches of work relative to the Stationery trade.



Mr. GEORGE M. WELLS.

At the beginning of the firm's career business was derived from the immediate neighbourhood only, but now their eight travellers successfully cover the United Kingdom and Ireland.

The firm is well known for the high standard of work which it turns out, and may justly be accounted as among the real progressives, and we are pleased to acknowledge the success of its efforts.

The Blickensderfer Co., Ltd.

The new leather travelling cases brought out by the Blickensderfer Company of 9 Cheapside, E.C., in connection with their well-known typewriters, are distinctly handy. The Blick machines get their fair share of patronage in offices where they have to compete with other well-established makes, but when it comes to that large class who need to carry a typewriter about with them, the light weight of the Blicks gives them a big pull. The globe-trotter, the motorist, the commercial traveller, and (by no means the least) the journalist, will specially appreciate these cases, which will carry, in addition to the machine, a good supply of typing paper, envelopes, carbon paper, extra inks, type-wheel, and other sundries. A good lock is fitted, and, when closed, the case has the appearance of a dressing-case—the machine and case together weigh 11½ to 15½ lbs. The Company claim that the man who carries this compact arrangement can keep abreast of his correspondence from day to day, and retain carbon copies for filing, wherever he is. The weight and simplicity of the Blick make it a favourite machine with ladies for private correspondence, and they, too, generally adopt one or other of the leather cases referred to above. The Glasgow offices of the Company are situated at 105 West George Street, and are under the able management of Mr. Stringer.

American Roller Rink.

One of the most popular resorts of Glasgow to-day is the American Roller Rink, conveniently situated in Victoria Road, with a car stopping-place at the main entrance. Although only a few months in existence, it is already the favourite haunt of thousands of the best people in the city. It owes its inception to Messrs. C. P. Crawford and F. A. Wilkins, who have promoted several similar enterprises throughout the country with conspicuous success. The skating surface, which measures 300 feet in length, by 100 feet wide, is constructed of fine maple, specially imported from Maine, U.S.A., which gives a remarkably smooth top. Several hundred pairs of the famous Samuel Winslow Ball Bearing Skates are maintained in excellent order for the use of patrons, and the pastime is indulged in with great enthusiasm by the old and young of both sexes. The popularity of the rink may be gauged from the fact that the first fancy dress carnival was attended by about 700 skaters and 3000 spectators. No doubt part of the success of the Glasgow enterprise is due to the amiability and discretion of Mr. George M. Wells, the resident manager. As might readily be imagined, an undertaking of this sort could easily be spoiled by loose management, but there can be no such danger so long as Mr. Wells is in command. His experience is as interesting as it is extensive, he having been connected with some of the largest amusement enterprises in America, such as Barnum & Bailey's Big Shows, etc. He keeps a watchful eye on all kinds of undesirable, with the result that the best people in the city go to the rink with absolute confidence. Roller skating is a delightfully pleasant recreation, and that it imparts grace and health is admitted by all who have attained even a slight proficiency in the art. Fine music is supplied by a military band both afternoon and evening.



THE AMERICAN ROLLER RINK.

English and Scottish Law Life Assurance Association.

This prosperous Association was founded in the year 1839 by an influential proprietary, which included men of high standing in the legal profession in Scotland and England. One of the primary objects at the inception of the Company was the assimilation of English and Scottish systems of assurance, but this distinctive feature lost some of its significance under subsequent legi-slative enactments. The progress of the "English and Scottish" has remained unshaken. A large proportion of the present proprietors are intimately connected with Edinburgh and Glasgow, and the Directors have been for long men of eminence in legal and business circles in Scotland.

The Association, which has carried on business so successfully for SEVENTY YEARS, may be said to combine the safety of a proprietary company with the benefits of a mutual society, affording, as it does to its policy-holders, absolute security, equitable participation in profits, interim bonus additions, moderate premiums, liberal and simple conditions, policies practically world-wide and indisputable, guaranteed surrender values and immediate payment of claims.

Every description of risk contingent on human life, whether civil, naval, or military, at home or abroad, is undertaken, and annuities and loans are granted, the latter on life interests and reversions, and on personal or other security in connection with life assurance. The Association's system of granting loans on personal security is exceptionally favourable to borrowers.

A feature on which the Association lays stress is partnership policies, affording protection to a firm against loss by the death of one of its members. This form of policy obviates the serious inconvenience of having surviving partners called upon to pay out the capital of a deceased partner.

At moderate rates the Association also issues short term policies in connection with financial and other transactions when it is desired to cover the risk of death within a limited number of years.

The capital of the Association is £1,000,000, of which £930,000 remains uncalled. Within the last 23 years the total funds have been more than doubled. At the quinquennial valuation, in 1905, the funds stood at £2,605,289, and on 31st December, 1907, at £2,865,455. The past year's total premium income amounted to £231,553, showing an increase of about £2000, as compared with the previous year, and the claims by death were £21,238 less than the expectation. A substantial contribution towards profit accrued from the average rate of interest realised on the funds. Estimated at 3 per cent., the actual average was £4 3s. 6d. per cent. on the funds, productive and unproductive, or £3 19s. 6d. per cent. after deduction of income tax. The result of the year's operations was an increase of £73,430 in the Funds of the Association.

For over sixteen years Mr. Walter A. Smith, F.F.A., has filled the office of manager and secretary of the Association at Edinburgh.

The Association is well known in the Metropolis of the West, its Glasgow Branch (now No. 105 West George Street) having been opened in the "early fifties," and has, all along, since then been a valuable source of high-class business to the Association. One of its first secretaries in Glasgow was Mr. John Stott, afterwards Manager of the Scottish Amicable Life Assurance Society. The present secretary (since 1895) is Mr. Andrew Penn, well known in Assurance and Legal circles in Glasgow. He is an Ex-Vice-President of the Glasgow Highland Club, and a Director of the Celtic Society. The assistant secretary is Mr. John R. Watson, an Associate of the Institute of Actuaries.

Messrs. Johnston & Co.,
JEWELLERS, BUCHANAN STREET.

Mr. Robert Johnston, of Messrs. Johnston & Co., represents a Buchanan Street firm which has flourished during the last half century, and has gained during that time the highest reputation as jewellers and silversmiths, diamond merchants, and designers and mounters of jewellery. In the spacious Buchanan Street premises are many articles of rarity and virtue, and an unsurpassed stock of real silver, modern and antique, which, thanks to the finer and more extravagant taste of our day, is still—no doubt owing in some part to its remarkable cheapness superseding the treasured silver plate of an older generation. Johnston & Co. have also a most interesting collection of grandfather and other clocks, among them such novelties as the clocks furnished with revolving pendulums, which seem to have got as near as we can hope to arrive in the direction of perpetual motion, once a year sufficing for their winding. Another ingenious clock is mounted as a globe, and shows the time at every point of the globe at the moment at which it is consulted. Considerable space, both in the shop and its adjoining salon, is devoted to a handsome collection of decorative French and Dresden china, Satsuma, and cloisonne wares, Japanese ivories and pictures, magnificent bronzes, and other examples of the fascinating decorative art of the day. The making of caskets and trophies for presentation is a department of the silversmith's art for which Messrs. Johnston & Co. are much in evidence.

Messrs. Frazer & Green, Ltd.

A visit to Glasgow is considered incomplete without a walk along Buchanan Street, and anyone who has carried out this part of his or her programme without being conscious of a particularly rich and fragrant perfume when passing a certain shop in that busy thoroughfare must be defective in the olfactory organs. The fragrant odour has arrested the attention of many a jaded man of business, and has restored his brain to a state of activity. The shop to which we refer, we need hardly say, is that of Messrs. Frazer & Green, Ltd., one of the oldest and most important chemists' firms in the city. It was founded by the late Mr. D. Frazer, as far back as 1830, and it began to develop rapidly from the beginning of its career. At a later period he took in Mr. Green as a partner, but although Mr. Green was only in the business for a few years prior to 1850, the title of Frazer & Green has been retained, and it is now familiarly known not only in Scotland but throughout Greater Britain. Many honours have been conferred upon the firm during its long spell of business activity, and of these none was more appreciated than the Royal Warrant to Her Majesty Queen Victoria, which Messrs. Frazer & Green, Ltd., held to the time of her death, and they have still the privilege of using the Royal Coat of Arms. It was in the year of Her Majesty's Diamond Jubilee (1897) that the business was incorporated as a private limited Company, with Mr. John W. Sutherland, pharmaceutical chemist, as Managing Director, and under his careful guidance the ramifications of the firm have still further extended. Not only is Mr. Sutherland a pharmaceutical chemist but was, for many years, a member of the Examining Board for Scotland of the Pharmaceutical Society of Great Britain; he is a Director of the Chemists' Defence Association of Great Britain; he was Chairman of the Chemists' Trade Association of Glasgow until its amalgamation with the Glasgow Chemists' Association; and he had the distinguished honour of being called before a Parliamentary Committee to give evidence in regard to the sale of poisons.



MR. JOHN W. SUTHERLAND,
Managing Director, Frazer & Green, Limited.

As to the business itself, it has many features of importance and interest. Mr. Sutherland's chief aim appears to be not only to maintain but to add to the high reputation of the firm, and in this laudable ambition it must be acknowledged that he has succeeded. Purity and quality may be said to be the trade mark of Messrs. Frazer & Green, and the numerous preparations which bear their name are carefully and skilfully manufactured in their own laboratories. Many of these preparations have a high reputation and an extensive sale far beyond the confines of the British Isles. In the dispensing department scrupulous care and accuracy are exercised, and such are the resources of the firm that prescriptions from formulae in the principal European languages can be made up with equal promptitude and exactitude by an experienced staff of certificated chemists. A large business in the manufacture of high class aerated waters, as well as their world-famed Lavender Water and various other specialities, is carried on by the firm of Frazer & Green, whose branch pharmacies at Charing Cross, 281, Great Western Road, and 1, Belmont Place, Hillhead, are all well known, excellently conducted, and quite as successful in their way as the parent establishment at 127 Buchanan Street.

