

I.

FORDS, FERRIES, FLOATS, AND BRIDGES NEAR LANARK.

BY THOMAS REID, M.A., LANARK.

The river Clyde, drawing its water from many affluents, all rapid, noisy, and wildly frolicsome, assumes after its junction with the Duneaton Water a broad and deep current. From this point downwards for many a mile fords were carefully noted and extensively used, though their use was frequently accompanied with great loss of life. There was a very old passage opposite Robertson leading across to Wandal parish, replaced by a bridge in 1661, the oldest bridge over Clyde above Bothwell Brig. From Robertson to Culter, Clyde flows between wooded banks, heathy uplands, pastures, and cornfields till it reaches the confines of Biggar parish, where it passes along the very edge of an outspread morass, so slightly elevated above its ordinary current that at every high freshet its water is discharged into the Biggar Burn, thence into Tweed. Here Culter Bridge spans the Clyde. As the river approaches Thankerton it is compelled to take a vast sweep round the eastern base of Tinto, so circuitous that a water-way of twenty miles, exclusive of many a minor loop, is reduced to about six miles, if the traveller takes the direct route across the bend from Thankerton to Hyndford. Around this sweep of the river, many ancient places of transit can be traced : a ford, ferry, and bridge (1778) at Thankerton ; a ford near Covington ; the Black Pot ford between Pettinain and Carnwath ; the Lampits ferry-float ; Langfurde and Mary's ford between Pettinain and Carstairs ; Carmichael ford and ferry, no longer used since the building of the bridge close by at Hyndford (1773). At various points along an extremely placid reach of the river, extending from Hyndford Bridge to Bonnington Fall, are to be noted several passages by ford or ferry, such as Howford, Crook Boat, Tillieford, all now discontinued. Below Cora Linn there is

found one of the most important passes through the Water of Clyde, viz. the Clydesholm ford, ferry, and bridge (1694-9). Four miles farther down the river come the ford, boat, and bridge (1793) of Crossford.

Immediately below the Clydesholm Bridge the Water of Mouse (*i.e.* Moss) enters Clyde, over which on its lower course several old and important bridges have been built: Cleghorn Bridge (about 1661), Lockhart Mill Bridge (1776), Cartland Bridge (1822), and Mousemill-bridg (1649). The Leechford, quite close to Jerviswood House, once the residence of Robert Baillie, martyred 1684, is the oldest and in early times was the most frequented of all the crossings of the Mouse, as it lay on the King's highway from the ford at Clydesholm to the Lothians.

CLYDE'S BRIDGE.

Between the parishes of Robertson and Wandal there existed from of old a ford across Clyde to which converged several "croce wayes and passadges." It was also of some importance to such travellers as "have occasione to come and goe from any place of the west of the Kingdome towardis the eastermost pairts, and from the north-west to the south betuixt the mouth of the river Clyd from Glasgow, Dumbarton, and downwardis towardis the west borderes and Cairlyll, the entrie to England on that hand, Or betuixt this chief citie and metropolitant, and pairtis adjacent the places of greatest resort of the Kingdome, and the boundis of Nithisdail, Galloway, Kilpatrick, and Ireland." This ford, too, lay on the route leading from the mines at Leadhills to Biggar, whither in the first instance the lead ore was carried on pack-horses previous to its distribution to other centres, *e.g.* Leith or Glasgow. This pack-horse traffic was attended with danger both by flood and field: we read under date 1597 that a convoy of Leadhills pack-horses laden with ore after crossing the ford was attacked and robbed by some "broken men of the bordure," who took possession of the "horses, armour, clothing, and haill carriages."

The crossing of the ford was frequently attended with loss of life ; and though a ferry-boat was used especially for workpeople from the village of Robertson going to field labour on the other side of the river, it was generally considered that there was no " fitting place for ferrie boat throw the feircenes of the current neir the steip mountaines and hillis." There was evidently much need of a safer means of transit at this part of the Upper Clyde.

A public movement was begun in the early part of the seventeenth century to erect a bridge at this spot ; but men and measures were in those days slow to move. The Presbytery of Lanark, dissatisfied with the want of progress in the undertaking, record in their minutes, 22nd March 1632, " The Brether thinkes it meet that the delay of the building the brigg over Clyd at Robertsone should be regrated to the erle of Angus at some convenient occasion." No further mention of this movement has been recorded. The years that immediately followed 1632 were more remarkable for political and ecclesiastical strife than for the useful arts of peace.

The matter was not renewed till about thirty years after. In 1661 a petition was presented to the Scottish Parliament, signed by " Claud Baillie ; W. B., Hardington, and W. B., Littelgill, for ourselves and in name of Robertson paroch and Wandell ; Sir W. B., Lamington, in name of myself and tenants ; Sir W. Somervell ; Ar^d Lindsay ; A. M., Culterallers, for myself and tenants ; J. H., Gilkercleughe, for my tenants ; Ro^t. Baily " ; in which the suppliants craved favourable consideration to a proposal for erecting a bridge near the Robertson ford. They state in their petition : " That ther is upon the verie centre (as it wer) of thes croce wayes and passadges ane most convenient place on the said river naturallie situat so alsweill throw the firmnes of the chaunell into a narrow cut over as throw the firmnes of the grund on the other syd being stone and roak, by both which the place for building ane bridg and Indurance thairof Doe evidentlie appear (by Godis providence so orderit) Being the nixt and second

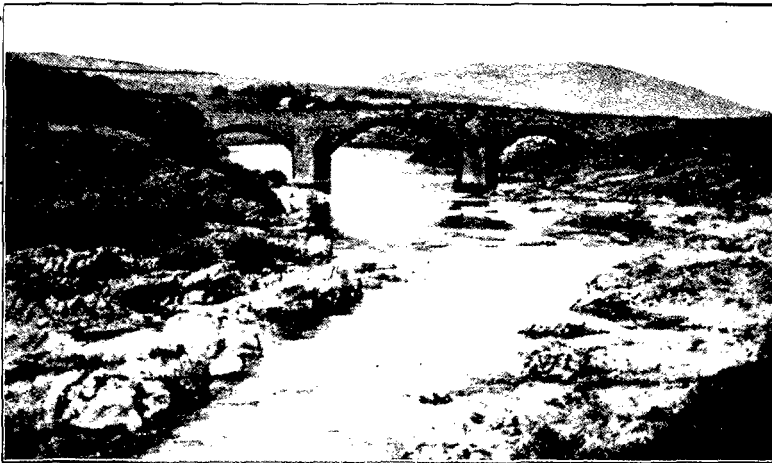
meanes under his goodnes for several good effectis and preveining of the lamentable loses and dangers at the ford." The petitioners conclude by asking Parliament "to authorize some fitt and effectuall way for accomplishing so good a work and cristiane purpose as the building of ane bridg at the said river at such ane place thair of quhair so evident advantage of placing the samen doeth so evidentlie and obviouslie offer."

The Estates of Parliament in a favourable reply grant authority to build not only a bridge over Clyde, but also another over Duneaton Water; and, seeing that the land whereon the Clyde Bridge is to be built belongs to Sir William Baillie of Littlegill, they ask him to undertake the work; and to meet the necessary expense they ordained "ane voluntary contribution to be collected and gathered by and for him throw all the paroches both in burgh and landward on the south side of the water of fforth, and recommend him to all noblemen, and magistrats and ministers of the respective presbetries within the said bounds." Anticipating, however, that such collection will be inadequate for the purpose, they further grant him and his heirs "ane custome to be payed at Clyds Bridge, to wit, for each footman or woman, two pennies Scots; for each horse with his load or ryder, sex pennies; for nolt beast or single horse, four pennies; for ilk sheip, two pennies; and these rates to be in satisfaction of the custome of both bridges and to be continued dureing the space of twenty seven years after the building and completing of the said bridge," he finding caution to build the bridge in two years.

The bridges were built under these conditions, that over Clyde (fig. 1) being erected at a spot called Ramweill Craigs near Catchapel.

In the same year in which this grant was made by the Scottish Parliament, Sir James Hope of Hopetoun and Dame Anna Foulis, his spouse, who had recently become proprietors of the mines at Leadhills, in obtaining a ratification under the great seal of a grant of these mines from Parliament, were empowered to improve the roads

leading from their mines to the various Scottish ports, a work evidently undertaken in connection with the projected bridges over Clyde and Duneaton Water. It was declared lawful for the grantees "to cause mend and repair any whatsoever His Majesties wayes leading from the saids mynes to any heid burgh or seaport within this kindgome, by breaking doun of the heigh, filling up of the hollow parts of the said



[Photo. Hunter, Port-Glasgow.

Fig. 1. Clyde's Bridge, near Roberton.

wayes, calseying of the myres and lairs therein, and making the same passible for carts, straight, plane, and of competent breadth of tuelff foote at least, according as His Majesties hieways should be by the lawes and custome of this realme, or of further breadth as the said hiewayes have been pathed and used by His Majesties leidges in any time past." No record, however, has been preserved of the fulfilment of this undertaking.

In consequence of the facilities afforded by the erection of the bridges over Clyde and Duneaton Water, the improvement doubtless

effected on the roads connected therewith, and the introduction of more scientific methods for smelting the lead ore at Leadhills and Wanlockhead, which seems to have taken place at this time, it became practicable to convey the lead ore along these highways in greater quantities. Hitherto a pack-horse load would amount to about 3 cwt., more or less, according to the strength of the beast and length of journey. Now little carts were substituted for panniers, each cart carrying a load of 7 cwt., in the form of bars. The first halting-place for these was at Biggar, which became a depot for distribution to Scottish ports, especially Leith, whence the lead was shipped furth of the realm to the Continent, in particular to Flanders. The coming and going of these carts caused no small stir in the little town, and brought considerable trade to merchants—a prosperity that lasted well-nigh two hundred years, *i.e.* until the construction of the Caledonian Railway diverted the routes of transport, and so removed the piles of lead bars which during these two centuries formed so marked a feature of Biggar High Street, and closed inn and stable and many places of merchandise.

In 1663 the “customs” at the two bridges, Clyde and Duneaton, were readjusted: “for every horse and load, 12 pennies Scots; for every cow and horse, 8 pennies; for every sheip that should pass amongst these two bridges or either of them or who shall pass that way through the lands of William Baillie whether they take the bridge or not, 2 pennies; for each single horseman, 6 pennies; and for each footman, 2 pennies.”

These “customs” were renewed in 1707, when an Act of Parliament was passed in favour of Cecilia Wedderburn, relict of William Baillie, Lady Littlegill, and William Baillie, her son, then a student at Glasgow College, continuing said customs for an additional period of twenty-one years. Certain exemptions from pontage at both bridges were made. No toll was to be levied on “the carriages of the lead and lead ore belonging to the Duke of Queensberry and Earle of Hopetoun,

and victual and materialls for the use of the workmen and mynes passing the saids bridges which with the carriadges, carriers, and servants, cart-horses, and others employed shall have and enjoy free passadges without payment of any of the saids duties or any other impediment or mollestation whatsoever." The family were required to keep the bridges in repair at the sight of the Duke of Queensberry, the Earls of Forfar, Hyndford, Hopetoun and the Laird of Lamington, or any two of them. The above pontage dues were never after 1707 renewed, and the bridge has long been free.

Both bridges have been very substantially built, and have been of great use in local and through traffic.

FORD AND BRIDGE AT WOLFCLYDE.

