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LIMEKILNS
&
PASSAGIUM REGIMAE

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Compiled under the instructions of

The Right Honourable

THE LORD WAVERTREE OF DELAMERE

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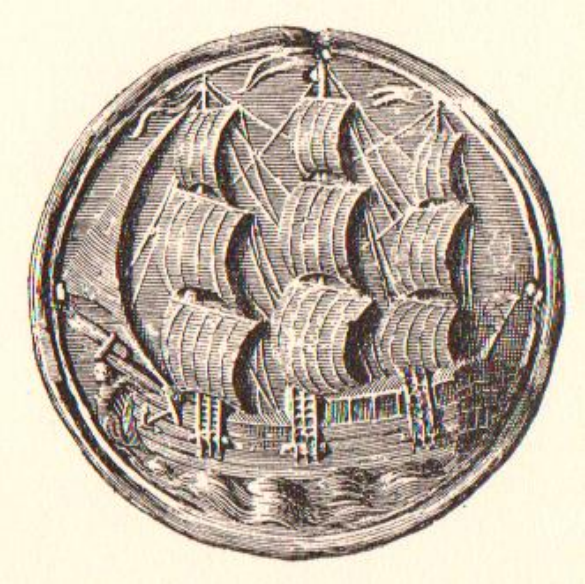


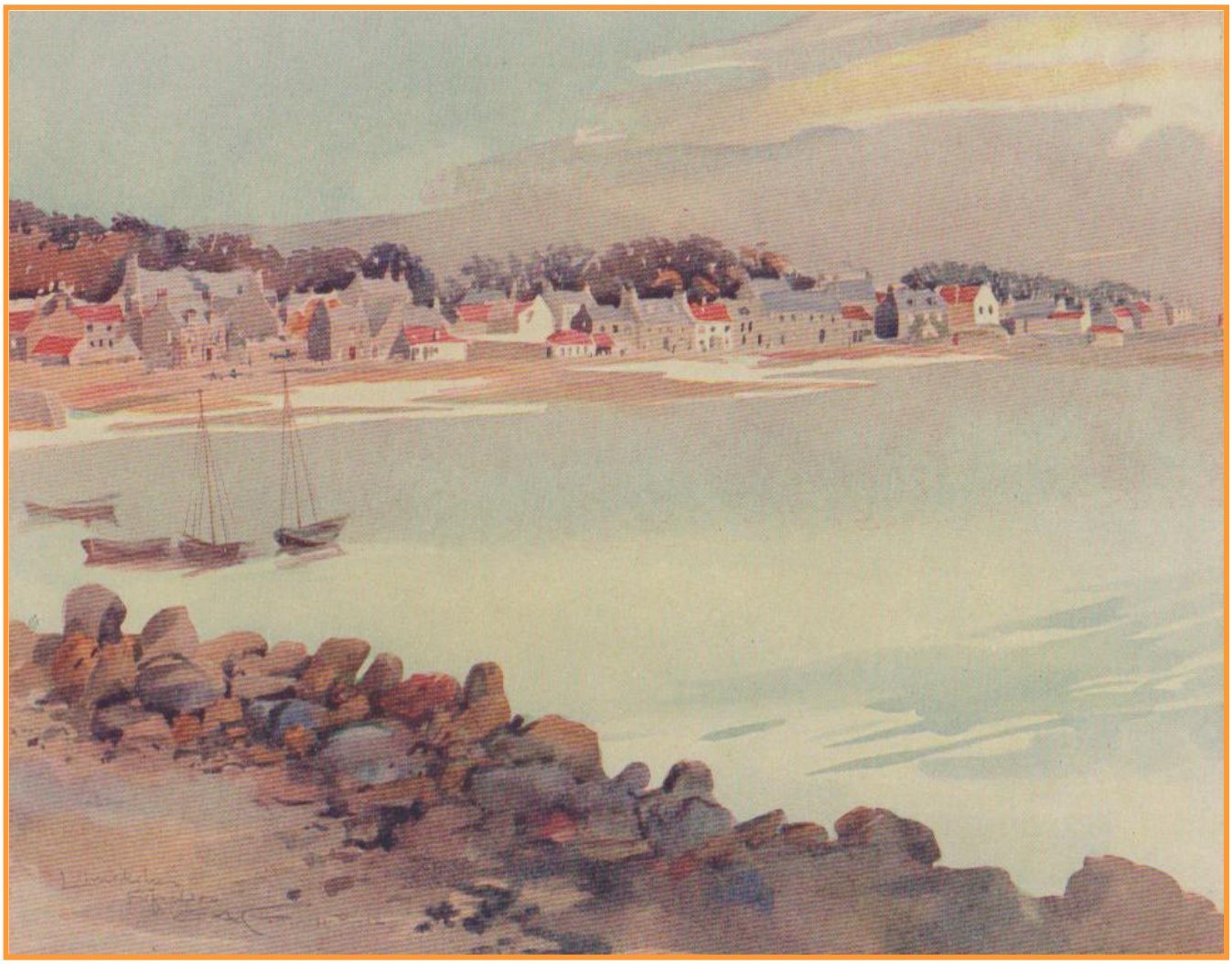


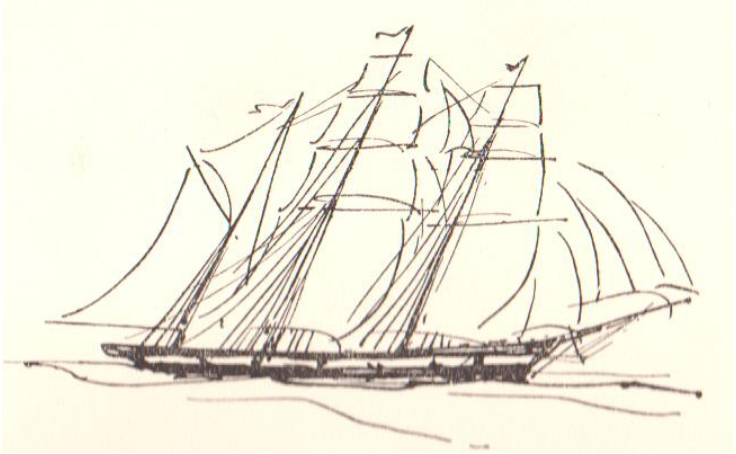
PLATE I
THE BAY, LIMEKILNS.

EXTRACTS FROM: -

LIMEKILNS

&

PASSAGIUM REGINAE



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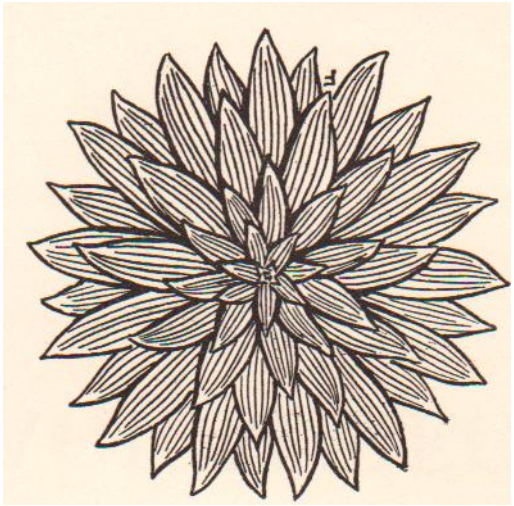

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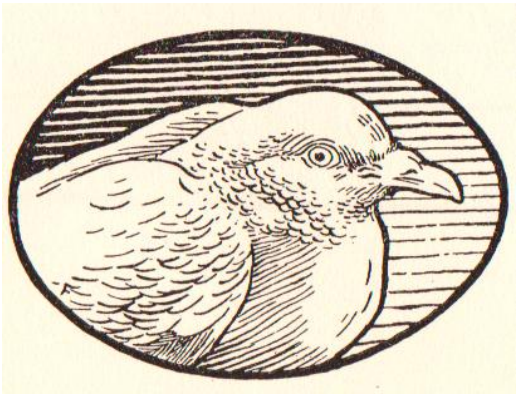
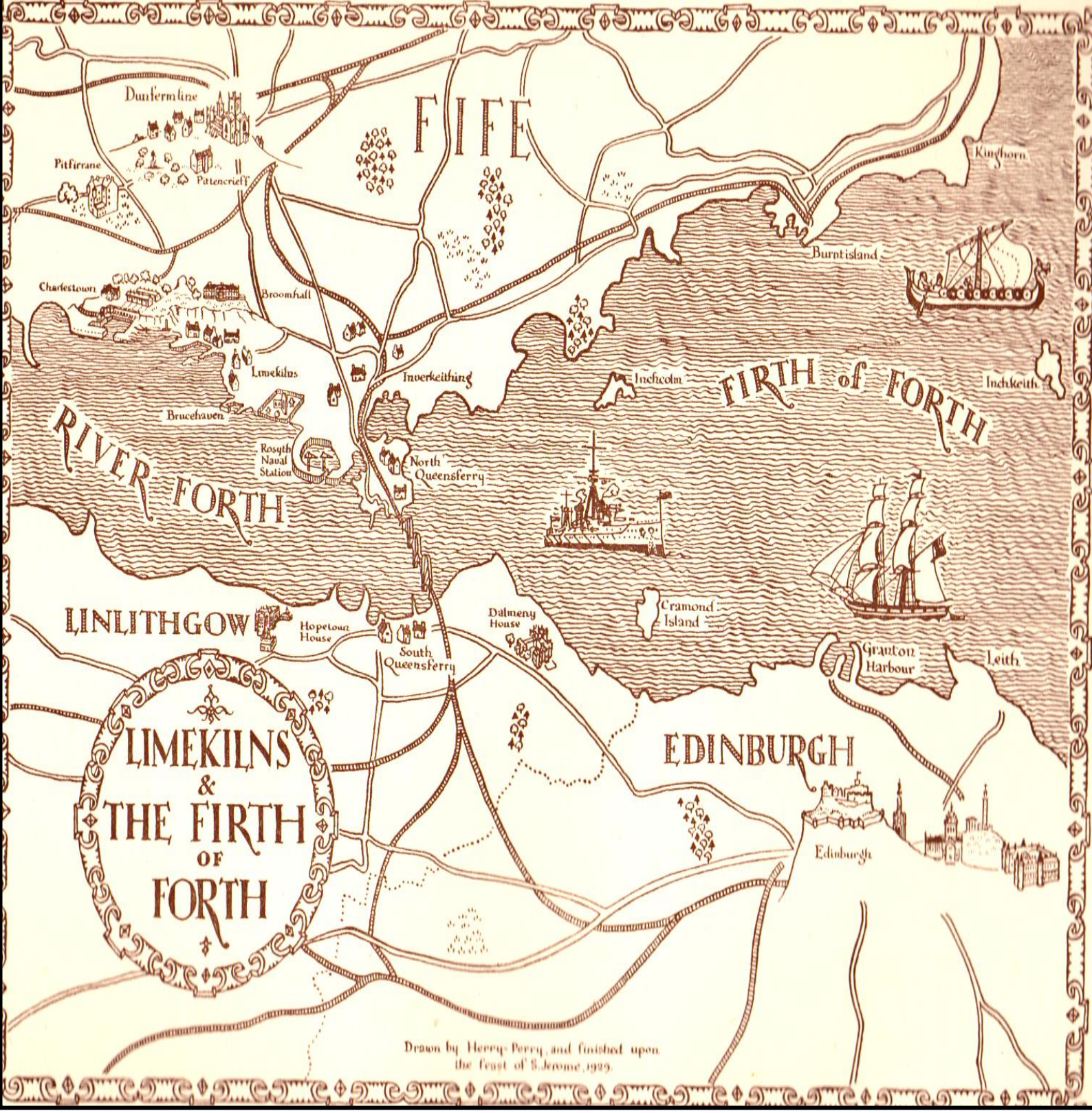