Messrs. Anderson & Shaw, Ltd.

Who has not heard of the Challenge Whisky? It is as well known among connoisseurs in spirits as the *Lusitania* is on the Atlantic. The one is fastest and largest, the other safest and best. The Challenge Whisky is produced by Messrs. Anderson & Shaw, Ltd., the principal of which is Mr. Gavin Shaw, who has been connected with the wholesale wine and spirit trade since 1854. He comes of an old Glasgow family, his father having been born in the city in 1800.

Mr. Gavin Shaw's first acquaintance with the trade was in the employment of Robert Thom, jun., at 164 Trongate. In 1869 Messrs. Anderson & Shaw succeeded to the business of Mr. Thom at premises in 10 West Campbell Street. So rapid was the growth of the demand for Challenge Whisky that in 1887 larger premises had to be secured in Morrison Street, Kingston, including ample bonded store, warehouse, and office accommodation, both contiguous to the docks, and within easy access of the city. Mr. Shaw has all along taken a deep interest in the commercial and industrial welfare of the city. He was associated as a guarantor with the successful exhibitions held in



MR. GAVIN SHAW, F.F.

the city, is a liberal supporter of local charities, and, as a resident of the Uddingston and Birkhill district, has taken his share of public service as a member of the Bothwell School Board, acting as convener of finance for nine years, and also a member of the Parochial Board and Parish Council. Besides, he has long been identified with Uddingston Parish Church, and was Past President of the Musical Association and Bowling Green in which he was much interested. Four years ago Mr. Shaw was made a J.P. of the County of the City of Glasgow.

Messrs. Allan Ure & Co.

For many years now this firm has done a very large business in Glasgow and district, particularly in the supply of kitchen ranges and iron fire-places. It may be claimed for the firm that they have done more than any other in the trade to popularise the Mantel Register (combining chimney-piece and fire-place), which is now so largely used in all tenement structures. Mr. Allan Ure, a member of the Corporation for the Cowliars Ward, in which his works are situated, is the sole partner. Although he has only been two and a half years in the Council, Mr. Ure is Sub-Convener of the Statute Labour Committee, and all along he has shown the greatest interest in the improvement of the city streets. It was also due to him that the subject of the Forth and Clyde Ship Canal was brought into the sphere of practical politics. This he effected by his motion in the Council to memorialise the Government in its favour. Through his unassuming manner and consistent geniality, the Councillor is equally esteemed and respected by all sections of the public. It can also be justly claimed



Councillor U.F.F.

for some time he is an artist in his business. For some time he stayed in Paris studying art, applicable to the various branches of the iron trade, of which he gained further knowledge by a residence in America.

Messrs. Baird & Tatlock,
SCIENTIFIC INSTRUMENT MAKERS.

No better illustration of the rapid development of scientific teaching and research could be afforded than that shown by the growth of the well-known business of Messrs. Baird & Tatlock, scientific instrument makers and chemical dealers, Renfrew Street, Glasgow. Scientific teaching in schools and colleges has undergone a complete revolution during the past quarter of a century, while the application of science to nearly every industry has developed to a remarkable extent. Many public laboratories have come into existence during that time, while few public works of any importance are now without their own private laboratories. It is not, therefore, surprising to learn that there has also been a remarkable development in the business of supplying instruments and chemicals to the numerous schools and colleges as well as to industrial firms.



Mr. JOHN TATLOCK.

The business carried on by Messrs. Baird & Tatlock, of which firm Mr. John Tatlock is the sole partner, was founded fully twenty-five years ago. It was then a comparatively small concern, but in the intervening years it has grown to such an extent that it now occupies the large five-storey building at the corner of Renfield and Renfrew Streets. The firm are manufacturers of instruments for the Admiralty and the War Office, while they also supply the laboratories of large public works and institutions. Mr. Tatlock has established branches of the business in Edinburgh and Liverpool, where a large and ever-growing business is being done.

Some instruments of an important and novel character are made in Messrs. Baird & Tatlock's workshops, notably various forms of pyrometer—an instrument for measuring and recording high temperatures of all kinds. The importance of physical conditions, such as temperature, etc., is now becoming considered of first importance in manufactures, such as those of iron, steel, and chemical processes generally. In fact, the firm make anything of a scientific nature required in the many branches of technical manufacture.

It may be of interest to mention that Mr. Tatlock spent twelve years of the earlier part of his life as assistant to Lord Kelvin in his private researches and at both the Old High Street College and at Gilmore-hill. This was the most strenuous period of Lord Kelvin's long career. Probably no one now living is more intimately acquainted with the late scientist's methods of work than is Mr. Tatlock.



Mr. J. H. RODGER, *Regano.*

Messrs. M'Pherson Bros

The firm of Messrs. M'Pherson Bros., Cutlers, 78 and 80 Argyle Street, Glasgow, has enjoyed a steadily growing reputation since its establishment, 28 years ago, and, managed on the present lines with nothing but the best quality of goods kept in stock, and a constant adaptation to the needs of customers, the prosperity of the business is certain to continue. During the last two winters they have had a large demand for skates, due to the stimulus given to skating by the opening of the Scottish Ice Rink at Crossmyloof. This is a demand which is sure to grow now that ice for the enjoyment of this pastime can be relied upon, and Messrs. M'Pherson Bros., by laying in a large stock of skates for ladies, gentlemen and youths, have prepared themselves to meet it.

The firm makes a specialty of Cutlery and Electro-Plated goods, and the stock from which customers can select what they want is as choice as it is varied. Those who wish to purchase marriage presents, often a difficult task, will find Messrs. M'Pherson Bros. able to supply them with just the things they require. Another specialty of the firm is Razors. They are the Scottish Agents for the Gillette Safety Razors, which have proved a blessing to those who are unable to use the ordinary razors. They are also the Agents in Scotland for the Auto-Strop Razor, which, as the name implies, strops itself. The convenience of these shaving devices are being more and more widely recognised, and in the last year or two Messrs. M'Pherson Bros. have sold thousands of them in Glasgow and district. An important branch of Messrs. M'Pherson Bros' business is the Tool Department, where a large assortment of Joiners', Cabinetmakers', Patternmakers', Coopers', Ship Carpenters', and Engineers' Tools are always kept, the quality of every article sold being guaranteed. Those who follow the gentle art of angling will also find their needs supplied by Messrs. M'Pherson Bros., who do a large business in Fishing Rods and Tackle, and they also meet the wants of those who aim at skill in marksmanship, keeping in stock all kinds of Guns and Revolvers. Students of drawing will find the instruments which they require supplied by this firm. Attached to the business there is a large Repairs Department, where all classes of Cutlery are repaired by the most experienced workmen.

Messrs Thomson, Skinner & Hamilton,

SCIENTIFIC INSTRUMENT MAKERS, ETC.,
38 SAUCHIEHALL STREET.

To the ordinary observer, the advance of science and the demand for technical training is one of the most important features of the times. Consequent upon such a development, there is a call for the supply of the necessary appliances required for teaching and research work.

Those demands have been amply met by this young and enterprising firm. Combining as they do experience with practical knowledge, gives them a unique advantage in dealing with the varied problems which naturally occur in such a business.

Briefly, they supply everything scientific, from the modest wants of a schoolboy "dabbling" in science to the requirements of the most advanced scientific research.

They hold a large and well-selected stock of Scientific Apparatus and Chemicals required for the teaching and practice of Chemistry, Assaying, Mining, Physics, Electricity and Magnetism, Bacteriology, Physiology, Mechanics, Hygiene, Botany, Microscopy, etc.

The equipment of laboratories is carried out in its entirety, including the fitting up of Benches, Cupboards, Sinks, Water and Gas Taps, Fume Chambers, etc.

Scientific Glassblowing is an important branch of the establishment, and they make a specialty of the manufacture and supply of new and original apparatus which may be required from time to time.

Attention is devoted to the making of scientific instruments to meet the requirements of modern teaching. In connection with the teaching of practical geography and surveying, they are makers of a very useful and cheap Theodolite. They are particularly interested in the making and supplying of all the necessary appliances for the testing of chimney gases; for determining the calorific value of coal, etc.; the recording of high temperatures; oil testing in all its branches; the testing of butter and milk according to the modern standards; and the analysis of foods and drugs.

Apart from the fact that they have already been successful in contracts for Government Departments both at home and in the Colonies, it is gratifying to note the further development of the business in the steady increase of their general export trade to all parts of the world.

The motto of this firm would appear to be that, whether orders are large or small, they always find the same careful and speedy attention.

Messrs. Alex. Bryce & Co.,
St. Andrew Square.

The Messrs. Bryce occupy an honoured position in the front rank of the wholesale houses in the trade as distillers, blenders, and wine merchants. The business was established by the late Mr. Alex. Bryce nearly 100 years ago. This gentleman, it may be noted, was originally traveller to the firm of Messrs. McCulloch, Dewar & Co., the senior partner of which was father of the celebrated painter, Horatio McCulloch. That house carried on a very large trade



Mr. ANDREW McLENNAN.

in shipping soft goods to Jamaica, and in return imported native produce, including rum, on an extensive scale. This potent and fragrant spirit was then a favourite drink among all classes in the community and large quantities of it were disposed on the road by Mr. Bryce. Eventually he took over that business on his own account, but dropped the soft goods, and thus founded the business, which still flourishes and increases under the original firm's name. On his death, in 1855, his son-in-law, Mr. Alexander Kirkpatrick, became head of the firm. Ten years later the latter assumed Mr. Peter Clark as partner, and on his retirement, in 1875, Mr. Clark was joined in partnership by the late Bailie James McLennan, who had married Mr. Alexander Bryce's grand-daughter.