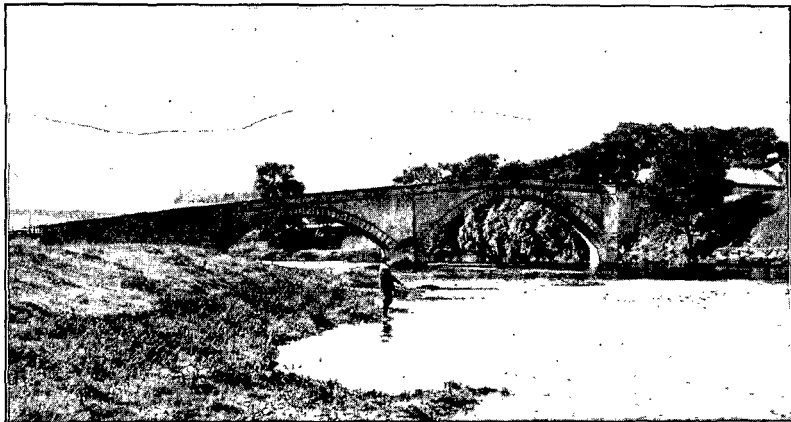
There existed from of old on the road leading from Biggar to Symington, Carmichael, and Douglas district, a much-frequented ford called Wolfclyde, so named, according to popular belief, from the killing of the last wolf run down at this spot; a name, however, more likely to be a corruption of Wathclyde, as one sometimes hears it pronounced in country dialect, *i.e.* the ford on the Clyde (*cf.* Carnwath, the cairn at the ford). It is at this part of the course of Clyde that the levels between its banks and the tract lying to the eastward are so slight that the adjacent ditches, when Clyde attains high flood, receive part of the overflow, which, by the Biggar Burn, is conveyed into the Tweed. Indeed, it would take very little engineering skill to send the whole current of the upper Clyde at the Wolfclyde ford down to Berwick instead of to Glasgow—a diversion that might be attended with serious consequences to the great commercial city situate at the mouth of the Lanarkshire river.

A little to the north of this ford stands the present bridge, sometimes called Culter Bridge. It has to be carried over the bed of Clyde by a series of many arches. The bank of the river is high on the Biggar side, affording a strong abutment for the bridge; on the Symington

side it is carried over a considerable extent of land, liable to be flooded in times of spate, but in ordinary conditions of the stream presenting a long row of dry arches. The present road over this bridge communicates with the main artery of traffic opened up in 1822 between Stirling and Carlisle.

THANKERTON FORD, FERRY, AND BRIDGE.

The ancient thoroughfare between the town of Biggar and the

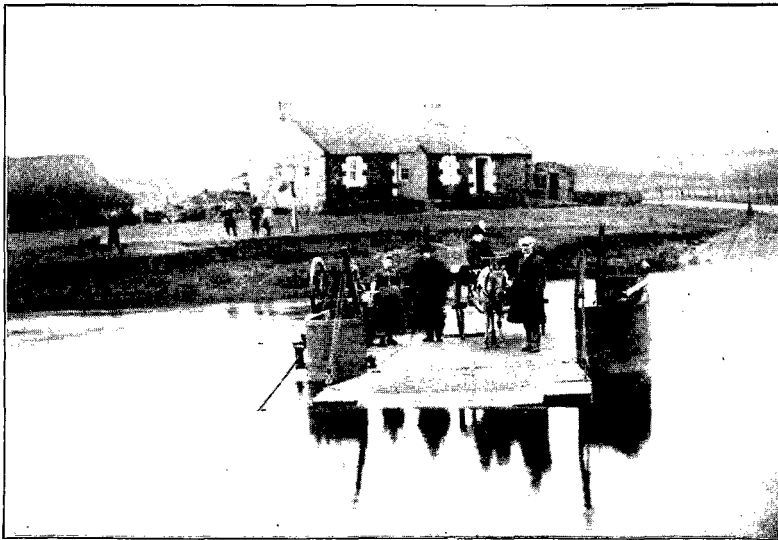


[Photo. Brown, Lanark.]

Fig. 2. Thankerton Bridge over Clyde.

burgh of Lanark passed over Clyde at the ford and ferry of Thankerton. This crossing, though distant about seven miles from the burgh, was at times an object of solicitude to the Lanark magistrates, inasmuch as by it the traffic between the two most populous places in the Upper Ward had to be secured. In the year 1662, as is quaintly recorded in the Lanark Burgh Records—and this instance may not have been a solitary one,—“the baillies and counsell is content to give to the botteris at Thankerton boat to help to build the samin ten merks Scotts.”

The bridge was built in 1778, the expense of erection being borne by the county. The banks of the river on the Thankerton side are rocky, bold, and high ; in the Quothquan direction they are so low that the approach there has to be made by embankment. In time of flood the low-lying haughs are completely submerged, including this approach, and so not seldom causing difficulty in getting access



[Photo. Currie, Lanark.]

Fig. 3. Lampits Ferry-Float over Clyde at Pettinain.

to the bridge. Since the formation of the Stirling and Carlisle road this ancient thoroughfare is only employed for local traffic.

LAMPITS FERRY-FLOAT.

The Clyde in its upper course above Thankerton Bridge flows with a rapid, lively, sparkling current. Soon thereafter it assumes along with increased depth a much slower motion, and continues so for several

miles as it circles round the secluded parishes of Covington and Pettinain, winding in many a link and loop, fringed with rich haugh-land and meadows. On one of these placid reaches, in the track of a road leading from Pettinain to Carnwath, there has plied for many years the only ferry-float to be found in the Upper Ward (fig. 3), called the "Lampits Float," so named from the adjacent farm on the Carnwath side of the river.

The depth and placidity of the water are well adapted at this spot for a fairly constant service of transport for passengers, carts, and cattle. Occasionally the river has been known to rise to the threshold of the boathouse, and to render crossing both difficult and dangerous. Once in recent times the float was torn from its moorings and carried a considerable distance down stream. In 1905 a new ferry-float was placed on the river at a cost of £400, and this, too, will soon be a thing of the past, for the County Council of the district are making a new road with bridge, intended to give a more direct passage to Carstairs Junction. The illustration was taken on the 2nd January 1913.

THE BLACK-POT FORD.

Somewhere immediately above the Lampits Ferry a ford is recorded to have existed over Clyde between the parishes of Carnwath and Pettinain. It lay on a line of road running east and west, an ancient thoroughfare, dating, it is alleged, from Roman times. The road was known as the Drove Loan, and its passage across Clyde was called the Black-Pot Ford; neither road nor ford can now be clearly distinguished.

THE CARMICHAEL BAIT.

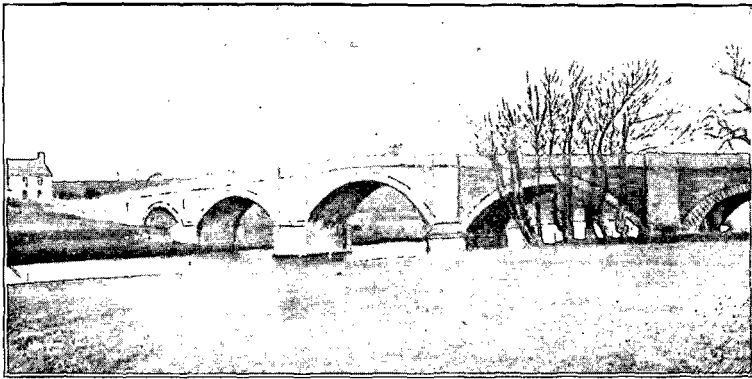
Between Lampits Ferry-Float and Hyndford Bridge there were in use, before the erection of the latter, several fords and ferries, now wholly abandoned. There was a passage between Pettinain and Carstairs, called the Langfurde; one a little farther down, near West-straw Mains, of very ancient date, where at low water the flagstones

to facilitate crossing may still be seen, attributed to Roman construction. Its name, Mary's Ford, has almost died out of popular memory. The most frequented of fords and ferries on this part of Clyde was at the Carmichael Bait, which served as a transit for the people of Carmichael and Pettinain and parishes in South Lanarkshire on their way to Lanark and Carstairs. A farm in the neighbourhood still retains the name of Cobblehaugh. The Bait houses are still to the fore.

HYNDFORD BRIDGE.

All the fords and ferries last mentioned fell out of use by the erection of a bridge over Clyde near Hyndford, built in 1773 in accordance with an Act of Parliament passed the year before. Its erection was intended to facilitate communication by coach between Edinburgh and Ayr. From time immemorial the King's highway from the metropolis to the West and Galloway passed through the water of Clyde at Clydesholm, situate half a mile from Lanark, where were a ford and ferry, and since 1699 a bridge. The new route proposed in 1772 came from the capital by Carnwath, Carstairs, Ravenstruther, to the banks of Clyde between the Carmichael Bait and the Howford, trending thence westward along the course of Clyde and Douglas Water to Douglas, Parishholm, Muirkirk, and so on to Ayr. The said Act of Parliament states the reasons for abandoning the Clydesholm route: "The river Clyde is often dangerous and impassable for travellers, and the aforesaid road will not be complete unless there is a bridge upon the said river at a place that shall be judged convenient near the Howford, the erecting and building of which will be attended with considerable expenses." The erection of this bridge (fig. 4) was entrusted to Mr Steven; it consists of five arches, which present a rather imposing appearance when viewed from the banks of the river, and quite justifies the opinion of Mr Lockhart of Baronald, writer of the article in the old *Statistical Account* of the parish of

Lanark (1793), viz. that "for elegance and simplicity it may challenge any bridge of the size in Scotland." Vere Irving, in the *Upper Ward of Lanarkshire*, speaking of its structural features, says: "The bridge of Hyndford was esteemed a fine one when erected, but has the fault of being so narrow that on the piers recesses are made to allow shelter for the pedestrian when two conveyances may meet; moreover, the pull up the bridge is heavy; but with such faults it has been a boon to the district, which was dependent on a ferry, by cobble



[Photo. Currie, Lanark.]

Fig. 4. Hyndford Bridge over Clyde.

or boat, to carry the traffic, which may have been considerable a century ago, as it was the route from the upper Forth to the lower parts of the frith of Clyde, and also from Peebles by Biggar, Liberton, Pettinain, etc., for the town of Lanark."

The Act of Parliament of 1772 also arranged for a pontage to be levied at this bridge, not to exceed the following charges, viz.: "For every Coach, Chariot, Landau, Berlin, Chaise, Hearse, Calash or Chair, drawn by six or more horses, mares, geldings, mules or beasts of draught, 1s. 6d.; by four horses, &c., 1s.; by two, 6d.; by one, 3d. For every Waggon, Wain, Cart or other carriage, drawn by six horses,

&c., 1s. 6d. ; by five, 1s. 3d. ; by four, 1s. ; by three, 6d. ; by two, 4d. ; by one, 2d. : And for every Horse, &c., ass, laden or unladen, and not drawing, 1s. ; and for every drove of oxen, or neat cattle, per score, 6d. ; and so on in proportion for any greater or less number ; for every drove of Calves, Hogs, Sheep or Lambs, per score, 2d. ; and for every person on foot, $\frac{1}{2}$ d.”

This bridge took its name from the adjoining estate of Hyndford, long a possession of the Carmichael family, which gave a title to John, Earl of Hyndford, well known in the diplomatic world in the middle of the eighteenth century.

The trustees of this bridge were empowered by Act of Parliament to close all fords and ferries, within one and a half miles, above and below this bridge, measuring along the bed of the river.

FORDS AND FERRIES BELOW HYNDFORD BRIDGE.

The distance between the bridge at Hyndford and the Bonnington Fall is a little over a mile. On this part of the river there were no less than five ancient passages, viz. Howford, Hyndfurde, Boathaugh, Crook-Boat, and Tillieford. These all of course ceased to be used by Act of Parliament (mentioned above), but would have been disused in any case in consequence of the substantial convenience afforded by the Hyndford Bridge.