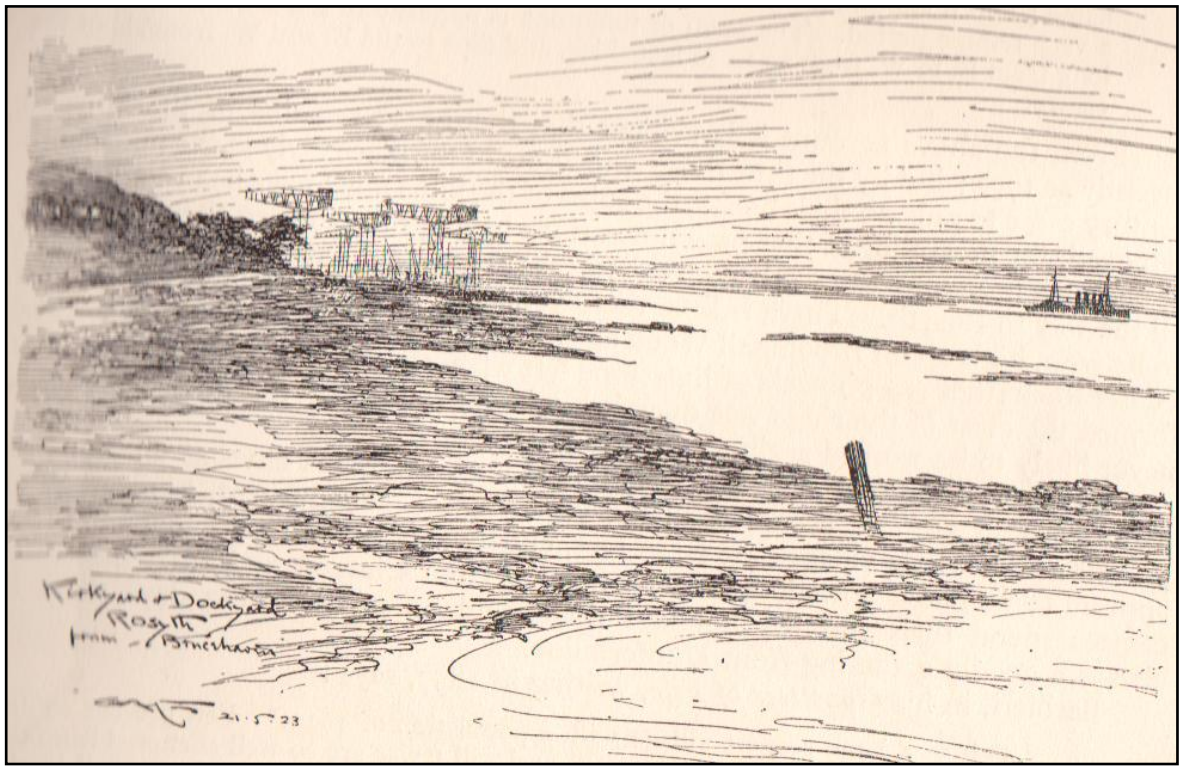
LIST OF PLATES



Drawn by Herry-Perry, and finished upon
The feast of S, Jerome. 1929.

CHAPTER I: INTRODUCTORY

GELLAND, Gallald, or Gellet of ancient times, Lymkills or Limkills of yesterday Limekilns of to-day – name whih or ever must be associated with the seaport village situated a little to the west of Rosyth, between that mushroom naval base – now moribund, thanks to the German fleet lying on the bottom at Scapa Flow – and the quite dead little port of Charlestown, built by a former Earl of Elgin for the outflow of minerals from his Broomhall estate.



Five miles away to the east lies Queensferry and some thre miles to the north the ancient Royal Burgh of Dunfermline, of which Limekilns was once the port.

Sitting in a bow-window in 'The Hollies' one quiet October evening, while a glorious sun was setting beyond the desolate – looking harbour, an elderly Irish lady remarked; 'I thought I was coming to the end of the earth when I was invited to Limekilns.' A lovely 'end' indeed for those who have eyes to see, in the bleak irregularities of the foreshore, the making of the place from the painter's point of view.

Limekilns once was prosperous, and if it should ever become to again, as perhaps it may, it will not have to depend upon sailing-ships as of yore – steam and petrol have seen to that, and the railway company will surely never want it as a port –or upon lime, for the Charlestown quarries close at hand have long since supplanted those at Limekilns. Of course the kilns that were once here gave the name, probably early in the seventeenth century, to the village which cropped up round them on p.467 of vol. XIII of the *Statistical Account of Scotland*, for which the ministers of the various parishes were largely responsible, and which was published first in 1794, we find an allusion to the origin of the name Limekilns :-

'From the vestiges of limekilns along the shore, the village of Limekilns derives its name; and it appears from these ancient ruins, that the lime works were carried on at a very remote period. The seam of limestone is opposite to the Forth. It is a mile long from E. to W. from 20 to 50 feet thick, and dips to the E. and W. from about the centre.

From the above account it is evident that there *were* remains of limekilns so recently as 1794; but by the time those who wrote of the place early in the nineteenth century came to publish their books, the ruins of the kilns must have been completely removed, for no author of that period mentions having himself seen them. Indeed at one time limestone was worked on the foreshore from a point west of Charlestown all the way to Rosyth. There is lime there yet, and coal too, and limestone is still to be seen, high up on Broomhall Wood above the western edge of the village. The Gellet Rock itself is a pinnacle of limestone left when the outcrop of the seam which formed the crest of the ridge was quarried away all round it. But at this spot it is never likely to be worked again.

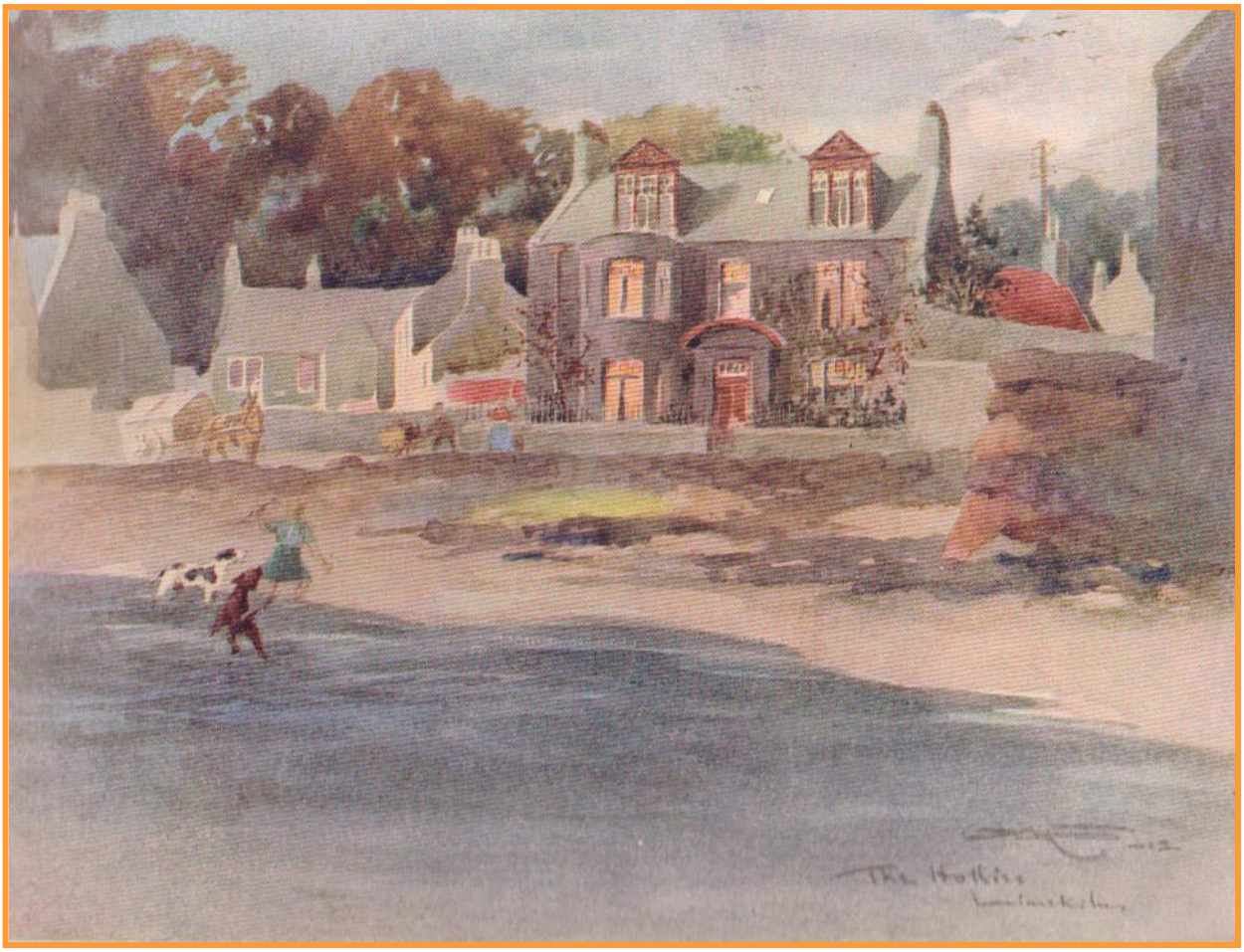
Without an industry, it is a marvel how Limekilns keeps alive at all – how so many cottages are still occupied all the year round; contentment, too, seems to prevail in the whole village. It is, in fact, chiefly as a health resort that the place appears to have noted nowadays. Many families from Glasgow and other industrial centres spend their summer holidays there, and on early closing days there is always a goodly gathering from Dunfermline.