Mr. JAS. BRYCE McLENNAN.

Bailie McLennan was for many years one of the leading citizens of Glasgow. He died in 1899, and was succeeded in the firm by his sons, Messrs. Andrew and James Bryce McLennan, both of whom were specialists in the selection of wines and spirits and in the delicate arts of maturing, blending, and bottling. Like his father, Mr. Andrew McLennan takes a prominent part in the business of the Trades House. For the last two years he held the office of Collector of the Trades House, a post which had been filled previously by the Bailie.

The firm has extensive premises in St. Andrew Square and High Street. The huge main warehouse, at the latter address, which measures 240 feet square, contains a vast stock of Irish and Scotch Whiskies in cask from all the most famous distilleries in the United Kingdom.

Messrs. Paterson, Sons & Co.,
152 BUCHANAN STREET.

The extensive warehouses of Messrs. Paterson, Sons & Co. are stocked with a selection of musical instruments and music which, for comprehensiveness and variety, is unrivalled by that of any other house in the same business.

The firm hold the sole agencies in Scotland for the world-famous Steinway, Ibachcity, and Broadwood pianos, the Angelus player-piano, Estey pianos and organs, B. Squire & Sons' pianos, Brooklyn pianos, the Nordic pipe-organs, etc., etc., also a representative stock of other well-known instruments, including those of Collard, Challen, Hopkinson, Allison, etc., etc., is shown in the spacious show-rooms. The display is really magnificent; in fact, the variety of instruments shown is infinite, and has been selected to meet all tastes and all purses.

Particularly noticeable in the main show-room are the specimens of Steinway and Ibachcity pianos in the horizontal grands and vertegrand styles; Messrs. John Broadwood & Sons' Rarless grands and uprights; the Boudoir grands of Messrs. Collard & Collard; and the numerous specimens of these splendid instruments, the Angelus-Brinsmead and Broadwood player-pianos. The Estey organs occupy a large room on the first floor, and the samples shown range from articles intended for the palatial dwellings of millionaires to those suitable for the cottages of artisans.

The Messrs. Paterson also show two ingenious instruments which are sure to become popular. The *Welte-Mignon Piano* reproduces exact and individual renderings of music played by the world's greatest pianists. This marvellous invention gives a life-like rendering of any composition played by the leading pianoforte virtuosi with exact reproduction of tone, touch, tempo, rhythm, and pedal effects.

The "Electrelle." The *piano-player without limitation.* The invention of the "Electrelle" has now completely swept aside this hitherto impassable barrier. Abandoning wind-foot-power, unsatisfactory in so many ways, its inventors have summoned to their aid electricity, and have produced a piano-player which is capable of rendering, with perfect art, the most elusive shadings of tone and tempo. With the electrelle attached to a piano, anyone of artistic feeling—no matter how unskilled in the technical part of piano playing—can render any composition, not only with faultless precision, but with all the personally and expression of an accomplished musician. More than this, the electrelle is absolutely without musical limitations—except, of course, those of the performer's own musical perception.

The *Welte-Mignon* and the "Electrelle" are run by electricity—either from an electric lighting circuit (using only one-third the power of a small incandescent lamp), or from a small battery which needs but ten minutes' attention in three or four months.

Messrs. Paterson are the sole agents in Scotland for these novelties.

Gramophones are strongly represented in the warehouse. A special department is also devoted to the sale of music.

It would be almost impossible to overrate the influence exercised for the last fifty years by the firm on the musical culture of Scotland, and great as has been its prosperity in the past, there is no doubt that under the present management the business will continue to flourish and expand.

Mr. Thomas Graham, J.P.,
"Cliffe Vale," Chryston.

Mr. Thomas Graham, J.P., the Scottish agent and representative for Twyford's, Ltd., sanitary engineering manufacturers, at 92 Bath Street, Glasgow, comes of a hardy stock, which, no doubt, accounts for his active and ambitious disposition. He was born at



Mr. T. GRAHAM, J.P.

Stepps Farm, near Glasgow, and during his younger days he took an active part in all the various sections of farming work with his father and elder brothers at the Stepps Farm, and it is worthy of particular mention that his father is still alive and farming,

although 88 years of age, at Cathkin Farm, Rutherglen. But Thomas soon developed an aptitude for something else, and, after a good all-round education, finishing at Glasgow High School, he served his full apprenticeship as an architect. Before receiving his appointment from Twyford's, Ltd., Mr. Graham had experience with some of the biggest firms in the city. He is a Justice of the Peace—one of the youngest in Lanarkshire—and is chairman of Cadder Parish Council, and takes a great interest in the welfare of all local affairs. He is a trustee of Chryston Parish Church, a member of the Incorporations of Masons and Cordiners, an ex-sergeant of the artillery, and a keen, all-round sportsman, with special leanings towards angling, golfing, bowling and curling. The firm he represents for Scotland are famed all over the world for their superior quality and high standard of modern sanitary fittings.

Messrs. John Robertson,
COACH AND MOTOR BUILDERS,
ST. VINCENT STREET.

The extensive business, 412-424 St. Vincent Street, was established more than fifty years ago by Mr. John Robertson, and during the whole of that period the coaches, carriages, etc., constructed, have been deservedly celebrated for the excellence of their design, material, workmanship, and finish. This is shown by the fact that they have been awarded no less than 20 first class medals in the vehicular section at the country's greatest exhibitions, including the gold medal at the Edinburgh International Exhibition of 1886. The firm has been always in the van of progress. No improvement or invention of a practical nature has ever been introduced that was not immediately adopted; and it might be noted that Mr. Robertson himself was the inventor of the popular Robertson combination pneumatic tyre, which so greatly expedited and



Mr. J. C. MUNRO.

smoothed vehicular locomotion. A splendid array of the firm's specialities is always to be seen in the fine show-rooms which adjoin the works; and in spite of the fact that the motor has so largely displaced the road-carriage, this section of the business has not been in the slightest degree affected. In fact, the output is now larger than ever.

Years ago the chief of the firm was shrewd enough to realise the potentialities of the autocar, and he straightway ranged himself with the pioneers of the motor-building industry. In this line, as well as in coach-making, the firm excels, and each year shows a substantial increase in the operations of the department. The firm is admirably managed by Mr. J. C. Munro, one of the ablest of Glasgow's commercial men. So long as the business is under his control it is certain to continue to expand and flourish. Like all other able commercial men Mr. Munro is most "approachable," and he is held in the highest esteem by all whom he comes in contact with.

Messrs. Marshall,
WHOLESALE AND RETAIL TOOL MANUFACTURERS,
CUTLERS, & C., ARGYLE STREET.

The above firm is well known throughout the country as wholesale and retail manufacturers of all kinds of Tools. Established over 100 years ago, the business has been in the possession of the Brothers Marshall (Alexander and William) for almost 40 years. During that time it has increased by leaps and bounds. The works at 153 Greendyke Street are fitted with all the latest machinery for the manufacture of Planes and other Joiners' and Cabinetmakers' Tools. The firm's retail department, which is situated in the busiest part of the city, is replete with every description of Cutlery, Tools, etc.

The Messrs. Marshall have the honour of supplying tools to the various technical schools throughout the Kingdom—a testimony to the excellent quality of their manufactures.

Their "Marshall" and "Carbo Magnetic" Razors are well and favourably known to the public, and in the season a large trade is also done in Golf



Mr. W.M. MARSHALL.

accessories. (Quality combined with moderate prices is the keynote of the Messrs. Marshall's success.)

Messrs. Sellar & Co.,
DISTILLERS AND WHISKY MERCHANTS,
102 WEST REGENT STREET.

The firm of Sellar & Co., Whisky Merchants, 102 West Regent Street, has been in existence for a considerable number of years. The business was founded by Mr. William Sellar, late collector of Inland Revenue, Glasgow, a gentleman who was widely known and much esteemed in Trade Circles. His son, Mr. William Sellar, is now the sole proprietor, and has been associated with the business since its inception. He received his early training in the Bank of Scotland, and is known as an energetic and thoroughly business man. Mr. Sellar is a Volunteer, a lover of all forms of athletics, and is the proud possessor of quite a number of prizes.

Mr. J. Campbell, Poulterer and Game Dealer.

In Stockwell Street, almost equi-distant from the busiest thoroughfare in the city and the River Clyde, there is a corner shop which attracts a good deal of public attention, chiefly because of its fine display of game and poultry. Especially during the Christmas and New Year season, when the windows contain hundreds of turkeys and geese, people who live on humbler fare stand and wonder where all these good things go to. Mr. Campbell, who started business in that street sixteen years ago, can tell them not only where they go to, but where they come from. Almost every week Mr. Campbell pays a visit to Drumore, in Ireland, an important centre for the buying and selling of game and poultry, where he, like his father before him, is recognised as one of the largest and most enterprising buyers in the market. In order that they may be disposed of in the prime of condition, Mr. Campbell has part of his stock sent over alive, and on their arrival in Stockwell Street they are adequately dealt with by a staff of about twenty thoroughly experienced and qualified assistants. Besides having a big family connection, Mr. Campbell supplies most of the leading hotels, restaurants, and hydrotherapies in the city and neighbourhood. To give an idea of the extent of the business, which is the largest of the kind in Glasgow, we need only add that during the festive season Mr. Campbell usually disposes of from 5000 to 6000 turkeys and geese, and a similar number of chickens and ducks—a total of over 10,000 within a period of two or three weeks.

Mr. Robert Grieve Scotland,
209 BUCHANAN STREET.