The passage by the Crook-Boat led to the right bank of the Douglas Water, and seems to have been kept in working order—as was the Thankerton boat—by the aid of the magistrates of the burgh of Lanark. Under date 14th December 1671, it is recorded that “the Baillies and Counsell is content to give to the botters of Cruik-Boatt ten pounds to make up ane neu boat at Cruik boat betwixt and Candellsmes nixt.” The name of this ferry is quite expressive of its situation—on a very sharp bend or loop of Clyde just above the embouchure of the Douglas Water, whose influx nearly doubles the volume of the main stream.

On that placid reach of Clyde immediately above the Bonnington

Fall there was a much used crossing called Tillieford. The situation of this ford and ferry was not devoid of danger in consequence of its proximity to the upper Fall. The burgh of Lanark had an especial interest in the preservation of this passage, as supplies of coal and peat were conveyed to the town by this route from the Douglas pits and moors. In 1717, when Sir James Cunningham, laird of Bonnington, was about to interfere with this ford to the loss of the privileges of burgesses in their use and wont at the ferry, the magistrates of the burgh made application to Sir James to keep the passage open, as is minutely detailed in the burgh minutes :

“The baillies and councill considering that upon the twenty-third day of Aprile last by past Sir James Carmichaell of Bonnetoun, barronett, obtained ane decreet and sentence at his instance before Sir James Lockhart of Carstairs, barronett, [and others] justices of the peace for the shyre of Lanark, assembled for the time in a general meeting holden by them within the tolbooth of Lanark, whereby the said justices of the peace upon the probation led and adduced before them, and upon their own view, visitation and perambulation made by them of the peice and plat of ground after specified, which belongs heritably to the said Sir James Carmichaell, found that the said Sir James Carmichaell, by virtue of the laws and acts of parliament made anent planting and policy and inclosing of ground had just right and title to make ane inclosure of that peice and plat of ground of his lands of Bonnetoun lying south and south-east to his mansion of Bonnetoun, beginning from the avenew which leads from his said mansion house to the toun of Bonnetoun, and from the head of the said avenew leading and running south-eastward upon the way which leads to the ferry boat att Crookboat, stinting at the breu of the hill and march which divides betwixt the lands of Bonnetoun and the lands of Boathaugh, belonging in property to the right honourable James earle of Hyndfourd and William Lithgow in Boathaugh, his vassell, and the meath and march of the said enclosure running from thence alongst the said march betwixt the saids lands of Bonnetoun and Boathaugh straight westward to the river of Clyd which surrounds the other syde of the inclosure and the end of his meathing of the said enclosure is within two hundred ells of the foord and house of Tilliefoord, belonging to him standing upon the said river of Clyd ; and in prosecution of his said design of enclosing of the said peice and plat of ground he hath reared up and built a dyke of stone and lime for a considerable peice of way thereof, and hes laid down stone and lime for rearing up and buildeing of the remanent dyke of the said inclosure, and discharged the defenders mentioned in this proces upon which the said sentence proceeds, and all others whatsoever, from entering into the said peice and platt of ground, and from makeing any passages or ways

through the same for man and horse, or otherwayes in time comeing, under the pains mentioned in the saids acts of parliament, as in the said decreet and sentence at length is contained; by which decreet not only the common passage to the burgh will be stopt from that part in generall but also the leadeing of coals and peets used and accustomed to be brought in thereby, which may be very prejudiciall to the said burgh, therefore the saids baillies and counsell by their Act of the date the sixteen of May last, ordained the deacons of the respective trades of this burgh as representing them, to be called to deliberate upon what effectual measures should be taken for preventing the said inclosure in a legall way; accordingly, the said deacons were called and compared, who, with the baillies and counsell in the first place ordained [the baillies, dean of gild, present deacon convener and late deacon convener of the trades, who now reported] that they had waited upon the said Sir James Carmichaell, and that he, notwithstanding of the said decreet, upon the saids commissioners their application showeing the inconveniences that would follow towards the said burgh he should follow furth the said sentence, the said Sir James Carmichaell hes generously of his own good will and favour toward the said burgh left the said foord of Tillyfoord open, with a way from thence upon the top of the brae round his park dyke for a common high way and passage; only if he or his heirs or successors shall please to enclose the brae on the water syd with a dyke betwixt the same and the lands of Boat-haugh, that then he or his forsaides shall putt ane hanging yett thereon, to be opened and closed by passengers, as occasion shall offer; therefore the saids baillies and counsell doe hereby declare that they doe take and accept of the said Sir James Carmichaell his forsaid condescendence as a particular kindness and favour conferred by him towards the said burgh, and ordains and appoints the said John Russell and James Weir, present baillies of the burgh, to return thanks to the said Sir James Carmichaell for his said favour."

The people of Douglas Water would not be adverse to the resumption of this route, with bridge accommodation over Clyde at the Tillieford.

CLYDESHOLM FORD, FERRY, AND BRIDGE.

Between Cora Linn and Stonebyres Fall the bed of Clyde affords at least one convenient place for a passage through the river, viz. at Clydesholm (fig. 5), close to the village of Kirkfieldbank, one-half mile distant from the burgh of Lanark. Here the current of Clyde parts into two channels, caused by the presence of an islet or holm, at the upper end of which there is a ford easily passable in ordinary conditions of the water. There is no doubt that this ford was one of much frequented use even from remote antiquity, as it lay on the route

usually taken by travellers from Lothian to Ayrshire and Galloway, and *vice versa*.

In the year 1461 a royal party consisting of Henry VI., Margaret of Anjou, their son, and a few adherents, passed this ford on their way from the Stewartry to Linlithgow Palace. The battle of Towton had been fought in the last week of March of that year, resulting in a defeat to the Lancastrian forces. The vanquished King and Queen fled northward to Alnwick Castle, then to Berwick, so closely pursued by their foes that they were fain to take refuge in Scotland, entering it by the western border. According to the *Paston Letters*, King Henry took up a temporary abode at Kirkcudbright "with four men and a child," while "Queen Margaret is at Edinburgh with her son." The latter statement has been called in question; perhaps rightly so, as the notice of this visit, recorded in the Exchequer Rolls, implies the presence of the Queen with the King during their journey northward from Kirkcudbright.

This was not Queen Margaret's first experience of Scottish hospitality. In the year before, after the disastrous conflict at Northampton, when Henry VI. was made prisoner, his Queen fled to Wales, finding shelter and protection in Harlech Castle. To solicit aid from Scotland, whose King and Queen were in sympathy with the Lancastrian cause by political and family ties, she embarked at the Menai Strait for Dumfries, only to find, however, a nation mourning the loss of its King, killed at Floors Castle. Mary of Guelders accorded her an interview at Lincluthen Abbey, treated her sumptuously during a stay of twelve days, and promised both money and troops for the further prosecution of the war on English soil.

On this occasion the Queen of Scotland again afforded an asylum and extended liberal hospitality to the fugitives. They were invited to take up their abode in the Palace of Linlithgow. And so the party set out from Kirkcudbright. There travelled along with Henry, his queen and their son, the Dukes of Somerset and Exeter, Lord Ross

and his son, and one or two more. In order to reach "the royal dwelling" the travellers appear to have traversed the usual route from Galloway to the Lothians, their recorded halting-places being Durrisdeer and Lanark, before reaching Linlithgow. The Exchequer Rolls make mention of the payment of £51, 7s. 11d. to Sir Henry Kinghorne, steward of the Queen of Scotland, for expenses incurred at these places for supply of "wild marts and sheep delivered to the King and Queen of England." On resuming their journey from Lanark their route would lead them by the "King's Streit" to the Leechford over Mouse, and thence onward to Linlithgow. This "King's Streit" can still be traced, though little frequented now. (See Appendix II.)

The first mention of a ferry-boat at Clydesholm occurs under date 7th March 1491. The condition of the river just above the ford, deep and slow of current, was naturally suggestive of the use of a boat; and one might readily suppose that a ferry must have existed here from time immemorial. The terms of the charter of 1491, sanctioning the use of a boat at Clydesholm, seem, however, to point to a fresh departure rather than a continuance of ancient wont. This charter was granted by King James IV. under the great seal, and narrates how that:

"Some time ago his familiar knight, Stephan Lokart of Cleghorn, patron of the altar of St Katherine, founded in the chapel of St Nicholas, within the burgh of Lanark, had explained to the King that the chaplain of the said altar lately caused a boat to be placed upon the water of Clyde at Clydesholme, where the lieges of the King daily assembled in great numbers, and through want of a bridge or some other means of conveyance, were often imperilled and perished; therefore, for the use and commonweal of the lieges, and for the singular favour which he bore towards the said Stephen, the King authorised the said chaplain of the altar of St. Katherine, and his successors, to have and hold a boat of that sort upon the said water at the said place for carrying across the lieges of the King and their goods, with free passage thereto and therefrom; and confirmed the same to the said chaplain in mortmain, with the tolls and profits thereof for ever."

In 1495 the validity of this mortification was called in question by

the chaplain serving at the Haly Bluid Altar in the same chapel of St Nicholas, as thus recorded in the Acta Dominorum Concilii :

“ Anent the summondis on the behalf of our Soverane Lord and John Ramage, upon maister Robert Hietoun, Sir Robert Quhippo, chappellanis, Stevin Lokart of Cleghorn, knycht, that is to say the said Robert Quhippo for the wrangwis vexing and trubling of the said Johne in his passage and lawboring of the fery-bait of Cliddisholme and the Baithill, and wrangwis taking fra him of the some of twa merkis ; and the said maister Robert Hietoun and Stevin Lokart for the wrangwis uptaking and withhalding fra the said Johne of v merkis, vjs. viijd., as thai that maid set to him of the said fery bait, for the space of thre yeris, and to kep the said Johne scathles of the payment of double males for the said fery-bait ; the said Sir Robert clamit the said bait and fery to pertene to him be gift of the toun of Lanark as mortyfyit to a service that he has of thaim, and said it was a spirituale action, and amangis spirituale personis, and the said maister Robert clamit the said bait and fery to pertene to him be gift of the said Sir Stevin for a service mortifyit to him. The lordis of consale referris the said mater to the spirituale juge ordinar becaus it concernis spirituale men and touching the mortificatione of the said bait ; and thairfore ordinis that letteres be written to the Archbishop of Glasgw and his officiale, requirand him to call all the saidis partiis before him, and the said Sir Stevin and the toun of Lanark, and do justice in the said mater ; and that nothir of thir partiis vex nor distruble the said Johne farther than law will, quhill the deciding of the said mater and quhill it be fundin quether the sentence gevin for the said Sir Robert Quhipup be reducit or fundin of avale or nocht ; 3 November 1495.”

Existing records of the law courts contain no trace of further proceedings ; but subsequent notices of the ferry show that the decision was in favour of the chaplain of St Catherine's altar. The stretch of water on which the ferry-boat plied was called St Catherine's Weill (*cf.* Ramweill, as above, under the description of Clyde's Bridge), and may be noted towards the left in the illustration (fig. 5).

From the institution of this ferry-boat in 1491 down to the Reformation, the appointment to the office of boatman—there were usually two—lay in the hands of the chaplain of St Catherine's altar. By the year 1552 the patronage of this altar seems to have passed from the laird of Cleghorn to the bailies and community of the burgh of Lanark ; so that the appointment of boatman had then to be made with their consent. After the Reformation the burgh came into possession of

the revenues of St Catherine's altar and the sole appointment to the office of boatman.

The remuneration to the boatmen consisted of "hous, yardis, four soumis of gers (a soum equals pasture for one cow or five sheep) wyth half the profit of the bait," under payment to the chaplain



[Photo, Brown, Lanark.]