Barbieri, in his Gazetteer of Fife, writing in 1857, says: -

'This is a large seaport village with a population of 1000* For present so fine a view of the Forth and opposite coast and still fewer are so well sheltered from the cold North and East winds; being screened by the high ground of Broomhall on the North, and from the East winds by the ferry hills. And hence the reason why it was for many years a place of great resort for sea bathing, and that from distant parts.'

* See appendix, Note I. † See Appendix Note II.

It cannot be said that sea bathing is one of its present attractions. The water is too muddy – not to mention the presence of drains. Still there are swimming contest at the annual Charlestown and Limekilns regatta† (a great affair, this, with merry-go-rounds and fair complete), and a few enthusiasts may be seen disporting themselves in the water during the summer months.

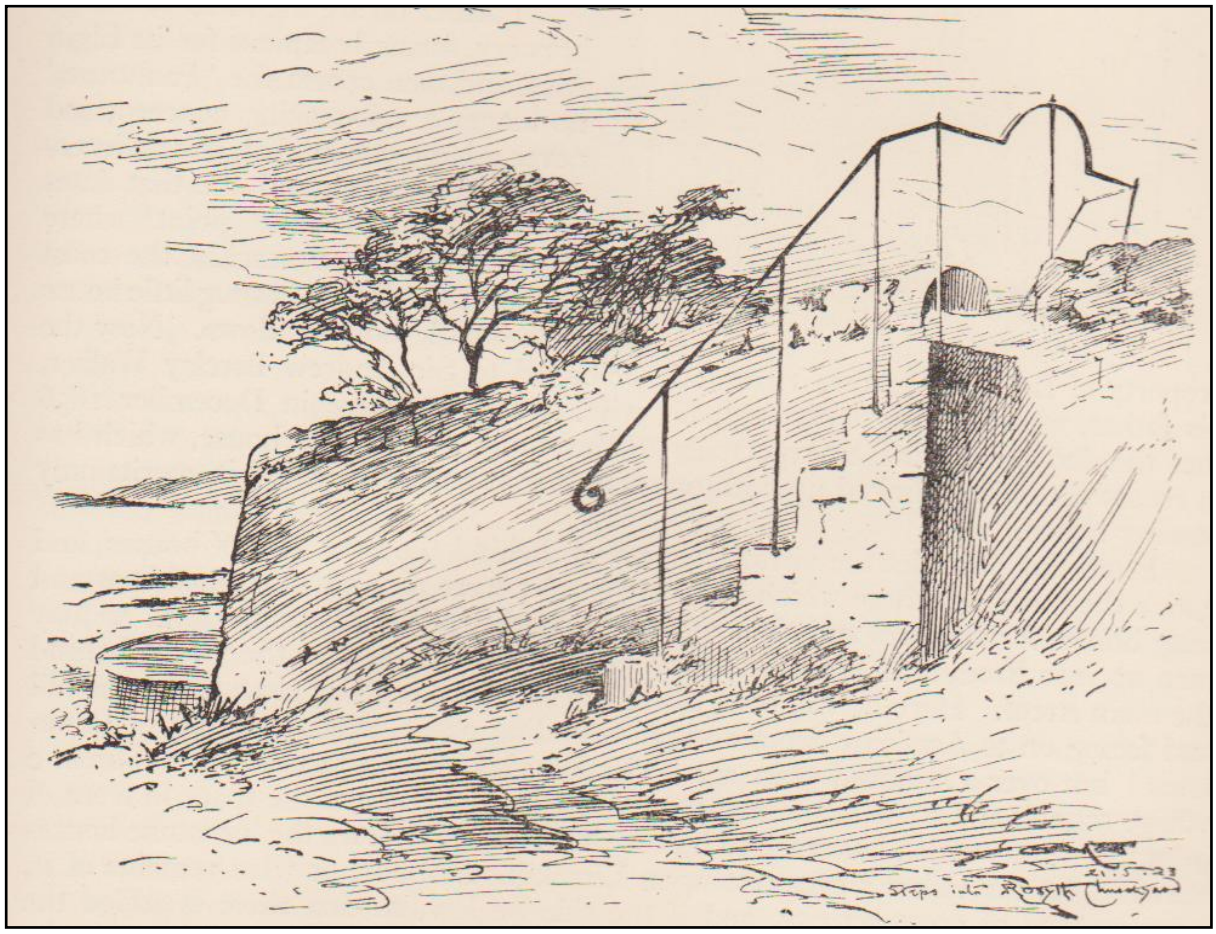


PLATGE III

'THE HOLLIES,' LIMEKILNS
Birthplace of The Right Hon. Lord Wavertree.

Let the visitor who is attracted to this out-of-the-way spot and wishes to become better acquainted, commence his promenade at the old burying-ground of what was once Rosyth Church – the Kirk to the people of Limekilns, although it lies at a distance of several hundred yards from the nearest house of the village. The north and east walls alone remain, and several graves are now to be found within their angle, where priest and congregation once stood. The grass grown churchyard is well filled with graves whose occupants cold surely

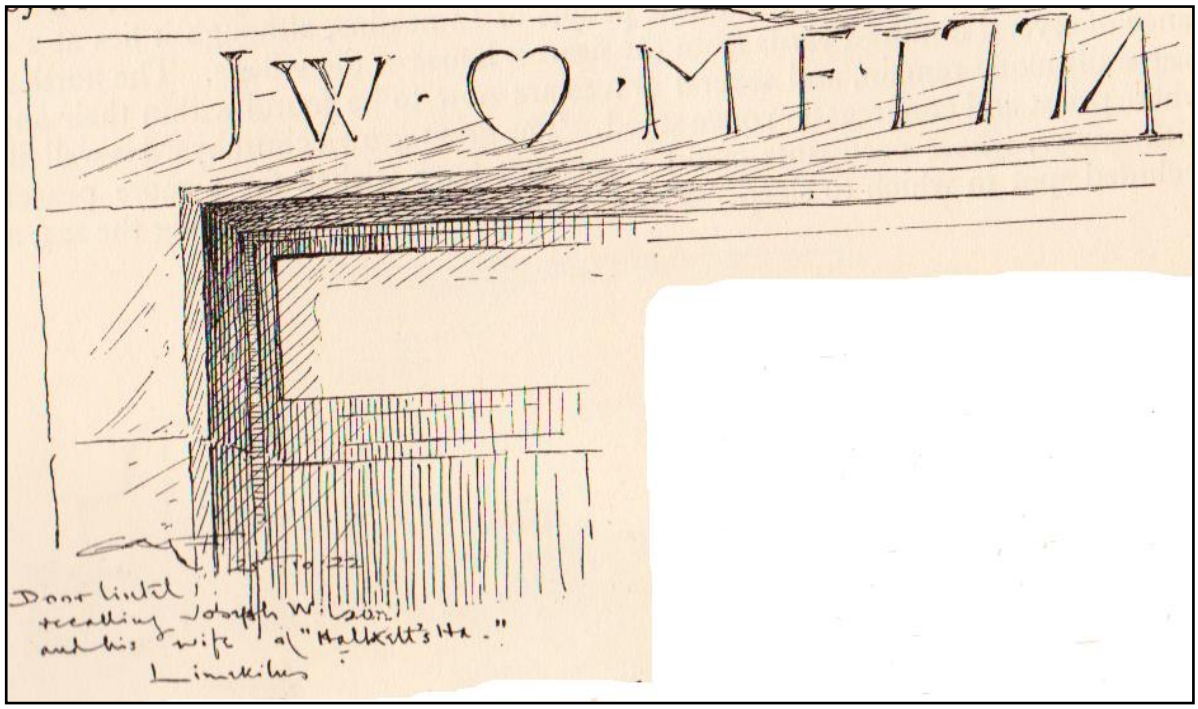
not have wished for a more peaceful, secluded spot in which to sleep. From it the path leads west, skirting the sea, and presently reaches Brucehaven, the eastmost of the two harbours which Limekilns boasts. It consists of a



space between two parallel spits of rock, on one of which a stone pier called the Capernaum pier, now somewhat damaged, has been built for greatef protection from he west. At low tide the boats lying in the harbour are left high and dry. As for the word Capernaum (shoes local pronunciation sounds like Copp'rnom) it seems to embrace the whole of the eastern extremity of the village. There is an old shipbuilding yard here, but it has become grass-grown long since and is now clean deserted, except for an occasional boat or two being patched up by a local cabinet-maker.