Mr. Scotland is one of the principal artificial limb makers in the kingdom. His reputation as an expert in the somewhat depressing profession extends all over the world, wherever his work is known and appreciated. We were shown a curious series of photos of cases from Armenia, Ashanti, South Africa (where the mines and the Boer War were responsible for a great number of cases), New Zealand, the Australian Colonies, India, China, Spain, the United States, etc., etc. Mr. Scotland, who is still in the prime of life, is well up in every branch of his profession. He has travelled much, and has been honoured by giving demonstrations in the principal hospitals in Edinburgh and Glasgow—a distinction, so far as we know, unique among Scottish limb makers. He holds appointments to the principal infirmaries, railways, insurance corporations, charities, and surgical aid societies. A walk through his workshop is a never-to-be-forgotten experience—the sight of so many artificial legs, arms, hands, eyes, trusses, belts, bandages, splints, crutches, etc., etc., ought to make one thankful that fortune had left them in the possession of all their bodily powers. At the same time it should stimulate their sympathy towards those unfortunate enough to require such aids, and fill one with admiration for those who, year in and year out, devote their energies to alleviating suffering, and restoring to the ranks many who otherwise would be unfit to take their place in the battle of life.

**Mr. John Reid,
Thistle Cabinet Works,
Partick.**

In addition to being a cabinetmaker and upholsterer on a very extensive scale, Mr. Reid claims, probably with justice, to be the most economic and expeditious contractor for the removal of furniture in Scotland. Anyway, as he has had 30 years' experience of this kind of business, intending clients do not need to think twice before sending him their commissions. Perhaps no other "remover" in Scotland is provided with a better or more extensive array of up-to-date plant for the purpose than Mr. Reid. Nothing, in fact, is too hot or too heavy for him to carry.



Mr. JOHN REID.

Mr. Reid also possesses what is declared to be the best and largest stock of bed-couches and sofas in Britain; and he also makes and sells furniture, bedding, carpets and linoleums, and every other article required for the furnishing of a house, no matter how luxurious or how humble. Certainly there can be no question about the quality of the goods he makes and sells, for their excellence has already been recognised by the award of five gold medals to their manufacturer.

**Mr. Frederic B. Phillips,
Superintending Engineer,
B.I.S.N. Co., Bombay.**

Mr. Phillips, whose portrait we herewith present, is a representative specimen of that splendid type of Clyde-bred engineer, whose unrivalled professional and intellectual attainments have been made familiar to the general public by the writings of Mr. Rudyard Kipling, Mr. Joseph Conrad, and Mr. Edward Noble. The subject of our notice, however, is of an infinitely less rugged class of humanity than the now immortal M'Andrew. He is a Glaswegian born and bred, and served his apprenticeship with the noted firm of Messrs. Handolph, Elder & Co., Central Street, whose successors are that world-wide famous firm, "The Fairfield Engineering and Shipbuilding Co., Ltd." of Govan.



Mr. FREDERIC B. PHILLIPS.

Thirty years ago, as a mere youth, Mr. Phillips joined the British Indian Steam Navigation Co., Ltd., and gradually rose in that service till he now holds the onerous and important post of Superintending Engineer at Bombay.

**Mackenzie & Mackenzie, Ltd.,
BISCUIT MANUFACTURERS.**

Considerable interest attaches to the business of Messrs. Mackenzie & Mackenzie, Ltd., from the firm's commercial intimacy with Her late Majesty Queen Victoria. Books containing the actual orders received from the late Queen are conspicuously displayed in their works.

THE LATE QUEEN'S BISCUITS.

The firm originally manufactured its "Albert" Biscuits on quite a modest scale. In circumstances, which it is unnecessary to particularise, the article came to the notice of Her Majesty, who promptly ordered a regular weekly supply. Almost at once the Biscuit sprang into enormous popularity, and its sales established a record which still remains unbeaten. For upwards of fifty years the firm despatched its weekly consignment of Albert Biscuits to the Royal Household of the late Queen. The practice instituted by Her Majesty has been continued by the present King, and the direct supply is still regularly sent. One of the most interesting figures in the employ of the firm—and one to whom visitors to its works are all introduced—is the Scottish "lassie"—now well advanced in years—whose pride it was to pack the late Queen's Biscuits.

The manufactures of the firm include, in addition to numberless Cakes, Shortbreads, etc., no fewer than 300 varieties of Biscuit. Among Oatcakes, Mackenzie's Midlothian Oatcakes, which are regularly supplied to His Majesty the King, are specially noticeable, being crisp, toothsome, and free, without the usual grittiness of the everyday variety.

Hinshaw's Restaurant.

This popular house in Virginia Place is situated in what may be termed the heart of the Warehousemen, Commission Agents' and Buyers' district of Glasgow, and immediately adjacent to the General Post Office. Its site determines the class of its customers. These almost exclusively belong to the mercantile and civil servant sections of society. On the entrance floor is the attractively-equipped public bar, where one may, most comfortably, have a snack and a smoleg, or both; and above is the spacious dining-room, which, in the evenings, is frequently utilised for dinner-parties, smoking concerts, and similar entertainments. Mr. Hinshaw, the proprietor, has only been in possession for about five years, but in that comparatively short space of time he has done much to popularise this old established house.

**Mr. Hugh A. Brown,
482 SAUCIEHALL STREET.**

Mr. Brown carries on the business of Art Dealer and Picture Frame Maker, and has a large and varied stock of Pictures, Photographs, Engravings, Etchings, Oil Paintings, and Watercolour Drawings, etc., all by first class artists. He has also an extensive business in Carving, Gilding and Picture Framing, in which department most reliable work is produced. Mr. Brown started business over 30 years ago at 44 Queen Street, where he established a good trade, and lately removed to more commodious premises in Sauchiehall Street, where he has a good clientele.

**Scottish Ice Rink,
Crossmyloof.**

Among the notable additions to the facilities for recreation in Glasgow the Scottish Ice Rink at Crossmyloof takes a foremost place. It is not a local institution, but, as its name implies, it is National in character. Built in the autumn of 1907, by the Scottish Ice Rink Company, Ltd., on a site adjoining Crossmyloof Station, with which it is connected by a private platform, its object is to provide opportunities for curling and skating, and other games, such as hockey, which may be played on ice. How necessary it was to have an ice rink has been amply proved by the success which has attended the efforts of the Management since the opening day. The Scottish people are the greatest exponents of curling, which is well described as "Scotland's ain game"; but in the uncertain climate of this Northern land several

winters may pass, and, indeed, have passed, without frost sufficient to afford more than the most casual play in a few widely separated districts. Clubs could not therefore depend on deciding their local competitions, while provincial bon-spels, and above all, the grand match at Carsebreck, had to be abandoned. So open have been the winters in recent years that it is not surprising to learn that many people forgot that curling was one of the National games of Scotland. But things are different now. Curling is being regularly enjoyed; matches and bon-spels are fixed with the certainty that they will be played on the appointed dates, and the interest in the game has been stimulated to a degree which has probably no parallel in the history of curling. This happy result is entirely due to the establishment of the Scottish Ice Rink at Crossmyloof, where the facilities are so great that the most important competitions may be decided. The surface of the ice extends to 1525 square yards, and this permits of six full-sized rinks being formed.

The freezing plant was supplied by the Haslam Foundry and Engineering Company, Derby, who occupy a foremost place among refrigerating engineers, and the ice which is thus produced is of the finest quality. It is unaffected by changes of climate, and curlers begin their game knowing that their play will not be interrupted by a sudden thaw, a fall of snow, or any other of the many contingencies to which play in the open is subject. A number of important provincial matches have been decided at Crossmyloof, and the grand match, North v. South, was played there last winter, to the delight of everybody who took part in the competitions. And there been no ice rink it would have been folly for the Canadian curlers to come to Scotland for a tour this winter, but the presence of the Ice Rink assured them that, no matter what weather conditions prevailed, the numerous matches which had been arranged for their entertainment would take place. As events happened, most of the matches were played at Crossmyloof, and it is worth while noting that the Canadians, who are accustomed to indoor play, though on natural ice, were highly pleased with what they found at Crossmyloof. The Scottish Ice Rink Company, Ltd., who own the establishment, have done everything possible for the comfort of their patrons. There is a well-appointed dining-room where luncheons, dinners, and teas are served at city prices, and there is also a smoking-room, where the points of the play may be comfortably discussed over a pipe or cigar. Besides building the Ice Rink, the Management have done much to foster the interests of curling by promoting a number of competitions, including the Rink Championship of Scotland, the Club Championship of Scotland, the Kandersteg Reunion Cup, the Stirling Maxwell Cup (the gift of Sir John Maxwell, Bart., of Pollok), and the Harrogate Cup (the gift of Dr. Kutherford, Harrogate). The Management also formed the Scottish Ice Rink Club, which comprises the best players in Scotland, and the Midlands, and North of England, and may be said to rank second only in importance to the Royal Caledonian Club.

The remarks which have been made regarding the stimulus given to curling by the opening of the Scottish Ice Rink apply also to skating, which was becoming a lost art in this country. It is now a pastime which has thousands of enthusiastic followers in Glasgow and the West of Scotland who can devote a few hours every week to this most desirable form of recreation. While every one who wishes to skate has an opportunity of doing so, the Management have wisely recognised the importance of organisation, and they have been instrumental in forming district skating Clubs which are representative of the whole city, namely, Pollokshields and District Club, Kelvinside and West of Scotland District Club, and Crosshill and District Club. The subscription to each Club for a season of 32 periods, afternoons or evenings, is 30/-, while season tickets, available for the three Clubs, are supplied on payment of 3 guineas. Syllabus and application forms may be had at the Rink. For the benefit of learners and those who wish to acquire those graceful movements which it is the ambition of every skater to master, the Management have appointed an instructor whose services are always available.



THE SCOTTISH ICE RINK, CROSSMYLOOF.



MR. JOHN MONTGOMERIE.

Messrs. Montgomerie & Co.,
BERMALINE BREAD.