Fig. 5. Clydesholm Ford, Ferry, and Bridge.

(Sir John Cunygam, 1552) "yerly of fyf markis and four pennis gud and usual mony of the realm." Each boatman also bound himself "to byg, beit, and uphold the half of the said bait with the hous that he duellis in, laying down penne for penne in all necessar thynges pertenyng to the said bait."

The office of boatman appears to have been hereditary: father and son of the name of Pumphra are in the succession in 1553; and a

family called Hastie held possession of the office from 1552 to 1682. In 1695, when the building of the bridge at Clydesholm was begun, and when there was no longer any necessity for maintaining a ferry at this place, the bailies and council of Lanark approved "of the buying of Clydesholme at the rate of two thousand merks, and the boat at one hundreth merks."

The land here is still in possession of the burgh of Lanark; the boatmen's houses were removed only a few years ago. These may be seen to the left in the illustration. The various paths leading to and from this ford and ferry, formerly kept open with jealous care by public authority, may yet be traced, though greatly broken into and obliterated by the formation of new roads necessitated by the erection of the Clydesholm Bridge, 1694-99.

In the year 1666 the Lanark ford and ferry were the scene of unusual commotion—the insurgent forces of the Pentland Rising on their way from Dumfries to Rullion Green here crossed the Water of Clyde. They had entered Lanarkshire by way of Cumnock and Muirkirk, having diverted their march towards Glasgow on hearing that Dalzeil at the head of the government forces was at Mauchline. They were allured to Clydesdale—as they were a day or two later to the Lothians—by the hope of gaining recruits to their cause. Douglas was reached at nightfall on Saturday, 24th November, amidst weather rainy and boisterous, and along roads rough and mountainous; whilst Dalzeil, advancing from Kilmarnock, had come to Strathaven. The Covenanting army set out on the Sunday morning towards Lesmahagow, intending to renew the Covenant "at some Kirk by the way towards Lanark," a ceremony voted, however, neither safe nor convenient. They halted for about two hours near Lesmahagow in order to complete the "modelling" of their army, sending forward a party of horse to Lanark to secure quarters. Hitherto the advance had been attended by the continual addition of many sympathisers. Kirkton says that as they approached the Lanark ford "this rolling

snow-ball was at its biggest. Their number when here was judged to be over three thousand." On the other hand Sir James Turner, made prisoner and compelled to accompany the insurgents, estimates their number at this point "never to have exceeded eleven hundred horse and foot." The route from Lesmahagow to Lanark must have been by the highway past Borland and Greenrig, one of several roads converging on the Clydesholm ford, known as the "Gait fra Lesmahagow." Although drilled into some military shape by their leader, Wallace, and his scanty staff of officers, it was, indeed, a motley crowd of peasantry that descended the Baithills on the Lesmahagow bank to the ford of Clyde, rich in the armour of religious enthusiasm, poorly accoutred with the weapons of war. "The horse," says Turner, "were the better armed, some with swords or pistols, some with both. The foot were armed indifferently with muskets, pikes, scythes, pitchforks, swords, and some with staves, great and long." The horse crossed by the ford; the foot were slowly and laboriously carried over by the one ferry-boat stationed there; and so after a tedious passage they reached their quarters in Lanark, with no enthusiastic reception on the part of the burgesses. The expectation, too, of procuring in the town additional munitions of war was disappointed, as they only seized, according to Turner, "fourteen partisans and three or four pounds of powder"; Turner adds that "plundering was indulged in on the Sabbath night." That same night Dalzeil was on his way from Strathaven and was directing his pursuit on the same ford, traversing the road called the "Hieway fra Ayr to Edinburgh," said to be an old Roman gait. The insurgents had placed a guard at the ford, and proclaimed a renewal of the Covenant on the Monday morning. This was done at daylight; the foot assembled at the stairs of the tolbooth at the Cross, the horse at the Port, or head of the High Street. Not satisfied with their picket at the ford, they sent a reconnoitring party of twelve horse across the river, who ascertained that Dalzeil was at Stonebyres, within two miles of the ford. This

report determined the Covenanters to evacuate the town; and so when Dalzeil reached the ford, Wallace had begun his march to Bathgate. The pickets at the ford were the last to leave, after they had "dround or broken" the ferry-boat. The pursuing army could see from the Baithill on the Lesmahagow side the peasant force marching out of the town. Charles Maitland of Hatton, Lauderdale's brother, who was with the government troops, says: "Upon the hill above the Hoorns¹ [*i.e.* ffoords] off Clyd within a halfe mylne of Lanerk we discovered the enemies reirgaird off horse lyeing at the heid of the passe on Lanerk syd, and did see ther bodie marching over Lanerk Hill"; that is, they were taking the old road, still in use, that leads from the Port to Mousebrig at Cleghorn, allured with hope of help in West Lothian. An hour or so later Dalzeil's army prepared to cross the river, "the Earles of Linlithgow and Kellie showing their foot companies good example by wadeing the river first themselves." Dalzeil's horse went in pursuit, and after passing the bridge at Cleghorn and advancing through pathless tracts of moor and morass as far as Mossplatt, returned to Lanark without coming in sight of the foe in front. Again the burgesses suffered from the depredations of an invading army, a spoiling long remembered in the town. They lament (July 1689) that "In November '66 the westland forces coming to Lanerk, quher they in armes renewed the covenant and the King's army pursweing them cam to the place wher they quartered, and in revenge on the place, becaus of that deid, did wast and destroy quhat they could consum by men and hors, to the rwin of many of the inhabitants."

The result of the Rising is well known: pursued and pursuer eventually met at Rullion Green on the following Wednesday, and the conflict ended in the total rout of the peasant force.

¹ "Hoorns" has no local significance. It is here suggested that if the original MS. of the *Lauderdale Papers* were closely scrutinised, one would find the handwriting yield the reading *Holms* instead of "Hoorns."

THE BRIDGE AT CLYDESHOLM.

The advantage of having a bridge at this place must have frequently presented itself to those who had to endure the usual delays and dangers attendant on a transit by ford and ferry; but no active interest appears to have been taken in the matter till the middle of the seventeenth century. On 16th March 1649, the magistrates of the burgh of Lanark, along with the presbytery of the bounds, supplicated the Scottish Parliament for aid in building a bridge at Clydesholm. In this supplication it was pointed out to the Estates of Parliament that at this point "the commodious and streicht passage to the burgh of Edinburgh frome Galloway, Air, Kyle, Carrick, and Cuningham was throw the water of Clyde at Clydesholme, near Lanark, whair thair hes bene still ane boat on the river." Several of these boats, they say, "with the speit of water hes bene loist and carried over Clydis Lin [Stonebyres Fall], which hes bene the death of many honest men both of neighbouris and strangeris, and in tyme of great raine or tempesteous weather thair is no passage throw the water, to the great hinderance of all that travell that way." They proceed to indicate a place suitable for the erection of a bridge above the ferry, "whair thair is a firme roke throw the water," such that "ane brig of stone of foure bowis may be built." They are, they say, unable to undertake the burden of building such a bridge in consequence of the impoverished state of their burgh arising from (1) "the pestilence [*i.e.* the plague of 1645, when whole families perished in Lanark]; (2) the spoyleing and plundering in breking up of their houses by that wicked armie under command of James Grahame [*i.e.* the Marquis of Montrose; it was the time of Philiphaugh]; (3) the laite unlauffull ingadgment [*i.e.* the secret treaty between commissioners from the Scottish Parliament and King Charles made in the Isle of Wight]; (4) publict burdingis." On these grounds they crave permission to collect a voluntary contribution from all shires, presbyteries, and

parishes in the Kingdom. But although the Parliament promptly granted the required sanction and the presbytery actively favoured the proposal, the matter appears to have gone no further at this time, doubtless on account of the disturbed condition of the Lowlands during Cromwell's campaigns, and in the subsequent period from 1660 to 1688—the time of religious and political persecution.

The project abandoned in 1649 was revived in 1694. On 16th May of that year an Act of Council granted authority to make a voluntary contribution throughout the kingdom in aid of this second effort. From the detailed statement of this collection, given in an Appendix to this paper, it will be seen that the contributions came from a widely spread area of Scotland: from the shires of Dumfries, Ayr, Linlithgow, Stirling, Haddington, Edinburgh, Peebles, the Mearns, etc., as well as from the various parishes of Lanarkshire; whilst the Church through its courts gave sanction and assistance to the scheme.

In accordance with the same Act of Council, a commencement was made of gathering material for the construction of the bridge. A very minute account of "disbursements on the work" has been preserved, and will be found in the Appendix. These two statements of charge and discharge for the years 1694-5 are so quaintly entered and given in such detail by Archibald Simpson, merchant in Lanark, that they are deemed worthy in this connection of being put on record as affording instructive notices of the value of labour and habits of the people at that period, as well as indicative of the liberality of the districts whence the money was received—districts far outwith immediate use of such a means of transit (see Appendix I.).

On 25th April 1695, at a meeting held in the tolbooth of Lanark, the bailies, dean of guild, deacon convener, treasurer, and remanent councillors of Lanark, resolved (notwithstanding the procuring of the above-mentioned Act of Council) to approach the lords of the Privy Council to get sanction for aid to their building scheme. In their application they emphasise the perils and delays at their ford and ferry.

They recount the great loss that has been sustained (to use their own words in modernized spelling) through the violent current of the river Clyde at Clydesholm, within a half mile of the burgh, at which place there has been a ferry-boat kept for transporting passengers to and from the west country. That the ferry-boat has several times been carried away through the violence of the current, and in time of spate has been with persons in her carried over the linn called Stainbyer within a short distance of the ordinary place of passage. That at the ford of Clydesholm and other fords near to the same, all within a mile of Clydesholm, there has been lost the number of twelve men within these forty years bygone; and that several persons have been in great hazard of their lives at both ford and ferry.

The place chosen now for the erection of a bridge is not the same as that agreed upon in 1649. They say that they have viewed the water up and down upon both sides for finding out the most convenient place for setting down the bridge nearest to the King's high street passing from the city of Edinburgh to the shire and burgh of Ayr, and other shires and burghs in the West country. That they have taken advice of certain famous tradesmen within and outwith the burgh, experienced in suchlike affairs [the names of two are given, viz. John Lockhart of Birkenhead in the parish of Lanark, and William Loukup of Drumlanrig], and that they find the most convenient place for building the bridge is at the foot of that inch of Clydesholm, the one end upon Clydesholm pertaining to the burgh, and the other upon Kirkfield holm belonging to their good friend Major James Weir of Kirkfield, who has cheerfully given his consent thereto.

By the month of September 1696 choice had been made of plans for building the bridge, those of Mr Lockhart of Birkenhead, Lanark, being adopted, whilst Mr Archibald Simpson was continued collector. The estimated expense of erection as given by Mr Lockhart was 25,000 merks—a sum quite beyond the power of the burgh to meet, in consequence of its then impoverished state, arising from “forfaulters.

fyneing, and frie quarters," of which the following summary was embodied in their recent petition to parliament :

"Anno 1662 or 1663 such as Baillie Tennant, Baillie Gammell, Baillie Gillon, Gabriel Hamiltoune, John Fisher, James Bruice, and severall others wer extraordinarie waikned thereby : that in anno 1677 the Angus Regiment wer quartered heir and tooke not onlie frie quarters, but actualie caused the inhabitants pay the souldiers and inferior officers ther pay at ane full rait : in anno 1680 and 1681 severall wer forfait for Bothwell Bridge, and ther moveabills seized by donators, [those to whom escheated property is made over] : in anno 1682, efter the burning of the test, Major Whyt and Meldrum, by virtue of ane commissione frae the privie counsell, did fyne the hail burgesses and inhabitants in great summes for not frequenting the church and baptizing ther children with Mr Birnie : in anno forsaid the toun wes fyned in 6000 merks for not resisting the burning of the teste, which they wer not able to doe."