Farther on are the ruins of a large brewery, formerly famous for its Elgin Ales, and then comes the 'Panhouse,' no longer a salt-making concern, and never a large one at that , but an interesting relic withal, and one that dates from 1613. At the point where Dunfermline Road reached the coast stands 'The Hollies,' a snug little house with double bow-windows. Now the property of Lord Wavertree, it formerly belonged to Sir Andrew Barclay Walker, his father, who came by it through his wife and it was here in December 1856 that his lady gave birth unexpectedly to the future peer. The house, which has in recent

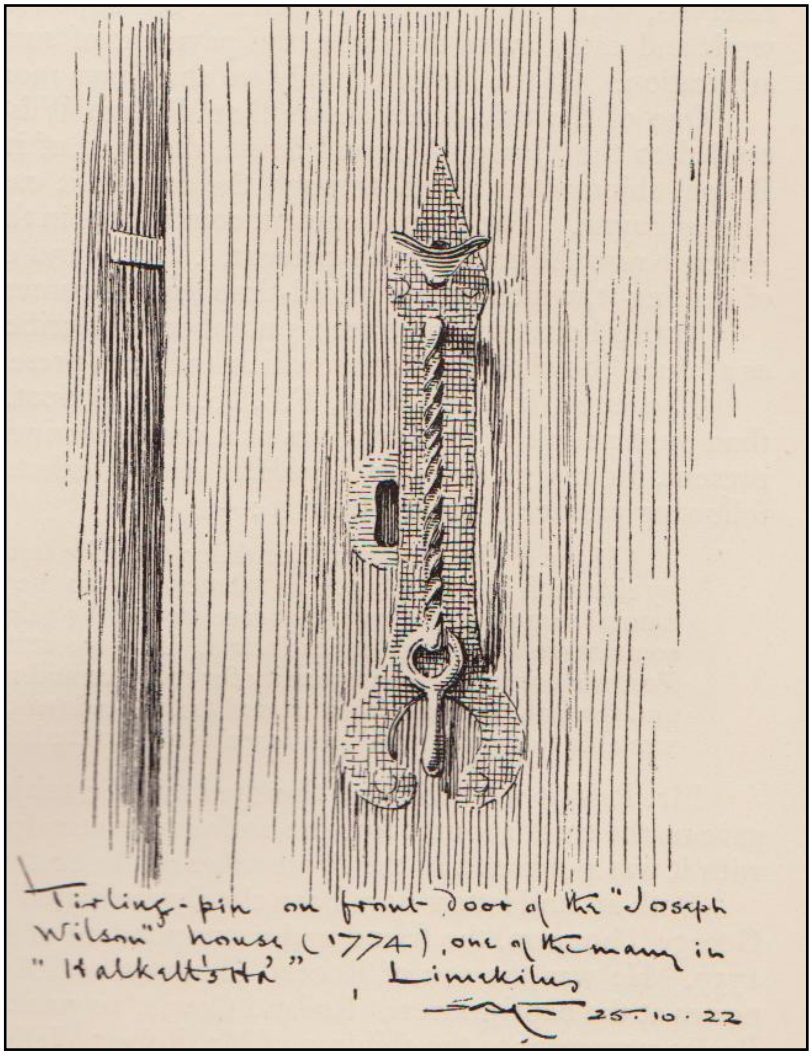
times been linked up with one standing at angle behind it, merits only passing notice.



From this point let the visitor step north, behind the front row of houses, and notice the buildings thre which in days gone by were nice old-fashioed inns and snug homes for skippers and their mates. And then, if he has permission, he may turn up into Broomhall Wood and looked down upon that part of the village behind the main street. Here he will see 'The King's Cellar' nestling close under the hill and facing onto Academy Square – high sounding name, that, for a part of Limekilns! But over a hundred years ago 'The King's Cellar' was used for a time as a village school, and some facetious person must have christened the space in front of it by that name, which has stuck to it ever since. Passing from the low stone houses seaward, let the visitor's eyes rest upon Limekilns harbour, or what remains of it, once a scene of great activity., and if the tide be low, so that there is added the desolation of a rock-strewn, foreshore to the unobtrusive melancholy of the scene, he will, if at one conversant with the history of Limekilns, surely feel inclined to murmur the familiar Latin tag on departed glory.

On a small terrace overlooking the road as it clears the western outskirts of the village strands the War Memorial, a column recoding on its plinth the names of twenty-five inhabitants of the district who laid down their lives. Cavalry, Artillery, Infantry, and the Merchant Marine are all represented. One man served in a Canadian regiment two or three in English infantry, and the rest, about half the total, in Scottish infantry – the Black Watch, Gordons, Argylls, and Royal Scots.

There is still much of the seventeenth and early eighteenth century masonry to be seen at Limekilns, and, as their foundations tell us, some of the 'houses' are built on the site of much older ones. But only 'The King's Cellar,' as a habitable place, takes us back to a more remote period. Several doorways are out of place – they have belonged to older and more important buildings; but no doorway – excepting two in 'The King's Cellar,' which are of much earlier date – belongs to a period earlier than the beginning of the seventeenth century, unless it be the one which is seen in Plate VIII. This doorway possesses an enormous lintel, made of two separate stones, the easternmost one of which extends so far east that it does duty for a quoin-stone as well. Having had no relieving-arch above it, it has given way on the west side. There is a curious little 'squinch' to the left of the doorway, which has beaten many heads to say why it is there.



The best-known inscribed door-lintel in Limekilns to-day is one near the west end of the village in 'Hackett's Ha'' (or Hackett's Hall). Very simple, and but rudely incised, it recalls Joseph Wilson shipmaster, and his first wife, Margaret Finlayson, who were married in 1774. The house itself seems to be

at least fifty years older than this date. There is also a tirling-pin on the front door – the only one in use to-day in Limekilns. The Misses Bayne are owners of this old house. From two of the title-deeds in their possession, dated respectively 1769 and 1844, it appears that the land on which the house stands and the garden behind were 'feud'* by the first owner from 'Sir Peter Halkett of Pitfirrane and Captain Halkett his son . . . reserving always to the superior the coal under the ground of the said land and full right to everything necessary for the good of their coal upon payment of damage above ground.' Coal, marl, mines, and minerals were generally reserved with power to the proprietor, or 'superior' as he was legally styled , to work and carry away the same, the payment of surface damages to be settled by arbitration. Of the Halkett family we shall have more to say in Chapter V.

One of the title-deeds shows that William Wilson, shipmaster, who had succeeded to the 'Joseph Wilson' house, disposed of it to the late Andrew and John Bayne, shipmasters; and through the former it came into the possession of the Misses Bayne. The 1769 document commences in this way; 'In the Name of God Amen Know All men by this present . . . ' a kind of clipt-grace-before-meat way of putting it, which occurs in old-time legal documents.

At this house are to be seen a number of inscribed nickel 'dues' spoons as well as a 'dues' bowl of the 'forties, which had been presented to Miss Bayne's forebears.

The late Mr. Alan Reid F.E.I.S., F.S.A. Scot., who knew Limekilns better than most people of his day, gives us a good description of the village, etc., past present, in his guide-book *Limekilns* and *Charlestown*, published in 1903. The flowing passage is quoted from it: -

'If the earlier history of Limekilns could be traced it would be found running side by side with Dunfermline. By whatever name the place was known of old, it was the natural seaport of the town and rose around the palaces of royalty and religion founded some three and a half miles inland. A more attractive bit of seaboard was not on Fortha's borders. As a necessity for resources and resource, Limkilns came into being; and through the years it ministered to the needs of the palace, abbey, and town, until it was able to assert its independence as a characteristic Fifeshire village.'

Mr Reid it was who first thrashed out the subject of 'The King's Cellar,' and gave us the truth about it form an antiquarian standpoint; and a paper of his dealing with it was published in the *Proceedings of the Scottish Society of Antiquaries*.

* Feu is a Scottish term signifying a right to the use of land, houses, etc., in perpetuity, for a stipulated annual payment.