There are few cities in the Kingdom where the public are so well catered for in bread as Glasgow. There the baking trade occupies an exceptionally prominent position, and the numerous firms engaged in it vie with each other in providing the citizens with bread of the finest quality and the greatest variety. Among the breads so offered none holds a higher or more merited place in public favour than the famous "Bermaline." Not only in Glasgow, but, in fact, all over the world, Bermaline Bread is known and appreciated as an article whose quality is unimpeachable, and it is now recognised as a staple article of diet which no tea-table should be without.

The manufacturers of this palatable and highly nourishing loaf are Messrs. Montgomerie & Co.,

Ltd., whose able Managing Director is Mr. John Montgomerie, the inventor of the bread. The firm possess, in addition to their premises in Partick, extensive flour mills and maltings at Haddington, where the preparations used in the baking of their specialty are manufactured. These buildings are complete in every detail, and are kept fully occupied supplying the requirements of an ever-increasing demand for the Bread.

Readers will doubtless remember the attractive Bermaline Bakery at the International Exhibition, 1901, and be interested to learn that Montgomerie & Co., Ltd., are at the present time engaged in erecting a bakery at Ibrox, which, when complete, promises to be without equal in the Kingdom for up-to-dateness, finish, and in the hygienic conditions under which the bread will be manufactured and distributed.

Messrs. STEWART & YOUNG,

MANUFACTURING AND EXPORT CONFECTIONERS AND PRESERVE MAKERS, 260 BROAD STREET, MILE END.

Among the special industries that have been successfully developed in Glasgow, few are more interesting and important than that of the confectionery trade, which, undoubtedly, is well represented in the second city. Messrs. Stewart & Young carry on the manufacture of confectionery and preserves on a gigantic scale for the supply of the home and foreign markets. The firm was founded for this purpose, some thirty-three years ago, by the present partners, Mr. Archibald Stewart and Mr. Alexander Young, and has controlled a business of large dimensions almost from the commencement. Nothing could possibly be better designed for an enterprise of this kind than the premises of the firm. The main building is of four storeys, with a frontage of two yards. Running at right angles to this block for the same distance are five other ranges of buildings, and above all tower the two chimneys of the concern, with a huge sprinkler installation for the prevention of fire. The whole is enclosed by a wall, with a wide space intervening between it and the premises. It would be impossible here to give any adequate idea of the completeness of the interior equipment of the works, or to describe the many ingenious processes and appliances used in the manufacture. The making of the finer classes of confections is one of the nicest operations imaginable, and the manufacture of some of the commoner kinds is a triumph of ingenuity and skill. We do not propose here to describe the *modus operandi*; the limits of space at our disposal forbid such an attempt. Suffice it to say that everything is of the most perfect kind throughout, and that no expense or trouble has been spared to complete the equipment of the establishment down to the minutest detail. Special care is given to the selection of the materials employed, and the most absolute cleanliness is evident in all departments. The manufacturing part of the business is carried on during the season by a staff of five or six hundred persons, all of whom seem to be exceedingly active and devoted to the interests of the firm. Large as it is, the concern in every respect is a model one, and reflects infinite credit on the partners, who are ably assisted by the Managers and the heads of the various departments.

The relationships between the members of the firm and their employes have always been of the happiest kind.

The Semi-Jubilee of the firm was celebrated in 1901, and on that occasion the partners were each presented with an illuminated address, and Mrs. Stewart and Mrs. Young with handsome gifts, expressive of the esteem and confidence of the workers. Such evidences of confidence and esteem speak well for all concerned, when the strenuousness of modern business is considered.

The main lines of manufacture may be classed under the following divisions:—

ALL KINDS OF CREAM AND HIGH CLASS LOZENGES. These include the good old-fashioned kinds which pleased the public a generation ago, and some of which are popular still; but to these fall to be added an almost endless variety of modern "goodies," which not only delight the eye but please the somewhat fastidious taste of the modern consumer.

PAN WORK is the technical description of a large section of sweetmeat making. This designation has been applied because of the sweets being made in large revolving pans. Amongst these White, Coloured, and Burnt Almonds, Imperial Drops and Carvie form leading specimens.

BOILED GOODS form a popular section of the trade. These include an immense variety of Balls and Drops, from the good old-fashioned *Pin's Eyes* to the modern high class Sainettes. The high class Toffees, which form a feature of S. & Y.'s trade, belong to this section.

PASTILLES—CRYSTALLISED AND PLAIN—occupy the attention of a large number of workers, and the huge demand for the various kinds would be a surprise to the average consumer.

FONDANTS—MARZIPAN AND COCOANUT WORK—show the latest charms of the confectioners' art, and many a toothsome delicacy is turned out from each of these departments.

In **CHOCOLATES**, Stewart & Young's Marshmallows, Caramels, Covered Almonds, and Walnuts, with the growing varieties of high class lines, show that the popular taste is closely studied.

In **NOVELTY GOODS**, which greatly delight the young folks, S. & Y. are well known for the large

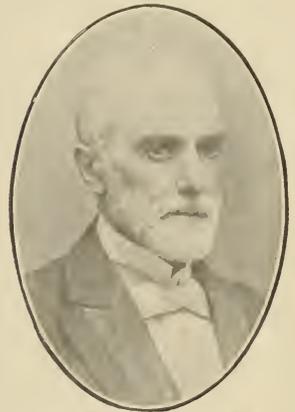
variety of new and popular lines which are being steadily introduced. During the festive season their large and small Stockings, filled with a pleasing variety of Sweets and Toys, are eagerly sought after by all parents and guardians who wish to share in the joy of trying to delight the children by arranging for the annual visit of Good Old Santa Claus.

The lists of goods for the Christmas season embrace hundreds of varieties of Dainty China Cups and Saucers, Fur and Plush Animals, Mechanical Toys, Fancy Boxes, and Novelties in galore. Surveying the whole—if this can be said to be possible—one is compelled to admit the force of the claims made by the makers that their Sweetmeats are

"The Delight of Childhood
And the Solace of Old Age."

When all this has been said about Confectionery, we must not forget the Preserve Section of the trade, which is carried on under the most favourable conditions, with the strictest regard to the production of a High Class Quality of Jam, Jellies, and Marmalade. Scrupulous attention is paid to cleanliness in all the processes of manufacture.

The mercantile department is splendidly organised, is provided with a large clerical staff, and is under the immediate direction of the partners. The trade connection includes a home and foreign business of wide-spread character, tending constantly to increase, and conducted on the best lines. Punctuality in the despatch of orders, attention to packing and transport, and a readiness to meet special wants are the striking features of the distributive department. If the firm is famous for one thing more than another, it is for its attention to the wishes of the great public, young and old, for which it finally enters; ever devising novelties for their gratification and exhausting the resources of invention in administering to their tastes and wishes. Happily, the reward of this exertion has been forthcoming; and the reputation enjoyed by Messrs. Stewart & Young, both with the trade and the public, fairly won as it has been, cannot fail to be a powerful factor in the future prosperity of their ambitious and admirably-managed enterprise.



MR. ARCHIBALD STEWART.



MR. ALEX. YOUNG.

Messrs. R. & W. Sorley.

Situated at the corner of St. Vincent and Renfield Street, a waiting place for West-end cars, a popular corner, but not over bustling and crowded, Messrs. R. & W. Sorley's windows are a familiar and fascinating sight to the sisters, daughters, and wives of the wealthy Glasgow men who can afford to purchase rich silver plate and scintillating stones. The connoisseur, too, will delight in the display of valuable antique silver, and will find within a genuine Scottish silver tea and coffee service and tray made from native silver obtained in the Leadhills. Copies of antique clocks, and wooden clocks of every variety and of the most beautiful designs attract the



Mr. WILLIAM SORLEY.

visitor to Messrs. Sorley's, and, among the silver, one will see many exquisite and rare pieces of Oriental bric-a-brac. Modern jewellery is set in the most graceful designs, and pearls in ropes, in chains, necklets, and beads, and diamonds of the purest water, with all the gems and trinkets the modern woman loves are among the treasures Messrs. Sorley have to show. The man in the street takes a keen interest, too, in the splendid silver trophies so often exhibited in the windows—such as that made recently at the order of Lord Strathcona for the Royal Caledonian Curling Club.

The present representative of the business, which was established in 1828, is Mr. William Sorley.

Mr. John Scouller,

The "HORSE SHOE," 17 & 19 DRURY STREET.

From its position in the centre of professional and commercial Glasgow, and the high reputation it has gained under the direction of the present proprietor, Mr. John Scouller, the "Horse Shoe," in Drury Street, is perhaps the most noted and most popular of the many noted and popular hosteleries in the city. Mr. Scouller is a member of a very old Glasgow family. On the father's side he can claim association with the Trades House of Glasgow since 1720, and one of his maternal ancestors was a Burgess of the city so far back as 1659. He himself is a member both of the Gardeners' and the Fleshers' Incorporation; and at the early age of twenty-seven he was the youngest Deacon who up to that time had been elected to the Trades House. His father, it may be noted, was twice a Deacon before him. Few families now connected with Glasgow have better reason to be



Mr. JOHN SCOLLER.

proud of their ancestral record than Mr. Scouller, who most naturally and fittingly is a member of the

Glasgow Antiquity Society. The subject of our note was for the long period of thirty-four years a most enthusiastic member of the "Queen's Own" Yeomanry—passing through all grades from Trooper to Lieutenant and Quarter-Master. During the South African War he rendered splendid service to his country in organising and despatching Yeomanry to the front. Indeed, between 5000 and 6000 men passed through his hands, and of these 1400 were chosen for active service. This was the largest number sent out by any Yeomanry regiment in the British Isles. Lieutenant Scouller retired from the service five months ago.

It may be added that few men are more highly esteemed in commercial circles than Mr. Scouller, who has been connected with the "Horse Shoe" for the last twenty-five years. That establishment has now several branches throughout the city, but in addition to his extensive retail trade, the proprietor has a large wholesale connection over a wide tract of country.