From 1696 the work of erection must have gone steadily on till its completion in 1699. Sums of money, though the items are unrecorded, must have been received from the "voluntary contributions"; and from "vacand stipends gifted to the burgh in the south and north for a help to the building of the bridge."

Mr Lockhart, who in 1695 had been made master of works at the bridge at a salary of 20s. per diem, received in 1699, at the close of his engagement, from John Patoune, treasurer of the burgh, the sum of "fittie merks Scottis as a gratuitie for his good service at the bridge, and that over and above his wages, he discharging the contract and all that he can ask of the toun in any account whatsoever."

The bridge custom was from time to time put up to auction, sometimes for one year only. The terms of roup frequently varied; those of 1705 are here quoted: "That the burgessis and inhabitants of the burgh be free, and Kirkfields familie, conforme to the tak with the deceast Kirkfields relict; and that Corhows and his familie be reserved in the tounes oun hand. And that each horse and merchants pack pay twelve pennies Scottis; each horse and man, sex pennyes; each horse and load, sex pennyes, except loads of peets and coalls quhich are to pay only four pennyes the load; each draught of

timber, four pennyes ; each cow, sex pennyes ; each horse, eight pennyes ; two pennyes Scottis of ilk sheep and a penny of ilk lamb ; two pennyes, each footman."

This bridge (see fig. 5) consists of " three bows," and has been very substantially built. It has withstood many a heavy flood, the current occasionally reaching within a few inches of the top of the arches. It is narrow and, like Hyndford Bridge, has to be furnished with recesses at the piers—too narrow for modern motor traffic. A proposal to widen its roadway out to a line with the projecting piers at a considerable cost has been adopted by the public authorities interested therein.

FORD AND FERRY AT CROSSFORD.

In 1650, during the closing days of a very wet November, a detachment of Cromwell's Ironsides passed through this ford. The force consisted of 3000 troopers under the command of Major-General Lambert, who was under orders from Cromwell to march from Peebles, and, getting to the south side of Clyde, to act in concert with the army under Cromwell proceeding from Edinburgh towards the north bank of the river, the object being to make a simultaneous attack on the Covenanting forces under Strachan and Ker in leaguer at Carmunnock. In setting out from Peebles Lambert would direct his march along the right bank of Clyde. The river was then in spate, and the usual route from Biggar to Lanark, necessitating the crossing of the river by ford at two points, Thankerton and Carmichael, would be dangerous. As it was, the troopers on arriving at Lanark on Thursday 28th November were compelled by the continued wet weather to delay their march till the Saturday of that week. Meanwhile on the said Thursday Cromwell had arrived, by way of Shotts, at or near Holytown ; but partly from exaggerated reports of the enemy's strength, and partly from the opinion that the " Major-General would not come by reason of the waters," marched back at seven o'clock on Friday morning to Edinburgh. At the moment when Lambert

entered Lanark the presbytery of the bounds was in session, unaware of the approach of an enemy. "Mr John Hume, of Lesmahagow," so runs the presbytery minute, "did exercise, as he was ordained, but the Brethern got not libertie to sit doune in presbyterie, because, immediatelie after exercise, the enemies came to the toune of Lanarke, being about the number of four thousand, and so were forced to goe away in haste out of the toune; and the said horses staid in the said toune of Lanarke till the Saturday in the morning and then went to Hamiltoun." Probably by that time the waters had somewhat subsided. The route to Hamilton did not then, as now, lead across Clyde at Clydesholm Ford—there was then no bridge; nor, as now, was there a road along the left bank of Clyde in the parish of Lesmahagow. The road to Hamilton in 1650 crossed Mouse near its confluence with Clyde, proceeded onward over Nemphlar Brae, with Lee Place (now Castle) on the right, and so down to Crossford, four miles below Lanark. Here there was both a ford and a ferry, which gave a safer passage than at Lanark on account of the greater breadth of stream. On crossing this ford Lambert's troopers had now got, according to orders, on the south side of Clyde, and would soon reach Hamilton. Next morning, being "the Lord's Day," the bugle-call for resuming the march had sounded about half-past three; and so the troopers, all unwitting of Ker's surprise assault delivered half-an-hour later, were nevertheless fully prepared for battle. The fight was a grim affair fought in that dark December morning in the streets and ditches of Hamilton, and ended in the complete discomfiture of the Covenanters and the capture of Colonel Ker.

For ford and ferry there is now substituted a very handsome bridge (fig. 6), dating from 1793, when the new road from Lanark to Hamilton was constructed under sanction of Act of Parliament.

Wordsworth and Coleridge.—On the last Saturday and Sunday of August 1803, three distinguished visitors to Scotland, William Wordsworth, Samuel Taylor Coleridge, and Miss Dora Wordsworth, crossed

four of the Lanark bridges. On the Saturday, in the course of their drive from Leadhills to Lanark, they passed over Clyde by the Hyndford Bridge, built thirty years before. The forenoon of Sunday was spent in visiting the two upper Falls of Clyde; in the afternoon they proceeded along the Old Carluke Road, crossed the Lockhart Mill Bridge, then following a narrow path along the Cartland Crags re-crossed Mouse by Mousemill Brig, and so gained the Clydesholm



[Photo, Brown, Lanark.]

Fig. 6. Crossford Bridge over Clyde.

Bridge, where their car was in waiting. Miss Wordsworth relates that a halt had to be made on this bridge till William went back to the Inn to fetch the carriage cushions, inadvertently left behind. On the arrival of the pillow-laden poet the journey was resumed to Hamilton along the newly formed road opened up in 1793 on the south side of Clyde.

MOUSEMILL BRIG.

The Mousemill Brig was of considerable importance to the burgesses of Lanark; by it they had uninterrupted access to their corn mill on

the Mouse Water. The earliest notice of a bridge at this point occurs under date 1587, at which time the structure was of wood. In the burgh accounts of that year we read: "Mair, gevin for ane naig the xj of Julij last wes to William Bell to ryd to Hamiltoun to sie the tymer to Mus brig, xl d.;" and "Mair, gevin for dychtin and sawing of tymer in Hammyltoun wod, v merkis; Mair, to James Crokot, wrycht, for first payment of the brig begin, x li." It appears to have been a wooden bridge down at least to 1646. In that year, 30th October, at Newcastle, King Charles I. granted a charter to the Provost, Bailies, and Community of the Burgh of Lanark, allowing relief of burgh maill and assigning the same for maintenance of their bridge over Water of Mouse; in the course of which charter we read:

"that they have ane bridge situat upon the Water of Mous, quhilk runneth with ane violent spait, and cannot be upholden without the help of the said brugh, and quhilk lyes betwix the samen brugh and commone mylnes thereof, not passeable neither be horse nor foot without daylie supplie; quhilk bridge being so necessarie for the use of the said brugh of Lanark, and of all his Majestie's leidges resorting to and fra the same, is lykelie to decay except the same be tymeouslie beatit [mended] and reparit." "And farder his Majestie grants for repairing and maintaining of the said bridge upon the said water of Mous that pairt of the borrowmail quhilk was comptit and payit to the exchequer, extending to the sowme of four poundis to be reteinit be them in thair owne handes in all tyme cunning and to be applyit be them for repairing and upholding of the said bridge."

The stone structure of the present day (fig. 7 shows it as it was in 1836) seems to have been substituted for the old wooden erection shortly after, perhaps in consequence of, the grant made to the funds of the burgh. The date assigned by some authorities to the building of this bridge is 1649, and cannot be far wrong.

When in the early part of last century another stone structure, a few yards only from this bridge (both bridges may be seen in the illustration, fig. 7), was erected at a more convenient place of crossing, the older one was doomed to be demolished. A neighbouring proprietor, Mr Michael Lining of Orcharddell, purchased it for the sum

of £50 with a view to its preservation. For many years of late it has been entirely neglected, and is gradually falling into utter ruin. Its handsome semi-circular arch adds beauty to its picturesque surroundings. A plea may be here advanced for its preservation at the hands of the Commissioners appointed under the Act for the protection of Ancient Monuments. It is the oldest existing bridge in the neigh-



Fig. 7. Mousemill Brig or "Roman Bridge" over Mouse as it was in 1836.

bourhood of Lanark, and may justly claim the attention of the public authorities. Popularly it is known as "the Roman Bridge."

LOCKHART MILL BRIDGE.

This bridge (fig. 8) lies on the oldest thoroughfare between Lanark and Carluke, which led by the "Stey Brae," a steep incline fit only for pack-horse and pedestrian traffic. The "Lokart Brig" is mentioned in the burgh records in 1588, 1592, 1632, and always in connection with the annual riding of the burgh marches—a ceremony known

locally as the Lanimers, *i.e.* Landmarches; and recorded in the Town Council minutes in stereotyped phraseology: "The baillies, with the cunsall and commonatie, personally passt one horse and fuit to the performing of thair commoun welth, and to mak it knhawin to all



[Photo, Brown, Lanark.]

Fig. 8. Lockhart Mill Bridge over Mouse.

adjacent thair merches; beginning at the fuit of the burne aboin Lokart brig on the water of Mouis."

Placed just below this bridge, in the middle of the stream, is found one of the numerous stones marking the burgh boundaries, which are inspected and reported upon yearly in the early days of June by the magistrates. At the Lockhart march stone there used to be performed till about the middle of last century a roughly conducted civic

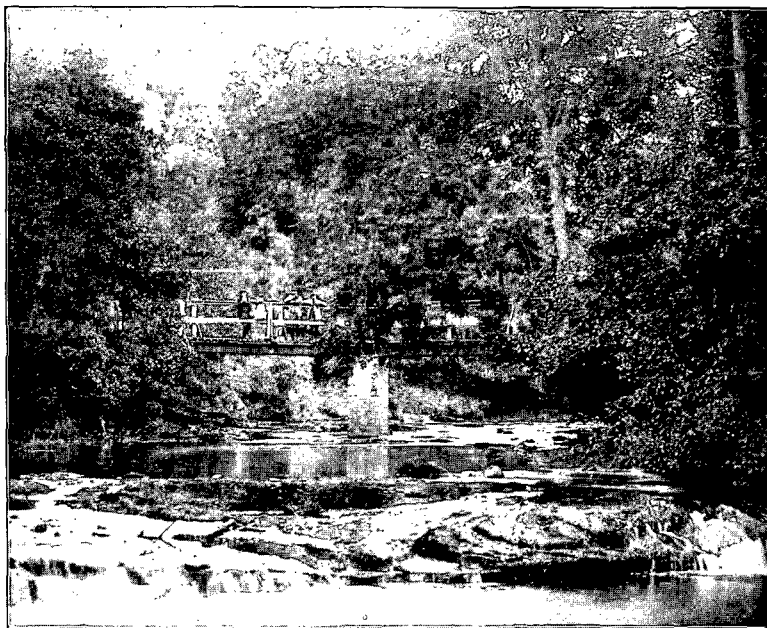
ceremony, viz. the dipping in the stream of bailies and boys. A few days before the time of inspection of the municipal boundaries, always on a Thursday, the younger and wilder spirits of the community built a dam across the current so as to artificially deepen the water over the march stone. The youngest bailie had to walk into the middle of the river, and in order to assure himself that the march stone was still intact had to touch it with his brow; at which moment his feet were purposely tripped up and he himself received a thorough sousing in the water. Nor was the bailie the only one so treated on the occasion. Two men, called dippers, skilled in their practice, had assigned to them the apparently congenial task of dipping the boys of the burgh that they might in after years retain a recollection of the exact position of the Lockhart Brig march stone. Once dipped the ceremony did not require to be repeated on the same individual.