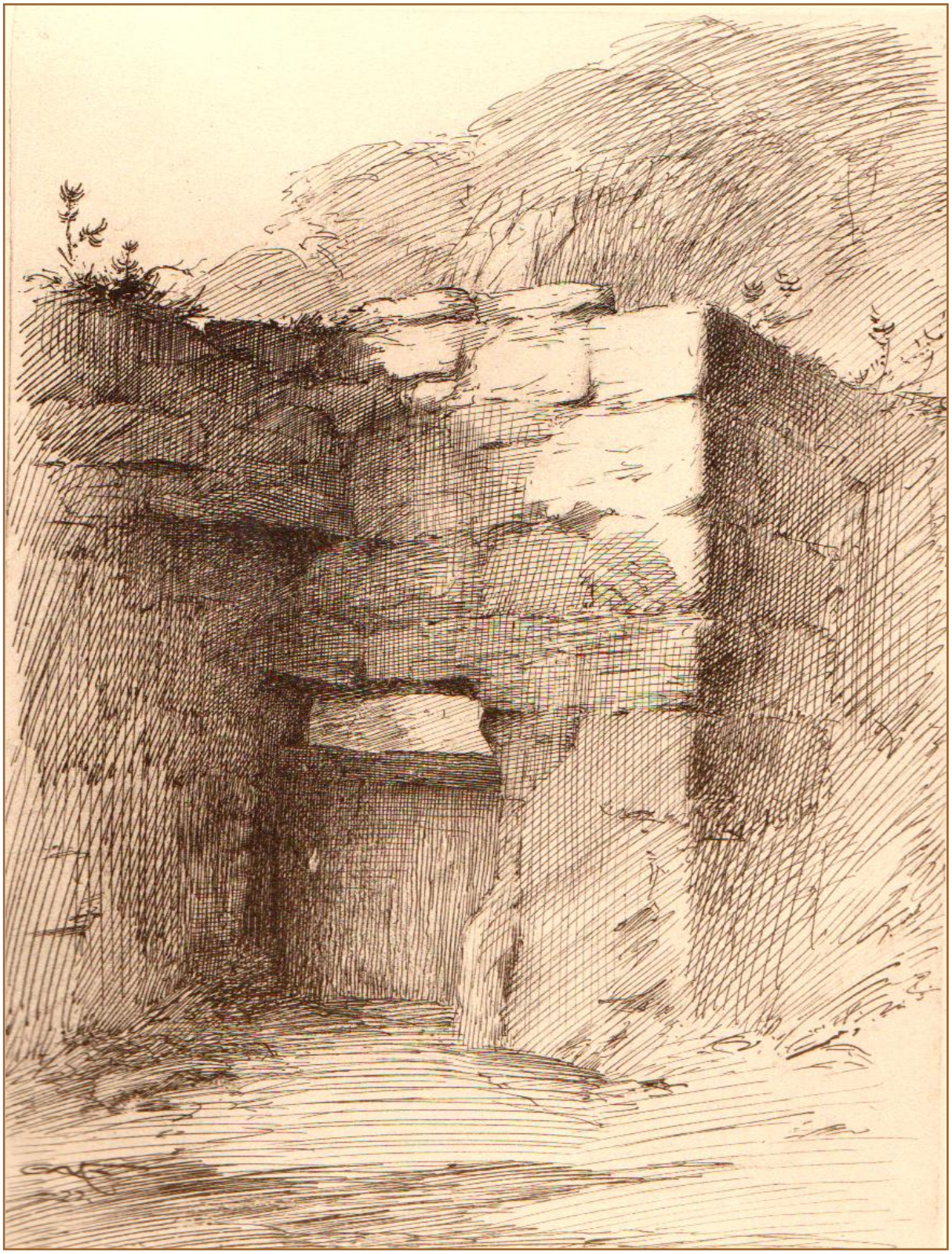
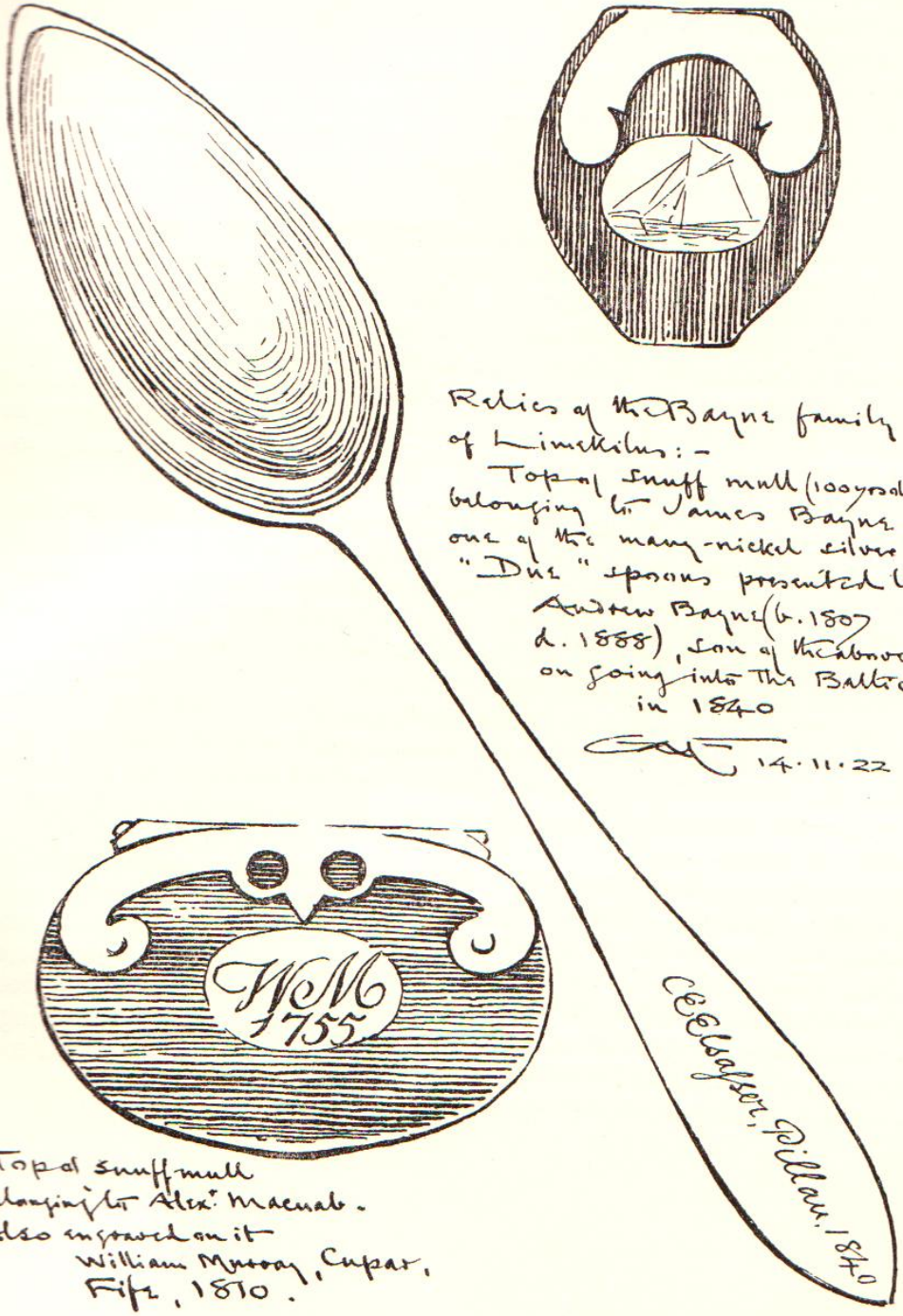


PLATE IV
ANCIENT DOORWAY AT LIMEKILNS



Relics of the Bayne family of Limekilns: -
Top of snuff mull (100 yrs old) belonging to James Bayne; one of the many-nicked silver "Dux" spoons presented to Andrew Bayne (b. 1807 d. 1888), son of the Cabinet on going into the Baltic, in 1840

14.11.22

Top of snuff mull belonging to Alex[r] Macnab. Also engraved on it William Murray, Cupar, Fife, 1810.

born here in 1757. He was the son of Robert Thomson and Anne Stirling, his wife, and witnesses at the baptism were 'Rolland Cowie,' wigmaker in Dunfermline, and Andrew Reeky, preceptor to the children of Mr. Robert Wellwood of Easter Gellet, advocate. Robert Thomson was village schoolmaster.

For only five years George resided here, as his father removed to Banff in 1762. George Thomson, as most people know, was editor of the largest and best edition of Scottish songs that had up to the time appeared. A descendant of his was married to Charles Dickens. Thomson died in Edinburgh in 1851, at the age of ninety-four. His *Life* and *Work* was compiled by Cuthbert Hadden, and published so recently as 1898. George Thomson is not to be confused with James Thomson who wrote The Seasons and Rule, Britannia. Natives of Limekilns have said that the latter was born there too, which is a mistake. So far as is known, he never even visited the old seaport.

Robert Louis Stevenson occasionally landed at Limekilns when sailing in the Forth, and in his Kidnapped Alan Breck and David Balfour were brought to an inn there. They were afterwards rowed across the Forth in the dead of night by an obliging and plucky servant-maid – whether from Brucehaven or the older harbour we are not told.

All the historians and writers of Dunfermline and other parts of Fife in the vicinity have, of course, paid frequent visits to Limekilns. They include Lindesay of Pitscottie; Sir Robert Sibbald; Sir John Sinclair; Dr John Thomson. Dr Chalmers; Dr Ebenezer Henderson; Dr Barbieri; the Rev John Fernie; Mr H. Beveridge; Dr Russell Walker; Mr William Gifford; Mr John Geddie, the author of *The Fringes of Fife*; the Rev A.S. Wilson; Mr Andrew S. Cunningham; Mr Alan Reid; and the Rev William Stephen, who has recently brought out a very instructive book on Inverkeithing, full of fresh matter which as by no means easily accessible.

A young man named Robert Pollok, or Pollock,. who was born in 1798 and died in 1827, came frequently to Limekilns and was known to sit about the shore and on the pier at Capernaum, and string off yards of what was looked upon by many at the time, and for at least thirty years afterwards, as good poetry. *The Course of Time* was the result of his labour, and Blackwood published it in two volumes in 1827; a quarto edition as issued in 1857, and it ran through something like twelve editions. But we never hear more than the name now, and that only at rare intervals when some enthusiastic person thinks he has rediscovered a great poet associated with an ancient Fife seaport: his 'course of time' has run its full length and will never come gain – no twentieth-century publisher at any rate is likely to attempt a thirteenth edition of it.

Had it not been for its natural harbours, part of which was eventually walled off for extra protection, Limekilns would probably never have come into being; the Dunfermline monks of pre-Reformation days would have

fixed on some other part of Fife coast for 'The King's Cellar.' Limestone, too, without ships to carry away the lime, could never have made the place what it was – a very flourishing village – in the second quarter of the nineteenth century. It will be fitting, therefore, to open with a chapter concerning its two harbours and ships, and to tell the reader besides a little concerning its shipmasters and shipments of former days.