Mr. Robert Dawson, Removal Contractor.

Mr. Robert Dawson, removal contractor, etc., is a typical citizen of Glasgow. He is just the kind of man one would expect to find at the head of a busy and complicated concern—active and shrewd, yet gentlemanly and courteous. It is almost 30 years since he started business in Cadogan Street, where his office and stores are now situated, although on a much larger scale than when originally established. He was one of the first contractors in the country to introduce the cleverly constructed and extremely useful pantechnicon vans, and of these Mr. Dawson has several. He has also a score of ordinary furniture vans, so that he is prepared to meet almost any contingency short of an



Mr. ROBERT DAWSON.

earthquake. The widespread nature of the business may be gauged from the fact that Mr. Dawson has undertaken removals to America, Germany, Austria, Italy, France and Switzerland, and there is hardly a town or city in the United Kingdom with which he has not had dealings. Besides being one of the largest removal contractors in Scotland, Mr. Dawson was the first to possess a steam motor lorry, a means of transit admirably adapted for long journeys and heavy loads on the road. It can draw from seven to nine tons, and has more than once covered such long distances as Glasgow to Brechin, and Stranraer, and even as far as Norham, in Northumberland. Mr. Dawson lives at Dovehill Farm, Newlands, where his surplus energy finds an outlet in another direction. He is a farmer on no small scale, and as a breeder of Clydesdales he has owned some famous sires. He breeds most of his working horses, of which he has always about sixty on the active service list. Like their master, but less frequently, they all go out to Dovehill at times for a new lease of life.

Messrs. Wm. Gillies & Co.

Messrs. Wm. Gillies & Co., distillers and wine merchants, 249 Argyle Street, Glasgow, is one of the oldest firms in the trade, and, consequently from the long experience thus gained, are able more particularly to furnish the wants of the people than other firms in the same line of business. The famed "Sma-Still" Whisky is well known and highly appreciated by the firm's customers in all parts of the world. This is the perfection of old Highland Whisky, and the demand for the blend is exceedingly great. Other blends of Scotch and Irish Whiskies are also sold, and special interest should be taken in the Liqueur Whisky, twenty years old. With regard to the Wines, these are of the very best, ranging from the highest quality of "Medoc" to the choicest old vintage wines. The Brandy is simply perfect, the firm being holders of large stocks of old vintages.

Mr. G. S. Nicol,
186 BATH STREET.

In considerably less than twenty years Mr. Nicol has built up a very extensive and most successful business as a costumier and furrier. As his address implies, his clientele is largely "fashionable." During the whole of his career he has been a close student of the movements in the world of fashion, and changes were no sooner in the air than they were materialised in Bath Street. Mr. Nicol, however, is not a slavish imitator of the styles set by Paris. He is an artist of originality himself; and, unlike many artists, he is ever ready and willing to give special consideration to the individual tastes and wishes of



Mr. G. S. NICOL.

his customers, and to carry them successfully into execution. Indeed, it may be said that the motto of his business is "individuality," and this highly distinctive and desirable quality he is most successful in imparting to his creations, whether they be costly gowns or simple looking but technically difficult costumes for walking, golfing, and cycling. Mr. Nicol's standard of workman-hip and finish correspond to his modes, and he has always on view an extensive and exceedingly varied range of all the latest and most fashionable fabrics. Except when he visits London, Paris, and Vienna in quest of novelties of the day, or should it be said, the hour, Mr. Nicol is always to be found in the commodious and luxuriously appointed private mansion in Bath Street, which he utilises for the conduct of his business. Mr. Nicol's fur department contains one of the finest stocks of choice furs for ladies' wear to be seen in this country. He is also an expert in the manipulation of this material, which is, of course, an art in itself; and his style and workmanship, to say nothing of the quality, never fail to give satisfaction to his clients. It should be noted that his charges are extremely moderate.

Mr. Henry C. Sadler.

Mr. Sadler most successfully fills the onerous position of Agent in Scotland for the great brewing firm of Samuel Allsopp & Sons, Ltd., of Burton-on-Trent. Since he came North the amount of his principal's trade in this country has very greatly increased, which is, of course, due to the energy with which the Managing Agent conducts business operations. Mr. Sadler began his career in a London solicitor's office, and after two years' experience as Secretary to a Syndicate formed for the development of some industrial patents, he entered Messrs. Allsopp's Agency Department at headquarters. Subsequently he went to Swansea as assistant to the Manager of



Mr. H. C. SADLER.

the South Wales Agency. A year later he was promoted to the Agency in the Potteries District.

Les Magasins des Tuileries.



THE GRAND STAIRCASE.

FIFTY years ago Glasgow merchants commenced to look upon the well-known Bon Marché in Paris, itself an improvement upon the Louvre style of building, as a model for their warehouses. Since then new ideas, both original and imported, have been gradually introduced in the erection of the larger warehouses, and to-day Glasgow stands in a position inferior to no other city as regards the magnificence of the style and of the equipment of her great houses of commerce. One of the foremost of these are the huge establishments in Sauchiehall Street, belonging to MM. Tréron et Cie, and known as Les Magasins des Tuileries.

The transformation of the Corporation Art Galleries into a palatial drapery warehouse was a feat of architectural skill and business foresight well worthy of the highest traditions of commercial enterprise in the West of Scotland. "Tréron's," by which name the establishment is now known in Glasgow and far beyond, is a marvellous emporium, constructed and adapted to satisfy the most artistic sense by the beauty and effectiveness of its decorations and internal equipment. The vastness and spaciousness of its great saloons give facilities for the best display of the lovely and wide range of fabrics that have won for this great house so distinguished a reputation.

Les Magasins des Tuileries occupy a commanding position, and have frontages to Sauchiehall Street, Dalhousie Street and Rose Street—that to Sauchiehall Street extending to 245 feet—and there are no fewer than 48 show windows on the ground floor alone, which are the daily delight of

thousands of ladies, many of whom travel miles to admire the latest fashion fancies displayed therein. No one, however, need wait outside unless they like, as Les Tuileries is conducted on the American system and everyone is free to walk through the warehouses without being importuned to buy.

Facing the main entrance is the grand staircase of polished mahogany, carpeted with the same heavy-pile carpet as covers the ground floor. Half way up it divides, and, turning, ends in front of a circular gallery, where, among giant palms and pieces of costly and artistic furniture, the Tuileries

in white and gold. To the left is the restaurant, which is walled in a tasteful harmony in green art canvas and white, with a deep crimson carpet and fine stained glass windows, while the electroliers are of hammered copper. Needless to say, the cuisinier of the Tuileries is perfect.

The grand salon, which extends to the right, is a magnificent apartment of nearly 8000 square feet of floorage, and the vista looking down the avenue of mirrored pillars is quite a sight in itself. Here every conceivable kind of dress fabric may be seen, shown to the best advantage. At the farther end are situated the administration offices, fitting rooms, and the private rooms of the managing partner. All the departments are admirably housed and lavishly equipped, but one can best form an idea of the spacious dimensions of Les Tuileries by a visit to the basement floor, the residence of Santa Claus during the winter months, which is large enough to accommodate 10,000 people at one time.

With such an establishment as Les Tuileries in their midst, the ladies of the West of Scotland are finding it unnecessary to go to Paris in order to keep ahead of the fashions.

Since commencing business in Sauchiehall Street MM. Tréron et Cie have made unceasing spirited progress, evolutionising and revolutionising the retail drapery system prevailing in Glasgow. They have accomplished all they said they would and a great deal more, and we are pleased to record the fact.

Tréron's are leaders in all matters of improvements in modern retailing, as most



MR. WALTER WILSON.

Orchestra plays every day from noon till five o'clock. This gallery is roofed by a glass dome encircled by electric lights, the effect of which, when lit, is indeed brilliant. Immediately in front of the staircase is the tearoom, an attractive apartment decorated



people know, but the feature which has won the absolute confidence of the shopping public is that the firm never permit misrepresentation in the slightest degree, always giving full value and courteous attention, and this is thoroughly recognised and appreciated

by all buyers at these great warehouses.

It is our sincere hope that their efforts will be as cordially appreciated in the future as in the past, for with Ex-Bailie Walter Wilson at the head of affairs, ably assisted by his son, Mr. Arthur Wilson, a large staff

of managers, buyers, and an army of sales-people, Les Magasins des Tuileries will always be prepared to serve the public promptly and to offer irreproachable merchandise at the lowest prices consistent with proper retail trading.



Ex-Bailie Malcolm Campbell.



Councillor E. H. Bostock.



Rev. D. Lamont.



Mr. Gray (Messrs. Gray, Dunn, & Co.).



Provost White, Partick.



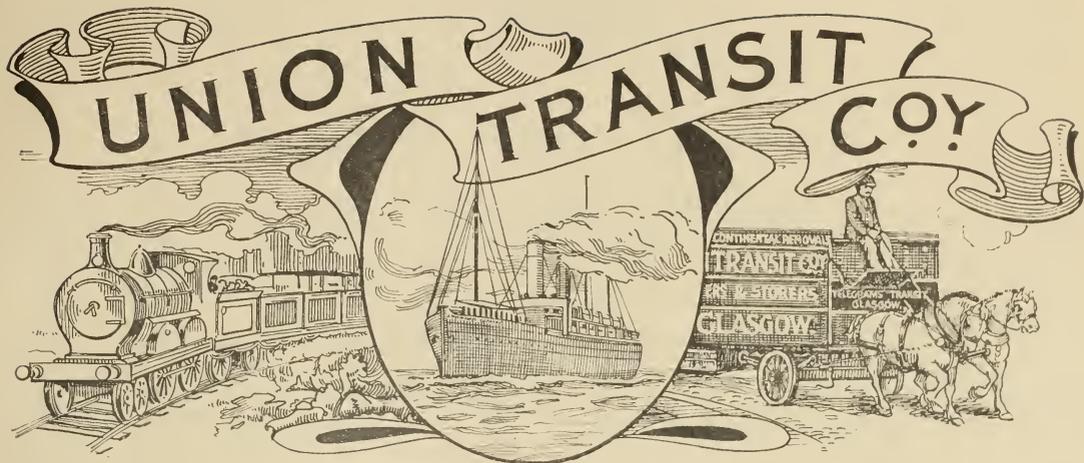
Mr. Robert Walker, Supt. of Markets.