In connection with perambulations it would seem once to have been no uncommon custom for children to be whipped at a landmark as an effective method of enforcing recollection of its exact locality. As an instance of painful bodily sensation being called into requisition for mnemonic purposes, the experience of Benvenuto Cellini may be recalled. When still a very small boy he, in presence of his father, saw a lizard-like beast in the fire. His father bestowed upon him a great box on the ear, causing him to weep and howl with all his strength. And when "the tumult dwindled to a calm" the affectionate parent informed his offspring that the reason why his ears had been so soundly boxed was to cause him to bear in remembrance ever after that he had seen a salamander.

The dipping in Mouse was discontinued in early Victorian times. There then arose a class of men assuming the office of magistrates who peremptorily refused to submit to such horse-play; even the mnemonic artifice exercised on the boys has with changing times entirely disappeared.

LEECHFORD.

This is undoubtedly a most ancient ford across Mouse. It lay on the old travelling route from the Clydesholm ford and ferry to places in the east of Scotland. Mention is made of it in 1588 in connection



Photo, Brown, Lanark.

Fig. 9. Leechford Bridge.

with the perambulation of the burgh boundaries, as there is here another march stone. The road leading to it was called the "Kingis Streit," and can still be distinctly traced. Hard by the ford is Jerviswood House, once the residence of Robert Baillie, martyred in 1684. The old stepping-stones have been replaced by a modern iron bridge (fig. 9). The situation is extremely picturesque. The formation of more convenient roads has left it in the backwater of local traffic.

CARTLAND AND ASSOCIATED BRIDGES.

In the course of making an improved highway in 1822 between Stirling and Carlisle, which passed through Lanark, several bridges

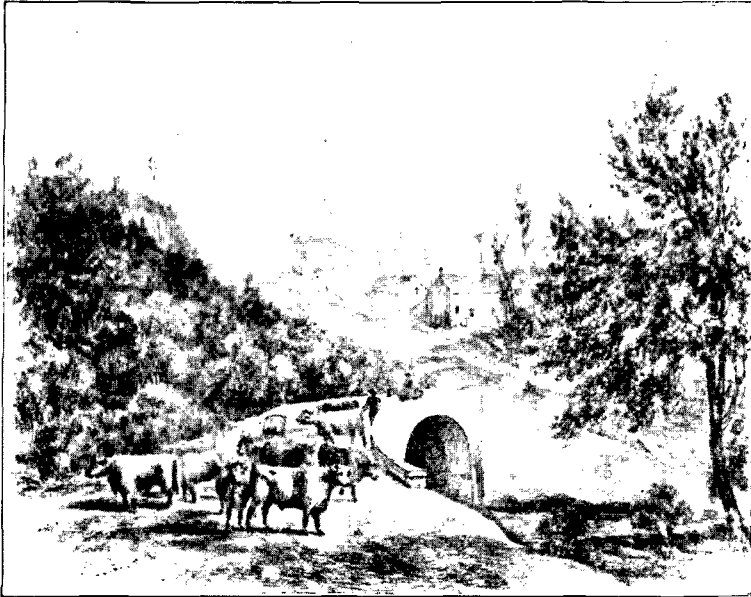


Fig. 10. Monkland Bridge on new road from Stirling to Carlisle.

had to be formed. At a considerable distance north of Lanark was the New Monkland Bridge (fig. 10). In the parish of Carluke the Fiddler Gill, a very deep ravine, had to be spanned by a bridge, called the Fiddler Brig (fig. 11). The road (fig. 12) then led past Lee Castle on the high ground, and, after a steep decline and long, approached the deep and dark recesses of Cartland Crag—so well known in early Scottish story—at a spot near the reputed Wallace cave. Here was erected, under the direction of Thomas Telford, the highest and most

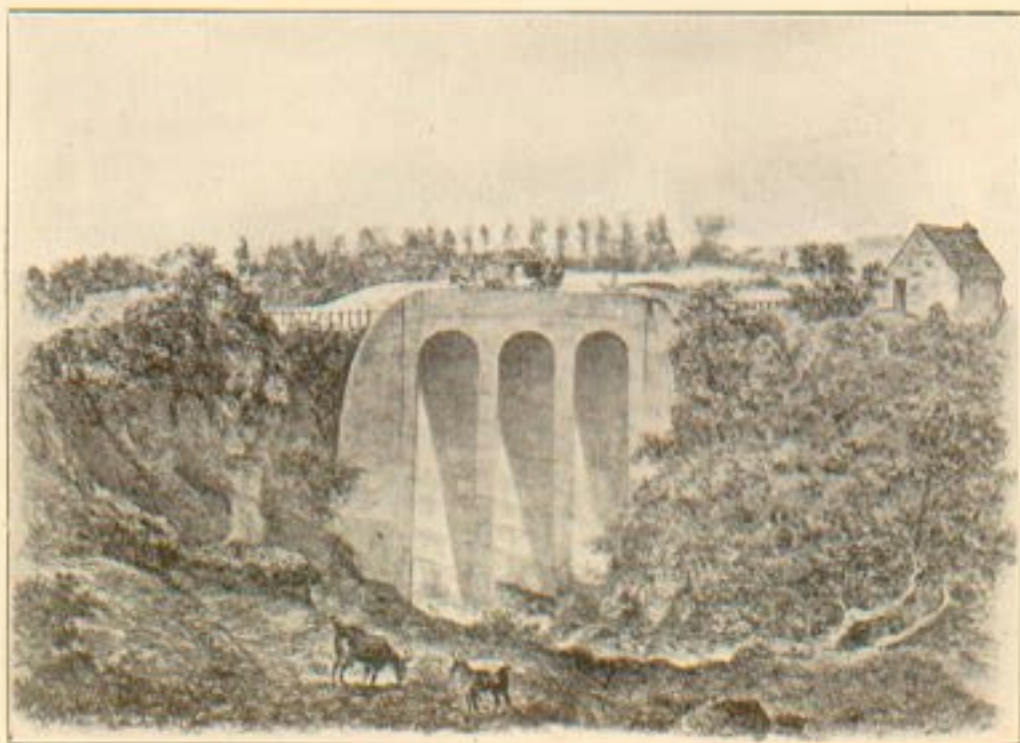


Fig. 11. Fiddler's Bridge over Fiddler's Gill and Burn.



Fig. 12. New Road between Fiddler Bridge and Cartland Bridge.

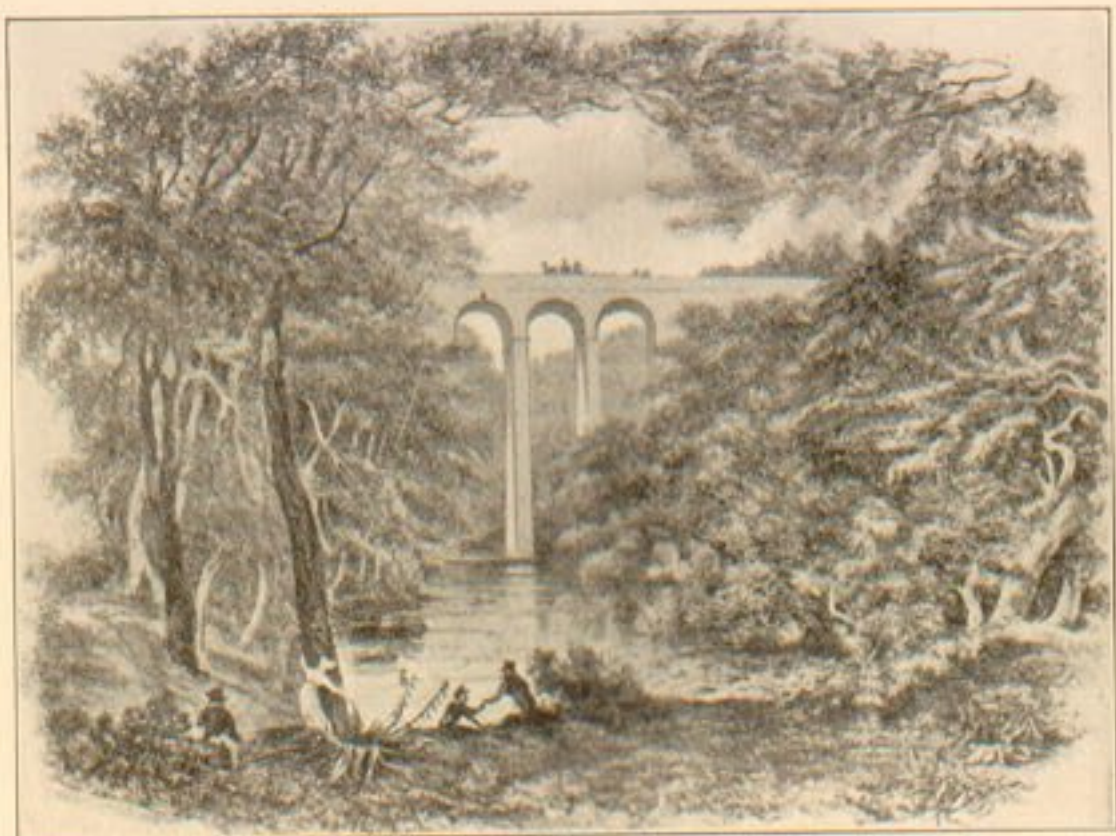


Fig. 13. Cartland Bridge built by Thomas Telford.



Fig. 14. Elvanfoot Bridge.

beautiful of all local bridges. Its elegance is enhanced by its romantic surroundings. As will be seen from the illustration (fig. 13), it closely resembles in design the Dean Bridge at Edinburgh. Its height from the bed of the Mouse to its parapet wall is 125 feet, and to the spring of the arch 84. It has three arches of 52 feet span each. The continuation of the road after leaving the parish of Lanark is by the left



Fig. 15. Millburn Bridge near Moffat.

bank of Clyde. It crosses Hyndford Bridge, and passes over other streams southward by bridges over the Elvan at Elvanfoot (fig. 14); and by the Millburn Bridge (fig. 15) near Moffat; and so onward to Carlisle.

CLEGHORN BRIDGE.

For two miles above its mouth the Mouse traverses two charming ravines, the Cartland Crags and the Cleghorn Woods. On entering the latter the current flows between rocks separated by so narrow a passage as naturally to suggest at this spot the use of a bridge. The

earliest mention of one here occurs under date 1512-13; but the reference to it implies that it is a well-known landmark, not a new erection. Some people affirm that a ford at Cleghorn was long used,



[Photo, Brown, Lanark.]

Fig. 16. Cleghorn Bridge over Mouse.

dating from Roman times, and lying on the old Roman road leading from Carlisle to Dumbarton.

In 1661 a petition was presented to Parliament by James Lockhart, laird of Cleghorn, and others, asking sanction and aid for "reedifieing" the existing ruinous structure of Cleghorn Bridge. The importance of maintaining here a convenient passage over Mouse was thus stated by the petitioners: "It was a pas ffor the halfe of the parochiners

of Lanarke in the going and returning from their several dwellings to the town and paroch church of Lanark for hearing of divine service, and also was the most frequented way be all travellers from Glasgow and Linlithgow and uther places to many market places and touns in the south of this kingdome." The petitioners asked for a voluntary contribution—similar to the one granted this same year to the promoters of Clyde's Bridge—at all the parish churches within the sheriffdoms of Lanark, Linlithgow, and Peebles. The Parliament granted their sanction to these proposals, and in addition a custom was imposed (the tariff has been omitted) "on everie kart load of wyn or merchand wair that passes the said bridge, and upon everie horse load, and upon everie ox or cow that passes to mercat places and touns in the south of the kingdome, and upon everie sheep." This Act of Parliament was signed by Glencairne. It was by this bridge that the pursued and pursuing forces engaged in the Pentland Rising passed on their way to the conflict at Rullion Green in November 1666.