CHAPTER II.
HARBOURS, SHIPS, SHIPMASTERS AND SHIPMENTS OF LIMEKILNS.

'The wide sea was your kingdom, the full-rigg'd brig your throne,
Till oil and steam and wings of dream deprived you of your own;
But the laurels you were decked with by your son's shall be worn
In the steamer or 'plane where'er they reign from Norseland to the Horn.

Even the majority of people who reside at Limekilns, including those born there, have but a hazy notion of the history of their two harbours and long-dead shipping has been exaggerated of late years; for according to two ancient seamen, well backed by at least a score of cronies, 'considerable over a hundred ships sailed from here in past days' - which is true enough, but only for a comparatively short period in the history of the old Fifeshire seaport.

The ordnance Gazetteer of Scotland, under the heading 'Limekilns,' says: -

'In 1814 Limekilns had 4 brigs, 1 schooner, and 137 sloops; in 1843, 6 brigs, 7 schooners, 16 sloops and a pinnace, these thirty manned by 168 men.'

To set against this a contemporary authority, the Rev. John Fernie, who published his *History of Dunfermline* in 1815, is responsible for the following statement regarding the shipping belonging to Limekilns in the year 1814: -

'It consists of four brigs from one to two hundred; and thirty-seven sloops, from twenty to one hundred tons burthen. These vessels during the summer are mostly employed in the carriage of lime from Charlestown . . . Great quantities of coals used formerly to be exported from the harbour of Limekilns. This for a number of years has been entirely discontinued; but from another harbour immediately adjacent, called Brucehaven, coals belonging to the parish [of Dunfermline] still continue, to a certain extent, to be exported.'

From a book entitled *Memorials of the Life and Work of the Rev. William Johnston, M.A., D.D., we learn that in 1823 there were*

'600 sittings let in the church, and the village highly prosperous, there being over sixty ships belonging to Limekilns, manned by nearly 300 sailors. About 200 carpenters were employed building ships.'

We find, too, that at the same period there was 'extensive shipping of lime and coal from Limekilns, which included Brucehaven Harbour.'

It is difficult to say where exactly the truth lies. Probably the most prosperous period was the first three decades of the nineteenth century, thanks to a railway line which came down from the coal-mines, on the east side of the Broomhall estate, and terminated at Limekilns. Far more coal and lime was exported at that time through one of its harbours than from neighbouring Charlestown, which, according to Mr. Fernie, had in 1814 'only sixteen sloops and one brig . . . to convey the lime away.'

From Dr. John Thomson's description of 'commerce' in his book G*eneral View of the Agriculture of the County of Fife,* we learn that up to the year 1800 there was comparatively little trade done by Fife vessels between Scotland and foreign countries. These vessels were chiefly built for coasting, and their voyages carried them between Fife and London. To the Port of Leith, no doubt, with its connection with the Metropolis, was due the fact that Fife up to date made no considerable figure in commerce outside England and Scotland. There were, of course, much larger and better ports than those of Limekilns and Brucehaven in other parts of Fife, yet even these did but little trade with the foreigners.

In 1814, so Fernie tells us, the depth of water in both harbours was 'about eight feet in neap and fourteen in spring tides,' and Charlestown harbour was of the same depth. This was of course at high water. At low water vessels in all three harbours were left high and dry, just as they are to-day.

We have no certain knowledge as to when a harbour proper was built at Limekilns. It is quite evident that whenever it was – perhaps early in the sixteenth century – the stone of the district (freestone of the cliffs at the back of the village) would be used, and the lime made from the limestone in the locality utilized for the mortar. It was only about 170 years ago that limestone further west was worked. Charles, 5th Earl of Elgin, developed the industry, and about the year 1765 nine large drawn-kilns were erected there, and the village of Charlestown which perpetuates his name, rose above them.

The lime of Limekilns and Charlestown was famous, and so well adapted to resist the action of the sea-water that it has been used in the building of many harbours. 'Its land-fortifying qualities,' we are told, 'were also much esteemed, and for a long time preference was given to the Charlestown lime by many or the Northumbrian produce.' Beyond having heard of the fame of the Limekilns lime we are not told what its destination was, thought we may be certain it was used for all the ancient buildings in the vicinity, including 'The King's Cellar,' harbour, etc.; and for all we know it may have been used in the construction of the Abbey and Palace at Dunfermline.

Formerly the lime from Charlestown, we know for certain, was shipped from the piers of Limekilns and Brucehaven. A railway was run from

Charlestown kilns to three piers, first of all narrow rails for hutches, and then wider ones for wagons which brought it to the near approaches of the harbours. In very early time, of course, it was conveyed to them in wagons drawn by horses. There are still to be seen the old stables at Charlestown opposite the 'Sutlery' (now Mr. Baxter's grocer's shop and post-office), where Lord Elgin's horses were kept for this purpose. It was horse-haulage, too, and not rope-haulage from the quarries to the kilns in 1760.

In the sixties of last century the Charlestown and Dunfermline Railway took over most of the transportation of lime, and by 1870 we might say that shipping from Limekilns and Brucehaven received its death-blow, though it lingered on from Charlestown for a time.

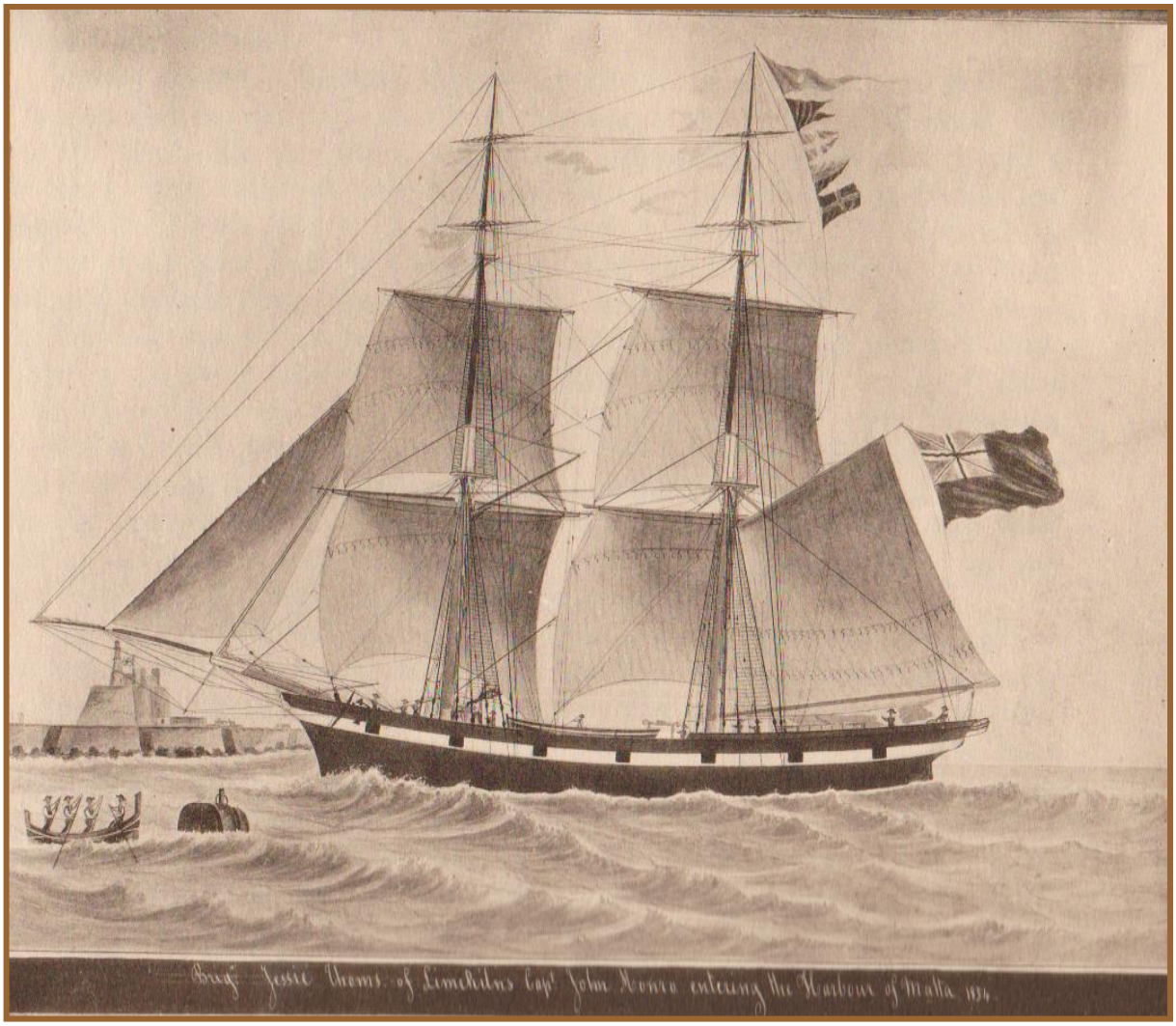


PLATE V

Brig 'Jessie Thoms' of Limekilns (Captain John Monro) Entering The Harbour of Malta, 1854.

Having alluded to the Rev. William Johnston, it may be mentioned here that it was he who, in 1852. 'joined in holy matrimony,' and in the old Scottish way – in the house – Mr. Andrew Barclay Walker (afterwards knighted, and created a Baronet in 1886 – father of the future Lord Wavertree) and Miss Elizabeth Eliza Reid, eldest daughter of Captain John Reid, shipmaster and ship-owner, of 'The Hollies.' A portrait of the latter, showing a middle-aged man with fresh complexion and black hair, and whiskers of the Victorian era, hangs in the dining-room of 'The Hollies.' Mr. Reid was married to a daughter of Captain John Monro, another Limekilns ship-master, whose name was well known in shipping circles on the Forth. Captain Reid is still remembered with affection by many of the older people, who were also much attached to his daughter, Miss Joanna Reid, for long resident at 'The Hollies.' She died in Edinburgh in 1920, and was laid to rest in the old burying-ground of Rosyth Church, where many of her relatives, the Andesons, Reids, and Monros, have been interred for a century back and more. Another of his daughters, Isabella, married her first cousin, Mr. James Monro, who died in 1926.