Mr. Todd (Reid & Todd).



Dr. C. R. McLean.



THE tendency for some years back has been to carry on under the same management as many businesses as can be worked well together in order to ensure the best possible service for patrons on most favourable terms.

For example, we have the large Departmental Stores of America, and the business of William Whiteley, Universal Provider, London.

In these strenuous days when time is such an important consideration, those having Business to place, rather than have the trouble of employing several Firms to attend to the various operations, prefer dealing with a responsible Firm possessing all the necessary Facilities to enable them to execute these orders themselves.

Some Firms are willing to undertake business which requires the co-operation of several departments, although they only have Facilities to enable them to cope with part of the work, and they in turn employ other Firms to attend to the operations not in their own line, but this method, as a rule, is unsatisfactory since the Firm who undertake the business have to rely on others, and are not in a position to guarantee good service. In most cases the instructions received by such Firms cannot be carried out so promptly as they would be if they possessed all the necessary facilities.

Clearly the Firm with a combination of Facilities are in a position to execute orders promptly and satisfactorily, and with the minimum of trouble and expense to their customers.

As the name indicates, the business of this Company is a "Union" of "Transit Facilities."

The following are some of their principal departments:—

Shipping and Forwarding Agents; Freight and Cartage Contractors; Storers of all Classes of Merchandise; Home and Foreign Furniture Removers; Storers of Household Goods; Emigration, Passengers, Customs, and Baggage Agents; Cargo Measurers and Stevedores; Colliery Agents and Coal Merchants.

To sum up, any business connected with the Removing, Packing, Storing or Shipping of all classes of goods is in their line, and they are also in a favourable position to supply coal for household or industrial purposes on best terms.

Parties contemplating going abroad cannot do better than get in touch with this Firm, who will give them all necessary information and guidance, Book their Passages, and carry out the Packing and Shipping of household goods. After having an opportunity of inspecting goods to be removed they are in a position to give a definite offer covering all possible charges.

To those who are anxious to take the whole or part of their household goods to foreign countries, but have only a limited amount of capital at their disposal, this is a great boon, as they can ascertain their actual position, and make their arrangements accordingly.

The reputation of the Union Transit Co. as Furniture Removers and Freight Contractors is world wide, and needs no comment from us. Their Vermilion painted vans, with which we are all so familiar locally, are often to be seen on the Continent, also in London, and all the principal cities and towns of Scotland, England, Wales, and Ireland, and most of them have made long journeys to foreign parts.

The Firm have many letters from their patrons in all parts of the world speaking in the highest terms of their superior service, and, in fact, the rapid increase of their business is, to a great extent, due to the recommendation of those with whom they have already done business.

Some very large removal contracts have been carried out by the Company, one of the most recent being the removal of the household furniture and effects belonging to A. F. Yarrow, Esq., and the heads of departments of the firm of Messrs. Yarrow & Co., Ltd., Scotstoun, from the south of England to this district. Altogether they removed over fifty patenteechnic van loads of household goods in connection with this contract, and the various removals

have been carried out to the entire satisfaction of all parties concerned.

The Company also undertake very important freight contracts. In this connection they have large consignments of newspaper coming forward from Sweden regularly, and the Photograph of one of the Special Train Loads of Paper on their account, which we reproduce, will be of interest.

They have extensive warehouses for the Storage of all classes of goods, and a depository specially fitted for the accommodation of household furniture and effects, including musical instruments, silverplate, and other Valuables.

It may interest our readers to know that this Firm undertake all the work connected with the loading and discharging of steamers, for which they are well equipped with all the latest facilities.

Another class of "removal" business undertaken by the Company is the transportation of steamers. They have transported vessels from this country to various foreign ports.

Although the business of this Firm has reached such extensive proportions it was only established about eight years ago.

We have already referred to one of the causes of the exceptional growth and high-class reputation of the Company, but perhaps the phenomenal success should be chiefly attributed to the loyalty and enthusiasm inspiring all those connected with the Business. Each individual member of the Firm and Staff is entirely devoted to the interests of the Business, and is actuated by the desire to attain and maintain the highest Standard of Efficiency.

The Watchword of the Firm is "Forward," and their appropriate Motto, "Union is Strength."

Want of space will not permit us to give further particulars regarding the ramifications of this important Concern, but we would recommend any of our readers having transit business to arrange to call at the chief offices—381 ARGYLE STREET, GLASGOW, and we can assure them of courtesy and prompt attention.



Special Train consisting of Fifty Wagons Newspaper, ex-Steamer at Granton, on account of Union Transit Coy., Glasgow.

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Teas at Public Auction!

THE first New Season's invoices from three celebrated Darjeeling Gardens were recently exposed to public auction.

Of their choicest breaks, which fetched the highest prices, ranging from 3/3 to 4/10 duty paid, three-fourths of the total crop was knocked down to **STUART CRANSTON'S** bids; the remaining fourth was divided between several wholesale London dealers for distribution among West End retailers and throughout the United Kingdom. One of these dealers turned over to him their portion at an advance of one farthing per pound, and another at a drop of one penny, thus proving that **STUART CRANSTON** has an outlet for Finest Tea which is unique. Of 122 half-chests exposed, he secured 89 half-chests; over the remaining 33 half-chests he divided with four firms to avoid competition.

Then, in regard to his purchases of New Season's China Tea by Private Contract, upon three chops he was offered a profit of threepence per pound on Mincing Lane Market by wholesale dealers and shippers to the Continent, most probably to Russia. These offers were declined, and those Superlatively Excellent Teas reserved for his Company's business.

The total money value of these eighteen lots, including Custom-House duty and commission, amounts to £3101 4s. 6d., which surely establishes another record of his purchasing power in Finest Teas.

Because he is *facile princeps* in Fine Teas ranging in price up to 4/6 and 5/- per pound in bond, and has acquired a Sixth Sense (or Tea Sense), he possesses the unusual faculty of recognising the relatively fine quality occasionally found in lower priced China Teas, which the public—ill advised—reject because they are not black in liquor and pungent to the taste. Therefore he sells Pure, Sweet, and Refreshing Teas, free from bitterness, at **1/2, 1/4, 1/6, 1/8, and 2/-** per pound, which are a revelation to those who have not hitherto tasted them.

For forty years he has advocated the use of mild China Teas and Darjeelings as against the coarse liquoring Indian and Ceylon Teas, which latter cause indigestion and all its attendant troubles from their excess of tannin; they yield three and four times more tannin than China Teas.

His Teas have always been sold at sixteen ounces to the pound.

The public who buy Teas in Packets, whose wrappers are included in the weight, lose one penny per pound by short weight in Tea; and they pay for the paper wrapper three or four times the cost of the paper and high-falutin' printing thereon.

The sellers of these Packet Teas exact three profits from the public: (a) A profit by the short weight they do not deliver; (b) their trade profit on the quantity delivered; (c) from 50 to 100 per cent. upon the cost of the paper wrappers, which we supply free of charge.

STUART CRANSTON'S FINEST BLENDS

are sold at **2 4, 2 8, and 3 4** per pound.

PURE CHINA TEAS—*Moning*, soft and silky to the palate, same as used in Russia, **1 8, 2 4, and 3 -** per pound.
Lapsang Souchong, slightly thin but of exquisite old-fashioned flavour, **3 -** per pound.

PURE DARJEELING TEAS, sweet, rich, juicy liquor, with very fine flavour, **2 -, 2 4, 3 -, 4 -, and 5 -** per pound.

PURE CEYLON TEAS, sharp, pungent liquor, with fine flavour, **1 8, 2 -, and 2 4** per pound.

COFFEES, Finest pure, in Bean or Ground, **1 8 and 2 -** per pound. Best Mixed, with a small proportion of Chicory, **1 4** per pound.

Connoisseurs who are paying 2/6 for Coffee in London are invited to try our Coffee at 2/-. And the public in Glasgow who are paying 2/- should try our Coffee at 1 8. Then they will be convinced that the secret of it all is that **Stuart Cranston** pays from 3d. to 5d. per pound more than his neighbours, and that he buys on the best terms, and sells at one-half the profit exacted by firms who make the loudest pretensions.

His Coffees are roasted all day long in his own Patent Roaster, for which he claims ten improvements over all the roasters that have come under his knowledge or observation.

Twelve London experts have declared its results to be
"THE PERFECTION OF ROASTING."

Cranston's Tea Rooms, Limited.

STUART CRANSTON, Founder and Managing Director.

28 Buchanan Street. 13 Renfield Street. 76 Firgyll Street.  Glasgow.

TRÉRON ET CIE.

Les Grands Magasins des Tuileries.

MM. TRÉRON ET CIE opened their magnificent warehouses in Sauchiehall Street, Glasgow, in March, 1904, for the purpose of supplying drapery merchandise in exclusive designs and exquisite qualities at prices as low as those asked in other drapery warehouses for very ordinary goods.

The Central Idea of the Proprietors of Les Magasins des Tuileries being to out rival in style, quality and exclusiveness the great warehouses of London and Paris, and so retain in Glasgow the orders of those ladies of the West of Scotland who, otherwise, would give the greatest quantity of their patronage to the cities of the south.

Yeare have proved the excellence of Tréron's methods of merchandising, and to-day the ladies of Scotland show their appreciation by shopping more and more at Les Tuileries, instead of taking their custom to other countries, when they wish *recherche* and unique wearing apparel.