Edward I. at Lanark Fords.—It is highly probable that Edward I. in the course of his campaign in Scotland in 1301, with forces numbering 7000 foot and 400 to 500 horse, passed some of the Clyde and Mouse fords. In August of that year he came from Berwick by Selkirk up Tweeddale to Peebles, then by Biggar to Lanark, where he stayed from Saturday to Monday, 26–28 August. He was on his way to Glasgow, whence after a short stay he returned to Lanark on the following Sunday; thence proceeding to Peebles. The rapidity of his movements suggests that his march was not by the longer route, keeping exclusively to the right bank of Clyde, but by the nearest roads between the above-noted places. If so he would pass Clyde at Thankerton and Carmichael fords on his way from Biggar to Lanark. He certainly would take either the Mousemill ford or that at Lockhart mill crossing over Mouse, marching from Lanark to Glasgow; the return journey being over the same route in reverse order.

APPENDIX I.

Ane Account of Archibald Simpson's Disbursements in Building the Bridge of Clydsholm, by Act of Council, dated May 16th, 1694.

Imprimis.—Expences for Baillie Hunter, Clerk Stodhart, and myself, for going Ed^r, ilk two days, £12; It.—When Baillie Hunter and I went to Ed^r to extract the Act, sex days, £24; It.—Wee went to gett Town Council's Act for a volunter contribution from door-to-door, sex days, £24; It.—Wee went to Glasgow for the Council's consent for a collection, three days, £12; It.—Ffrom thence myself to Air and Irving Presbitries, eleven days, £22; It.—When I went to Ed^r for lifting the collections, four days, £8; It.—From thence to Kelso and Dunce, four days, £8; It.—One day to Lithgow, another to Peebles, £4, £114 0 0
 It.—Ffifteen days at Glasgow, when the Collection went throu the toun, £15; It.—Given M^r. Laqwhor for his advice, 5 dollars —£14, 10s.; It.—Given S^r Gilbert Elliot when petition was given in, £14, 8s.; It.—Payed John Lawqhor for his wages, £146; It.—More wages to M^r Laqhor, £76, 265 18 0
 It.—Ffor four quair paper for Thomas Stodhart to write letters to the gentlemen of the shire, £1, 6s. 8d.; It.—Ffor printing the accounts, £14, 4s., 15 10 8
 It.—Ffor three men going through ilk quarter of the toun seall times, £12; It.—For myself going to Birkenhead and Carstairs, £1; It.—Payed a man that came from the south, three days, 12s.; It.—Payed at Ed^r as per William Brown's subscribed account, £28, 16s. 10d.; It.—Payed £2, 18s.; It.—Ffor payed William Livingstone for going to ilk minister att Ed^e with acts to intimate the Sabbath before collection, £2, 18s.; It.—Ffr Will Livingstone's going to Strathaven for collection, 6s.; It.—Expences sending a man from Glasgow to Renfrew with acts to the seal ministers, ilk a letter, £2, 16s.; It.—Payed for writing the letters and sending acts to Stirling, 10s. 6d.; It.—To Alex. for going two times to Laqhor with a horse, £1, 12s.; It.—To John Muir for going to Hamiltoune for him, 6s, 53 5 4
 It.—Spent with John Loqwhor and the Magistrates, agreing for his day's wages at the Whinbuss, 14s. 6d.; It.—Spent with

the Magistrates and Clerk at Boathill, agreeing with Alex. Telfer for bringing home the osler, 9 pints ale, 14p., 6d. of earnest, £1, 12s. 6d. ; It.—Spent with the men that went to the Head's Craig to mend the way at Clydsholm, 16s. ; It.—Spent agreing for arch bow, £2, 3s. 6d. ; It.—To Alex. Telfer, 8 pynts ale, qr was not payed at setting up the first couin, 18s. 8d. ; It.—Earnest, 14s. 6d., spent 5s. 6d., inde, 20s. ; It.—Ffor meat at drink at begining to the lymen, 24s. ; It.—Spent with the Cringers at payment and agrement, 16s. ; It.—Daid earnest, 10s.; spent in Culbins, 81s. ; It.—Agreing with carrier, 8s. ; It.—Spent with Laqwhor when the draft of the bridge was altered, and others, 24s. ; It.—When he came to make the shaves, with others, 24s. ; It.—Of Daid earnest, 14s. 6d. ; It.—Spent with Laqhor when he went away from making the shaves, and others, 28s. ; It.—When the carters brought up the last stones, 5 pynts ale, 11s. 8d. ; It.—Spent with Carvel Blair and others when I gave him commission to collect the south, 12s. ; It.—With Laqhor when he came to lay the ground-stone, 9s. ; It.—Spent with Loqhor when he took up his chamber, 7s. ; spent with the masons, 4 pints ale, 8s.,

£21 2 4

It.—Given John Fforest and James Douglas for cutting a 1000 eslar at the Hard's Craig, £50 ; It.—Payed John Buckles for 60 great stones for the pens out of Newmayne's Burn, £30 ; It.—Payed Robert Hastie for cutting and hewing a 1000 eslar, with 14s. 6d. earnest, and 6d. spent,

267 13 10

It.—For bringing them fort the cart, £40 ; It.—For bringing them to the Holm, £200 ; It.—Paid masons, slaidsmen, borrowmen, as per particular accompt weekly, £1187, 1s. 4d. ; It.—For lyme, sand, and wages to masons, borrowmen, and others, as per accompt, £1079, 8s. 6d. ; It.—For lyme, sand, stones, loading, bigging dyke, and filling up of the ends of the bridge, as by particular accompt, £591 ; It.—Payed for lyme, being 148 loads at Craigenhill, payable (141) at 4s. 6d. per load, £31, 14s 6d. ; It.—For carrying it to the Holm, 2s. per load, inde, £14, 16s. ; It.—131 load of lyme, payable at 4s. 6d. per load, is £29, 9s. 6d. ; It.—For carriage, 2s. per load, £13, 2s. ; It.—For carrying the 1000 eslar to the carts, £40 ; It.—Payed William Duncan for two days cutting stone, 14s. ; It.—Seven weeks' wages paid to masons in presence of Deacon Hamilton, before I sett the bows at a pennie, as per accompt, £195 ; It.—

Payed severals for bringing 1000 eslars to the Holm, £200 ;
 It.—For carrying 600 stones from Nemphlar Craig, £20 ; It.—
 Payed Deacon Hamilton for hewing 1000 eslar, at £11 the 100,
 £110 ; It.—Payed John Buckles younger and Stephen Howieson,
 for one penn of the bridge readie at the Holm, 800 merks, with
 a dollar of ernest and three lib. to reed the Craig, £539, 4s. 8d. ;
 It.—Payed John and James Hamiltoun for a bow ready, with
 a dollar and crown, £472, 11s. 4d. ; It.—Payed John and David
 Semples for making out the last bow at 800 merks, deducing
 what I paid of former dayes, there remains, £361, 2s. 8d. It.—
 Payed of addition 30 lib. per bow, £90 ; It.—To James Lock-
 hart for filling up the holes between the bows, £58 ; It.—Payed
 John Thomson for the masons, £2 ; It.—8 score 19 loads lyme
 at 4s. 6d. per load, £40, 15s. 6d. ; It.—73 loads riddled at 5s.
 per load, £18, 5s. ; It.—For carriage to the Holm, £25, 4s. ;
 It.—10 score 16 loads lyme from Craigenhill, £47, 5s. ; It.—
 4 score a loads lyme lifted at 5s. a load, £20 ; It.—For 91 loads,
 at 4s. 6d. per load, £19, 9s. 6d. ; It.—For carriage of these
 three parills, 2s. per load, is £38, 2s. ; It.—10 score 10 load at
 4s. 6d. per score, is £47, 5s. ; It.—26 ditto. sifted, 6s. 10d. ; It.—
 For carrying these two parcells, £23, 12s. ; It.—From Wat-
 sheill, 27 load at 5s. per load, £6, 15s. ; It.—Carriage 40d. per
 load, £4, 10s. ; It.—87 at 4s. 6d. per load is £19, 11s. 6d. ; It.—
 To Robert Turner for 1168 load of sand to the foresaid lyme,
 £58, 8s. ; It.—To Alex. Telfer for bringing mortar and sand
 from the Inch to this syde, £2 ; It.—Payed Ralph Howieson
 and his neighbour for seeking pennstone at the Raking, ilk six
 days, £4, 13s. 4d, £5724 17 2

It.—For cutting timber at Clydsholm, £3, 6s. 8d. ; It.—Payed
 James Simpson and Alex. Harbie for dressing the timber, ilk
 thirteen days, £13 ; It.—Ffor 12 great trees from the Laird of
 Lee, £27 ; It.—Ffrom James Hamiltoun, 63 trees, £60 ; It.—Ffor
 bringing them to the Holm, 3s. the draght, £20, 13s. ; It.—To
 James Hamiltoun for sex-score sex birk trees, 58 cutting and
 bringing out, and spent 4 lib. 6s., £62, 6s. ; It.—Bringing to the
 Holm, 3s. per piece, £18, 18s. ; It.—For 5 alder trees, £4, 14s. 6d. ;
 It.—Ffor bringing to the Holm, £5, 8s. ; It.—To James Thom-
 son at Stonebyres, 6 trees, £6 ; It.—For bringing them to the
 Holm, £1, 4s. ; It.—To James Lindsay for 7 Quaking esps, £14 ;
 It.—Ffor bringing them to the Holm, £6 ; It.—Payed Buckles

and Howieson for making the shaves, £200 ; It.—For daills furnished as per accompt, £582, 9s. 8d., . £1024 1 3

It.—Payed Thomas Brown for a mell rolling, 10s. ; It.—Ffor 3 shovell and clasps for shafts, 16s. ; It.—For 6 shovells bought at Hamilton, with carriage, 2l. 14s. ; It.—Payed Arthur Tutop for cutting trees at Clydsholm for nuts to let of the water, 1l. 6s. 8d. ; It.—Payed to James for making tresses, bakeds, and wheel-borrows, 8l. ; It.—For his nex nutes, 1l. ; It.—For two ridles and sive to the Holm, 1l. ; It.—For a stand and a tub for water, 2l. ; It.—To James Simpson for four days, making ten car, and a three-stilted borrow, and foot-gang, 1l. 12s. ; It.—To Alex. Telfer for bringing timber from St John's Wood and Clydsholm to the bridge, 5l. ; It.—To Deacon Hamiltoune for mending the bridge beyond the Lee, and a borrow, 13s. ; It.—Payed for bringing trees and daills back that went down the water, 2l. 8s. ; It.—To Arthur Tutop for eight days, making sex cars, and a day at Holmhead cutting timber, 3l. ; It.—To James Ballantyne for taking sundrie one of the cart wheels, putting new spokes, new knaves, and new Lurdie, 2l. ; It.—To John Buckles for two spars to the body, and knave for daills to it, 2l. 6s. 8d. ; It.—For shoeing one wheel with a clasp and nails, 1l. 14s. ; It.—For rolling a mell, 10s. ; It.—To Deacon Hamiltoune for additional wages, 64 days, 3l. 4s. ; It.—Payed Thomas Brown for batts, garens, double plenishing, as stands in his accompt, 215l. 4s. 2d. ; It.—Payed sex carters for helping the way with the carts, with 2 pynts ales, 1l. 14s. 8d. ; It.—For two iron mells at 7l. 16s., for carriage, 8s. = 8l. 4s. ; It.—For aen dozen shovells, with carriage, 10l. 19s. ; It.—For the loan of Ralph's mells, 6l. 8s.,