Captain John Monro (Lord Wavertree's great-grandfather) had two sons, Andrew and Robert, who, following in their gather's footsteps, became great seafaring people and made voyages to many parts of the world in their own sailing vessels. Andrew Monro himself sailed a brig, *Jessie Thoms* (built at Dundee), round the Cape of Good Hope to Saldanha Bay, and also round Cape Horn to Valparaiso. All three of them would sail from Limekilns to Russia, Norway, and Sweden, and to the ports in Denmark, Holland, Belgium, France, and into the Mediterranean.

Mrs. James Monro has several exceedingly interesting pictures of vessels which belonged to the family, including the *Cicerone*, lost in the Baltic, *Jessie Thoms*, Nellys and Betty, and the *John Monro*. All but the first named are herein reproduced, together with the Sir Walter Scott, a Limekilns sloop which carried passengers and goods even after paddle-steamers entered into direct competition. And often she completed her voyage when the steamer was compelled to take shelter from the gale. The *John Monro* belonged to Captain John's son Robert, and was lost off the east coast during a heavy easterly gale. Her sails were torn to rags, and she drove on to the banks, where she went to pieces. The crew all perished except Captain Monro, who was found next day insensible, lashed to a floating spar. He recovered and lived for many years afterwards at Limekilns. But of the collection, the large water-colour of Nellys and Betty is most appealing to the eye: besides being accurately drawn, there is something in the composition of the picture which readily takes one back to the eighteenth century. She was built at Limekilns for Mr. John Anderson, shipmaster, who purchased the old red-tiled cottage behind and now connected with 'The Hollies,' and probably built 'The Hollies' itself. John Anderson married Helen Wyld, who belonged to an Irish

family, several of whom came over to Scotland and settled in Fifeshire about the time of the Irish Rebellion, *circa* 1689. She died in 1820. Anderson had two daughters, Helen and Betty, and since his wife's name was Helen also, and the two Helens would probably be called Nelly, it looks as if he christened his brig after his three nearest female relations. The younger Helen, who died in 1874, was married to John Reid, shipmaster of Limekilns, father of the John Reid already referred to, and great-grandfather of Lord Wavertree. The old water-colour is particularly interesting on account of the 'two exact views' in the one picture of this typical merchant brig of the latter part of the eighteenth century. We can see her stern so well in the side drawing, and can read her name there in large black Georgian letters.

It would be a difficult matter now to get the names of all those captains who sailed vessels from Limekilns from the beginning of last century, and the following is but an imperfect list of those who resided there and were connected in one way and another, as shipmasters and shipowners, with the Fifeshire trade of the nineteenth century: The Lawsons; the Baynes; the Clarks; Mr. Harley; the Wilsons of Academy Square, or Close; Mr. Stenhouse, father of the present sea-captain who, though he has lived in retirement there for a considerable time, never sailed from Limekilns; the Fotheringhams; the Monros (two families); Messrs. Gifford, Reid, Potter (two families), Young, Liddell, Poole, Whitehead, M'Laren, and Bryce. When many of these gave up going to sea or owning vessels, their sons proved themselves splendid sailors, and got the command of ships sailing over the whole world, and some of those ships amongst the most seaworthy and fastest afloat.

Captain Stenhouse, now in his eightieth year, lives in a curious little grey house wedged in between larger ones in Red Row. He possesses a map of great interest showing the three journeys he had made round the Horn. In one of these it took the barque nine weeks to double the point, a matter of 500 miles only, but she kept drifting back owing to headwinds and too little ballast. On this voyage she was at one moment actually 240 miles south of the Horn – in Antarctic regions. The period covered by the struggle was 25th September to 26th November 1889, which is of course spring in those latitudes. A year later Captain Stenhouse sailed round the Horn in eleven days – a very different story.

A close examination of the two harbours of Limekilns and Brucehaven should at once show that the former is the older of the two. To begin with, it is a very natural one, with protection against the winds from the west and north, whereas Brucehaven is more exposed. It is true that the entrance in the reef of rock bounding the ancient harbour on its south side is very narrow – the rock, in very old times, was cut through and the passage is known as the 'ghauts' – sometimes wrongly spelt 'gatts' – but when once a vessel was

inside the harbour she found better shelter than at Brucehaven. (See Appendix, Note III.)

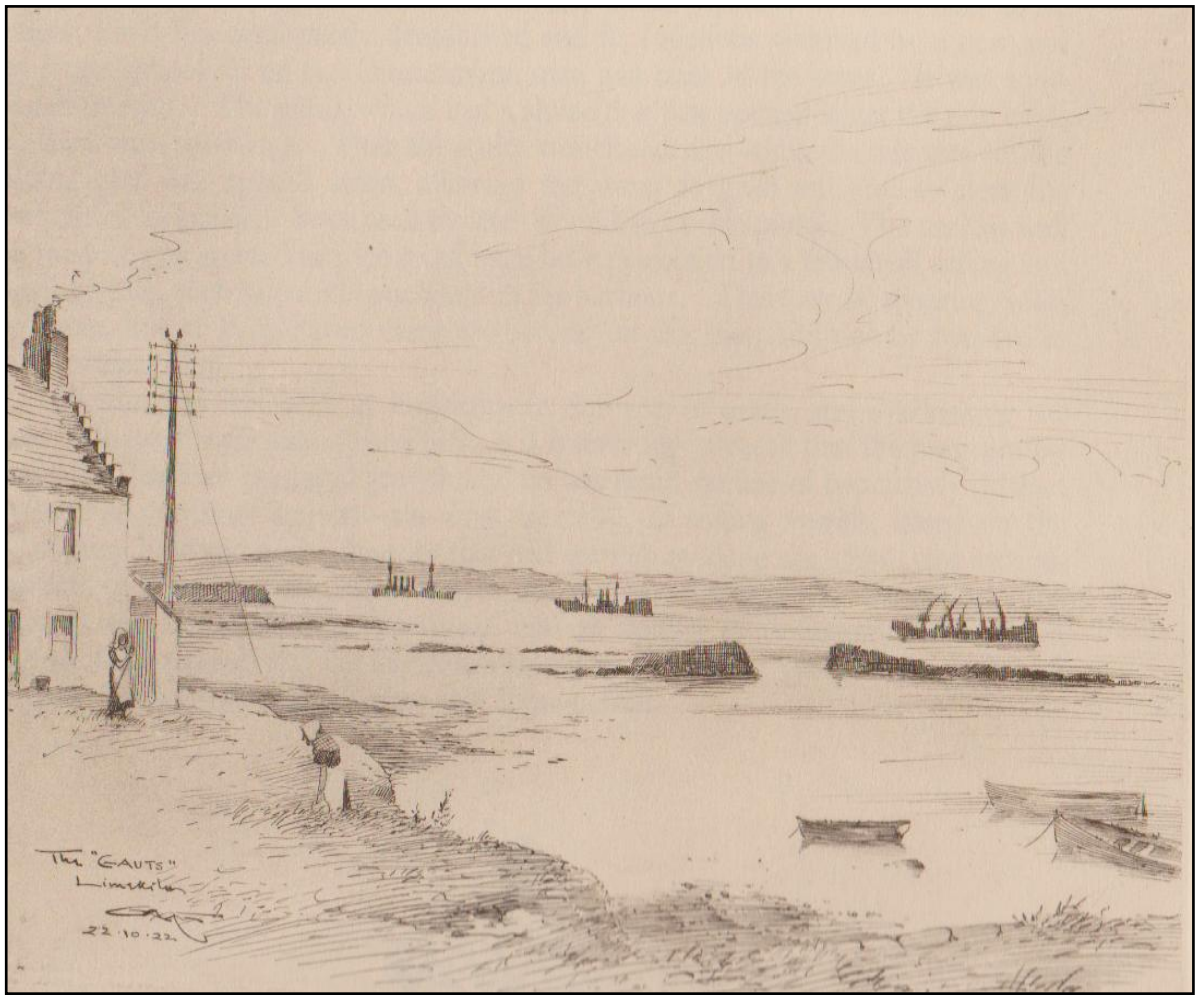


PLATE VI

'The Ghauts,' Limekilns.

When exactly the ancient Limekilns harbour was closed for exportation is not known. The late Mr James Monro said that he remembered vessels coming into it a little previous to 1870 to be repaired, caulked, tarred etc., and at a time when exportation as proceeding from Brucehaven. About 1863 the old harbour wall on the west side was pulled down, and what was once a large pond or reservoir, known as 'Bucket Pat,' was filled up with the stones and a school-house built upon the site. This building showed the date 1864 on the east side of it, but does so no longer, for it has been partly demolished and its function assumed by a new and far larger school up on the Dunfermline road just clear of the town. It was completed in 1912. The pond, which had a sluice that opened when the tide came in, filled with sea-water. Then the sluice was closed, and when the tide was out the sliding gate

was opened again, allowing the water to gush out and so clear the harbour of its refuse. Boys used to catch flounders in this pond. The narrow wall in the pier was erected in 1870 to afford a little protection to a few small sailing and rowing boats, such as are still anchored in the harbour. There are no mooring-posts left here, but at Brucehaven there are several on the pier, and one or two are in good preservation.