Les Tuileries: A Palace of Commerce.

Everything that can promote the comfort and convenience of shoppers will be found at Tréron's. The warehouses are conducted after the style of American and Continental Stores. Everyone is free to walk through the forty departments and inspect the goods without being importuned to buy. The floors are covered with rich carpets, the fittings and furniture are all of the most modern and artistic designs, aisles are wide and roomy, every section being well lighted and well adapted for the buying and selling of drapery goods.

Luncheon Rooms, Tea Rooms, Resting Rooms, and Writing Rooms are provided for the convenience of patrons, and are also open to the public. The Tuileries Ladies' Orchestra daily.

Trérons Departmental Buyers are all trained experts, each of the highest standing in his or her particular branch. Only goods of the choicest description are sold in Les Magasins des Tuileries.

Paris in Glasgow.

AUX TUILERIES.

"A REVELATION IN
MODERN TRADING."

The most Palatial
Progressive
Popular
Drapery
Warehouses
in
Scotland.



MM. Tréron et Cie have pleasure in inviting English, American, Colonial and Continental . . . Visitors to Glasgow to walk through their palatial warehouse and inspect . . .

THEIR GREAT Displays Of Fashions.

An Exposition of the Latest Fashions unparalleled in the old or new worlds is now in progress, and the forty-eight large show windows will each day this month and next be filled from end to end with the newest and best productions of the season for Ladies' and Children's Wear and for Home Adornment. The vast stocks of exquisite merchandise embrace an endless array of New Ideas, Original Conceptions, and Objects of Interest.

Tréron's Millinery Salons.

Tréron's sell more high-class Millinery than any other house in Europe.

The Millinery Salons are fully stocked for the Season's Trading. Hundreds of charming models from the leading milliners of Paris, Vienna, and other fashion centres. Thousands of lovely Hats and Bonnets in every authoritative style, shade, and material.

Tréron's great stocks of Model Hats, Bonnets, and Toques, combined with the creations and adaptations by their own staff of skilled milliners, assure at all times a variety unapproachable by any other millinery house in this country. Ladies are invited to inspect the exclusive models in the French Millinery Salons.

Tréron's Gowns, Costumes, and Coats.

The Gown, Costume, Coat, and Cloak Sections are exhibiting delightful stocks of New Costumes, Skirts, and Coats, exquisite Gowns, lovely Steamer Coats, Motor Coats, Travelling Coats, &c. The entire stock is of the most charming description, and is representative of the latest style thoughts of the premier modistes of the Continent. Tréron's Head Dressmakers, Costumiers, and Mantlemakers are fully prepared to execute orders in the latest modes.

Blouses, Underskirts, and Tea Gowns

are shown in a profusion of novel and dainty styles, as well as all the accessories of a well kept wardrobe.

Combined with this exhibit is a remarkably fine Display of Silks, Dress Goods, Laces, Embroideries, Household Goods, Art Needlework, Travelling Requisites, and numerous kindred lines. A VISIT OF INSPECTION WILL BE A PLEASANT VOCATION.

TRÉRON ET CIE, Les Magasins des Tuileries 254-290 Sauchiehall St., Glasgow

M. & A. Brown,

Family Bakers,
Cooks and Confectioners,

277-279 Sauchiehall St.

AND

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TRAINED WORKERS, AND
SAFEST METHODS UNDER
CAREFUL SUPERVISION. . . .

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PROMPT DELIVERY,
GOOD COLOUR,
DAINTY WORK,
RESULT IN
**PERFECT
SATISFACTION.**

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Plain Every-Day Intelligence

Is used when manufacturing a **Travelling Kit** at
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We winnow the chaff and get to the
:: :: :: essential points in :: :: ::

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Durability and Reasonable Price.

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Dress Baskets, " 30	Imperial Trunks, " 70
Overland Trunks, " 30	Steel Trunks, " 27
Suit Cases " 8	Coast Hampers, " 8 6

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The complete works of William Shakespeare, edited by Sir HENRY IRVING and FRANK MARSHALL, with Introductions and Notes by FRANK MARSHALL, A. WILSON VERITY, ARTHUR SYMONS, and others, and biographical Introduction by Professor EDWARD DOWDEN. In eight volumes, super-royal 8vo. Price, cloth, **£4 4s net**; half leather, **£5 net**.

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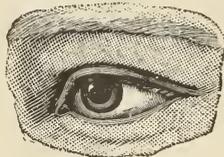
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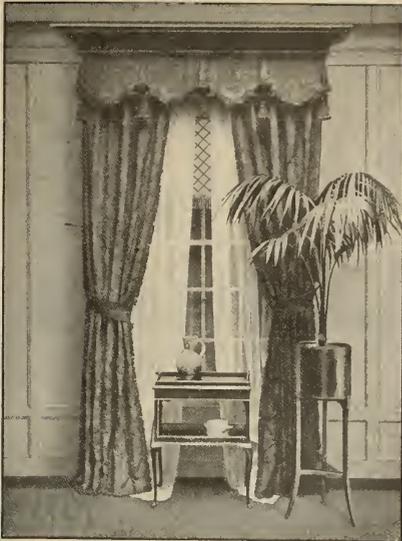
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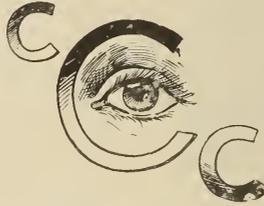
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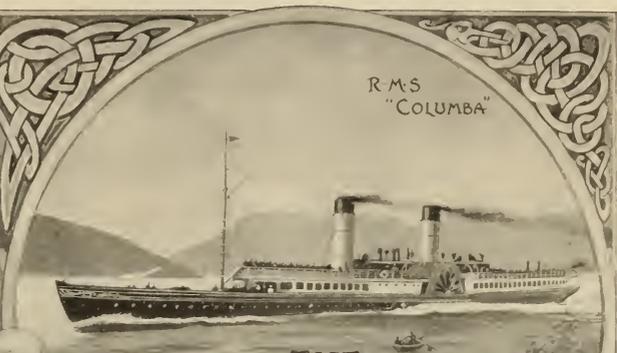
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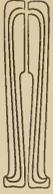
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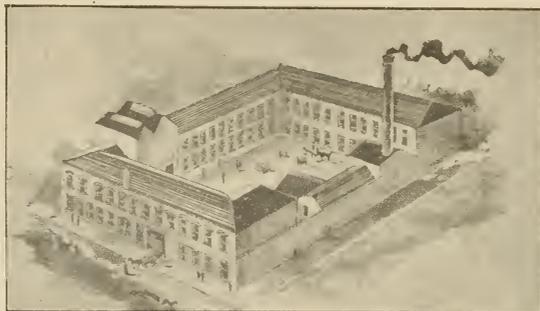
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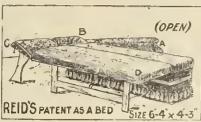
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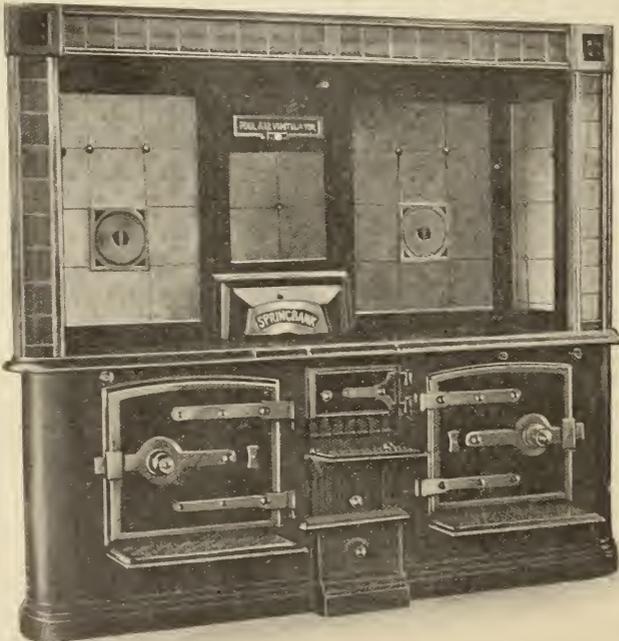
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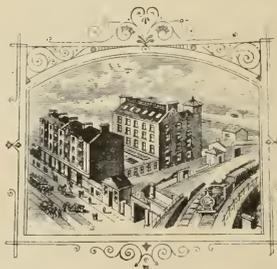


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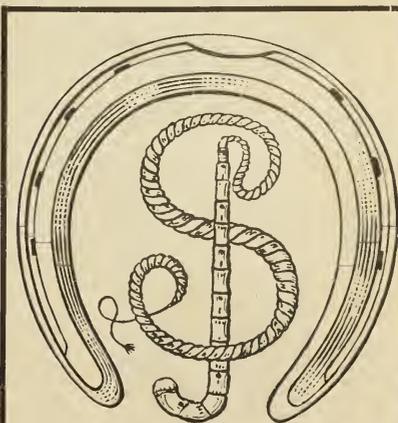
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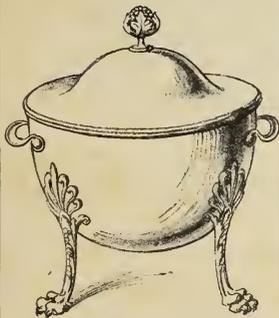
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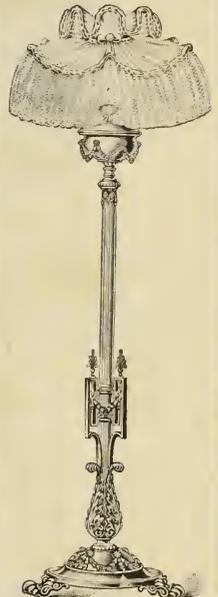
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