275 12 10

It.—Payed Arthur Tutop and other two for reding the way at Baillie Weir, as by accompt, 1l. 1s. 8d. ; It.—Ffor two cart saddles, rig-woodies, greeses ffor the carts, as per accompt, 7l. 18s. 8d. ; It.—To James Watson, as per accompt, 1l. 16s. ; It.—To ditto for cutting the great mell, 1l. 4s. ; It.—Ffor two daills for a wheelborrow at Newmaynes, 1l. 10s. ; It.—To John Clyd for rowing a mell, 14s. ; It.—To John Scott for six quaking espes, 9l. ; It.—To Alexander Telfer, 7½ P^d iron, and making 4 carter nails, 1l. 4s. ; It.—Two axelltrees and two borrows, with home bringing, with ale, 1l. 16s. ; It.—For sharpening their irons, 1 stone of iron, 1l. 12s. ; It.—Payed Ralph Howieson, and

another man, looking for stane, four days, 6s. 8d. a-day ilk, 2l. 13s. 4d. ; It.—Two men's wages mending the way at Clydsholm, 8s. ; It.—Payed James Lockhart and George Aitken, three dayes, for mending the cart wayes, 1l. 10s. ; It.—To John Douglass and John Fforest, for cutting a stone for cart way, 3s. 6d. ; It.—Att the agreement at Clydsholm and for Robert Rogers minding stanes at Braxland, 2l. ; It.—Given Ralp Howieson, in earnest, 14s. 6d. ; It.—Ffor 2 carts, as per accompt, 66l. 13s. 4d. ; It.—Payed James Watsons for upholding the wadges, pikes, and iron, so long as the bridge was building, 66l. 13s. 4d. ; It.—Payed John Thomsone for shafts to pikes and mells, pynts ale at agreeing during the whole work, 4l. 6s. 0d. ; It.—Payed James Hamiltons, 3 stoat borrows, 15s. ; It.—Ffor 8 fathoms 12-threed cord for tree theats, 16s. ; It.—To William Wessie, for mending cartwayes, two dayes, 10s. ; It.—Payed James Watsons for small necessars and garrens, 6l. 13s. 4d. ; It.—Payed Baillie Weir, for naills, cords, and iron, 6l. 11s. 4d. ; It.—To Decon Thomson, $\frac{1}{2}$ 1000 naills, 15s. ; It.—13 st. 3 p^d. iron James Watsons got for wadges, pikes, at 32s. per stone, 21l. 12s. ; It.—A great daill sawen in roons, to meet the water at the bowes, 19s. ; It.—Payed for sawen, dighting, and making, 24s. ; It.—Ffor 34 stones, and for batts, at 2 marks per stone, 45l. 6s. 8d. ; It.—To Andrew Weir for bringing timber to and from Clydsholm, 12s. ; It.—To a stone pitch for the bridge batts, 16s. ; It.—Ffor timber to John Buckles the younger for making sincars and other necessarias, 38l. 18s. ; It.—Ffor 7 ell 12-threed cord, 8s. 6d. ; It.—Ffor 60 fathom 12-threed cord at 2s. per fathom, 6l. ; It.—Ffor butter and soap to the gin, 18s. ; It.—Ffrom myself 1400 naills, at 8s. per 100, 5l. 12s. ; It.— To John Buckles (elder), 12 hundees, 4l. 4s. ; It.—For girding them, and tub and barrel, 28s. ; It.—For sex fork shaftes, 6s. ; It.—Two trees for a cart bodie, 12s. ; It.—Ffor bars to the cart, 4s. ; It.—To William Livingstone, being pricker, 46 dayes at 8s. per day, 18l. 18s. ; It.—For upshotts to sex cars, 20s. ; It.—For 8 stones laid, at 2 marks per stone, 10l. 13s. 4d. ; It.—More payed Thomas Brown for cuts, and naills, and garrens, and other work, 97l. ; It.—For sex shoevels from Ed', with carriage, 5l. ; It.—More paid James Lockhart for filling, 2l. 18s.,

Ane Accompt of Money received by Archibald Simpson, Merchant in Lanark,
by Publick Collection and otherwayes, for Building a Bridge at Clyds-
holm, by Act of Councill, dated May 16, 1694.

	<i>Lib. B. D.</i>
Imprimis.—From Edgr.,	521 13 08
It.—Received at Lanark, when wee went throw,	177 16 02
It.—Ffrom John Baillie, by the Shire's order,	300 00 00
It.—Ffrom Clelland, by the same order,	333 06 08
It.—Ffrom the Guildrie of Lanark,	200 00 00
It.—Ffrom Lanark Session, by Collection,	024 00 00
It.—Received from John Jack, in part of the Collections for the lands of Nemphlar which was in his hands,	007 10 00
It.—Ffrom James Gray of Crawford-John,	007 01 00
It.—Ffrom Covington,	006 13 00
It.—Ffrom the Deacons, a band, dated March '99,	066 13 04
It.—Ffrom Mr Scott at Carlouk,	015 00 00
It.—Ffrom Mr Bryce for Crawford-John,	002 00 00
It.—Ffrom Mr Good at Carnwath,	028 09 08
It.—Ffrom Sir James Carmichaell,	100 00 00
It.—Ffrom Mr Duncan at Dunsyre,	010 03 00
It.—Ffrom Mr Linning at Lesmahagow,	065 18 00
It.—More from Lesmahagow,	006 15 00
It.—Ffor a cart sold to John Hamilton in Lesmahagow,	022 00 00
It.—Ffrom Mr Braidfoot, Pettinain,	013 00 00
It.—Ffrom Mr Ballantyne for Aberdeen,	054 03 00
It.—Ffrom y ^e Paroches in Air Presbytrie,	024 00 00
It.—Ffour ounces twelve drops bullion,	014 04 00
It.—Ffrom Mr Robert Law for some Paroches in Argyle,	021 19 00
It.—Ffrom Mr William Thomsons for Couper Presbytry,	027 13 04
It.—More from Mr Veach at Dumfries,	016 12 06
It.—Ffrom Gavin Wood in part of Glasgow, Paisley, and Ren- frew Presbitries,	064 07 00
It.—Ffrom Matthew Hopkin for Irving Presbytry,	089 06 10
It.—Ffrom Jeremiah Hunter for part of Linlithgow Presbytrie,	062 18 00
It.—Ffrom John Lanerk, 17 Guineas for vacant stipends,	241 08 00
It.—Candlemas, 1700.—Received for a Bond agreed with Cors Mitchell for vacant stipends,	166 13 04
It.—Ffrom this Presbyterie, that the Councill hath given Band for to refund if required,	091 15 00

	<i>Lib. B. D.</i>
It.—Ffrom William Whyte, in Podgean for Lochmaben Presbytry, and Aplebie with loss of money,	017 10 00
It.—Ffrom Muirkirk Paroch,	005 04 00
It.—Ffrom the Borrows,	866 13 04
It.—Ffrom the Borrows att Glasgow, when the 3 B. was laid on this tou,	072 00 00
It.—Ffrom Mr Veach for Dumfriestown,	048 00 00
It.—Receaved at Glasgow, 4 Quarters,	131 14 00
It.—Ffrom Toun and Paroch of Hamiltoun,	100 00 00
It.—Ffrom Port-Glasgow and Kilenam,	007 10 00
It.—Ffrom Proviost Tuddie at Peebles,	008 05 00
It.—Ffrom Auchtiefardell,	029 00 00
It.—From Blackwood younger,	028 00 00
It.—Ffrom Mr Ballantyne for Mr John Veach,	030 00 00
It.—Ffrom Cumnock Paroch,	003 00 00
It.—Ffrom Robert Clerksone, Chamberland,	042 00 00
It.—Ffrom William Cowan,	003 00 00
It.—Ffrom Baillie Hamiltoun for William Selkirk,	009 04 08
It.—Ffrom James Lithgow, Paper-maker,	002 18 00
It.—Ffrom Lickprivick, Fouler,	000 09 00
It.—Ffrom William Sommervell of Harperfield,	005 16 00
It.—From Stonebyres,	066 13 04
It.—Ffrom Commissar Wilkie,	003 14 00
It.—Ffrom Baillie Weir,	014 04 00
It.—Ffrom Cambasnethan, 3 lib. 11 p. 06d. ; Blanter, 1 lib. 10—is,	010 01 06
It.—Ffrom Cambuslang,	002 18 00
It.—Ffrom Culross,	005 00 00
It.—Ffrom Kirkbryd,	010 00 00
It.—Ffrom Mr Ballantyne for Gladshields,	020 03 00
It.—Ffrom Longdreghorn Paroch,	001 01 00
It.—Ffrom Dalsersf, 9 lib. 6p. ; Stonehouse, 6 lib. 13p. 4d. —is,	015 19 04
It.—Ffrom Mr Naper at Straven,	001 12 06
It.—More from Gavin Wood for fosaid places,	003 07 08
It.—Ffor Profite of the Customes, our part 10 Guineas, at 14 lib. 04 p.,	142 00 00
It.—Ffrom Borroustownness,	014 00 00
It.—Ffrom Robert Thomsone for Edin ^r shire,	284 17 06

	<i>Lib. B. D.</i>
It.—From him for the Cannongate, 22 lib. 15p. 04d., clipped money, weighing,	014 08 00
It.—Ffrom Baillie Hamiltoun for parts in Ffive,	044 16 00
It.—Ffrom Mr John Forrest for Hadingtonshire,	065 11 00
It.—Ffrom Robert Thomsone for Leith,	028 00 00
It.—Ffrom William Callendar for Stirling Presbitrie,	032 13 04
It.—Ffrom Carmichael Paroch,	008 00 00
It.—Ffrom Mr Ballantyne for the Merns,	001 17 00
It.—Ffrom Old Monkland Paroch,	006 00 00
It.—Ffrom Mr Ballantyne for Melros Paroch,	016 00 00
It.—Ffrom John Thomsone for the Bonnitoun Quarter,	011 09 00
It.—What was collected for a man here, the lyke being for us with him,	002 00 00
It.—By some old work rooped at the Bridge, as per Accompt,	279 18 10

RICHARD DICK, *Witness.*

ARCHIBALD SIMPSON.

THOMAS SUMERS, *Witness.*

1695.—Ane Accompt of Archbald Simpsons's Debursments in Building the Bridge of Clydsholm, by Act of Councill, dated May 16, 1694.

The totall of the charge is fyve thousand two hundred nyntie nyne pound, eight shills, sex pennies,	£5299 08 06
Total of the discharge is eight thousand two hundred and forty-seven pound, fifteen shills, eight pennies,	8247 15 08
The discharge exceeds the charge in the soume of two thousand nyne hundred and fourty-eight pound, seven shillings, and two pennies,	2948 07 02

RICHARD DICK, *Witness.*

ARCHIBALD SIMPSONE.

THOMAS SUMERS, *Witness.*

APPENDIX II.

In the *Exchequer Rolls*, vol. vii., page 49, we read:—Et per liberacionem factam domino Henrico Kinghorne, senescallo domine regine per manus custodis privati sigelli in solucionibus certarum expensarum dicte domine regine per ipsum factis in Durisdere, Lanark, et Lithqui, sale certis martis et mutonibus regi et regine Anglie, liberatis et aliis oncostez per ipsum factis et intratis in libris domicilii regine, ipso domino Henrico fatente receptum super computum lj lb 7s. 11d. pro quibus respondebit dictus senescallus.