Standing on the shore at Limekilns in this year of grace, and over looking the now little-used waterway of the Forth, it is interesting to recall that the past century and a half has seen the rapid growth and no less rapid decline of two utterly distinct periods of maritime activity –the first, peaceful, of sailing vessels, based on the flourishing like and coal industries that had sprung up along the coast; the second, warlike, of steam and oil, when Rosyth, for the crowded years of the war, was the base of the Battle Cruiser Squadron, and of hordes of destroyers. Now both periods have passed, and the Forth has lapsed again into the placid existence which it knew through the aeons of time that came before.

CHAPTER III: CHARLESTOWN; ITS LIME. INDUSTRY AND SHIPMENTS.

Addressing the House of Lords on the subject of garden cities, Victor Alexander, 9th Earl of Elgin, declared that this so-called 'novel idea' was not a new one to him, for his own estate in Scotland possessed a garden city built by his great-grandfather more than a century before. There is, in fact, a curiously modern air about this hundred-and-fifty-year-old village, where every cottage has a garden back and front and the whole lay-out is symmetrical lines. Without doubt Charles, 5th Earl of Elgin, was a man far in advance of his time.

In the already quoted Statistical Account of Scotland (vol. XIII., p.467), we find the following: -

> 'In the years 1777 and 1778 his lordship began to build nine large draw-kilns, a harbour, waggon ways for drawing the stone from the quarry to Kilnheads, and a village for accommodating his work people, which, after himself, was called Charlestown. From 30 to 50 vessels are usually lying at Charlestown [this in 1794] taking their turns of loading lime shells [unslacked lime] during the summer months.'

There is quite certainly a mistake here about the dates '1777 and 1778' as Charles, 5th Earl died in 1771, and we possess statistics of the works dating from that year (vide p.33) probably 1767 and 1768 would be nearer the mark.

Fortunately we are able to reconstruct accurately enough the picture this flourishing industry must have presented during the last quarter of the eighteenth century, thanks to two manuscript books and a manuscript 'scroll' that have come down to us. The first is a register containing Master' receipts for the latter part of 1796. Between 14th October and 1st December no less than 142 vessels cleared the port, while on 15th October the total for the day was as many as eight. It is a very different story that Charlestown has to tell to-day. Opposite is a specimen of the receipts:-

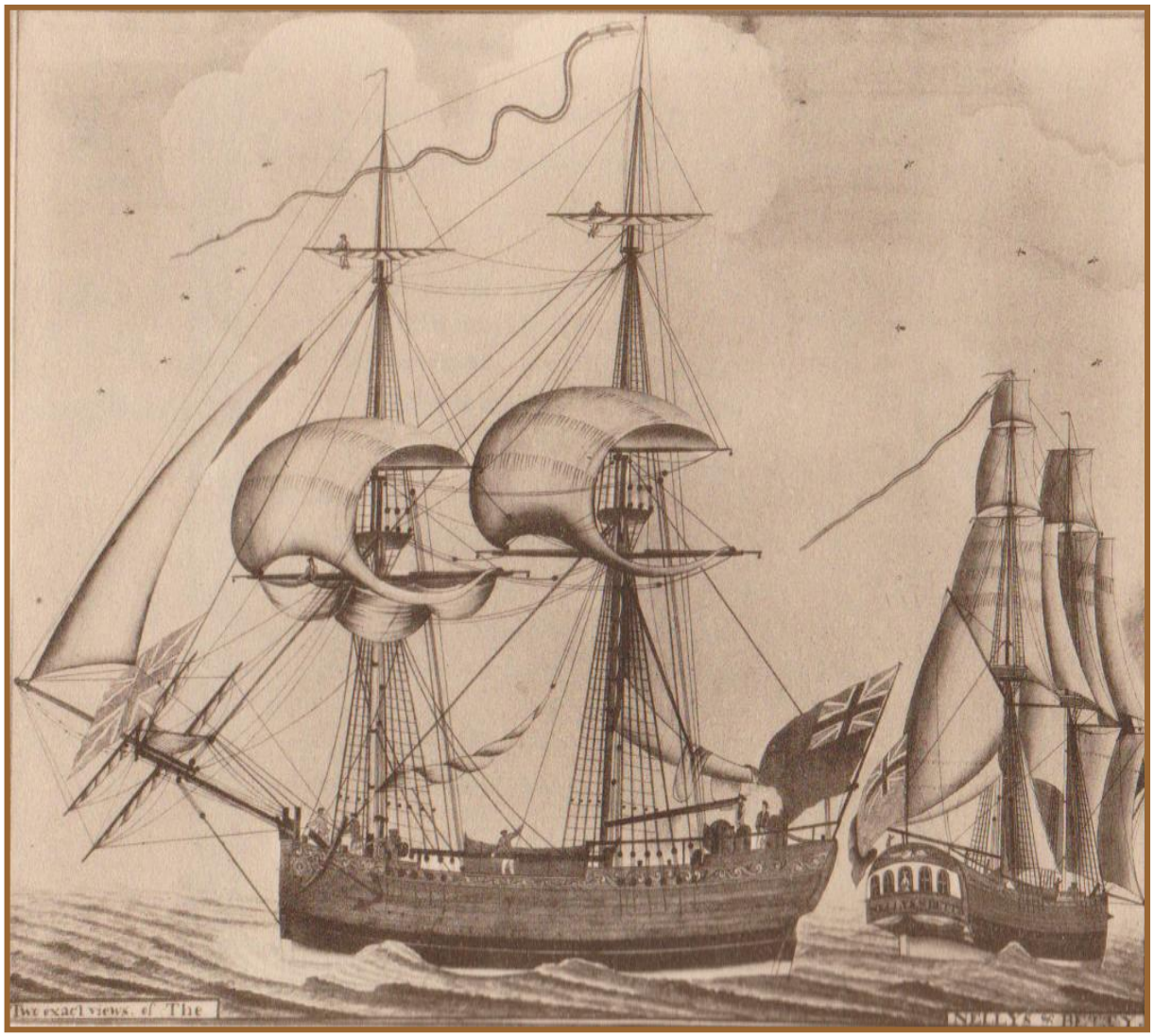
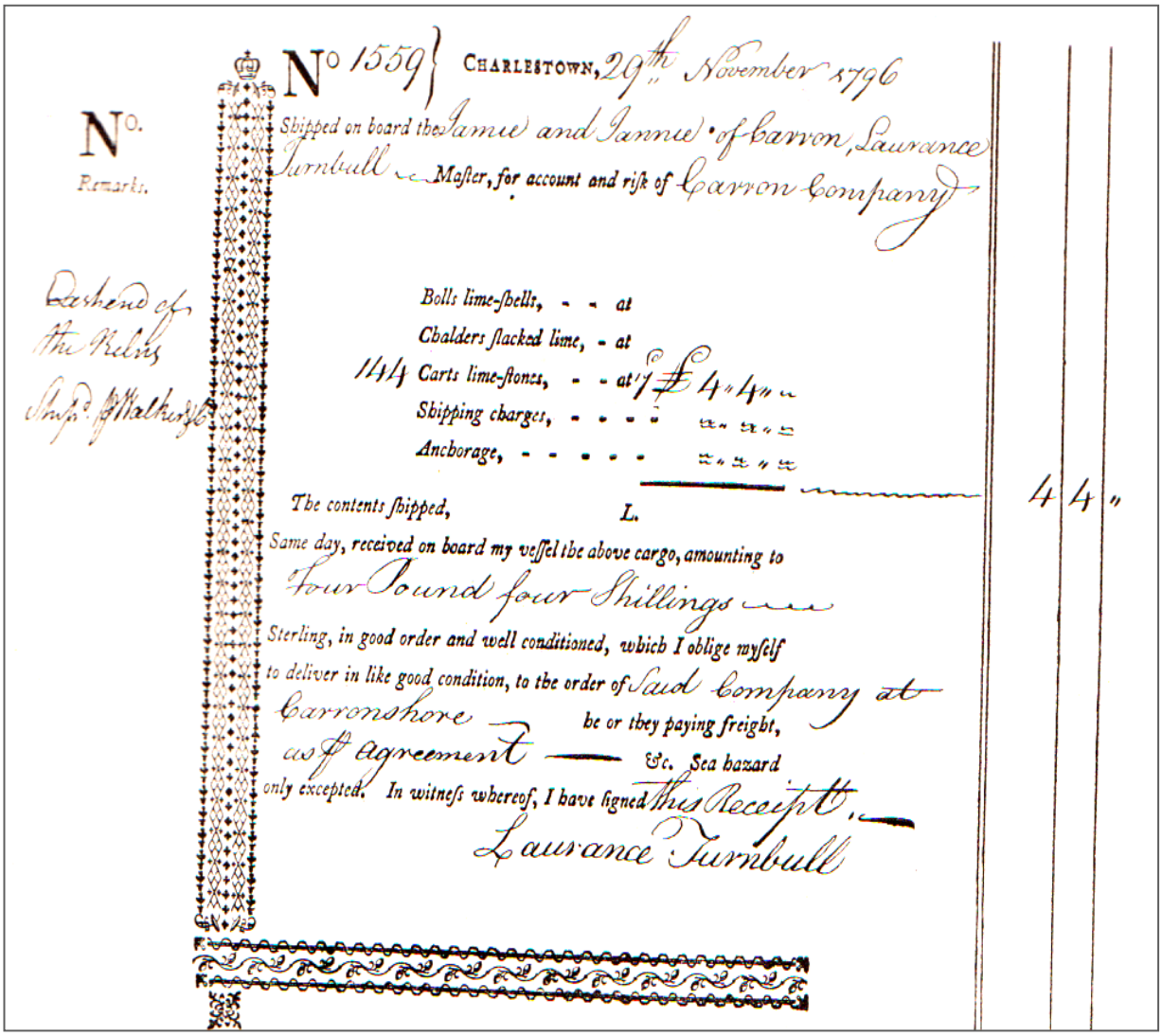


PLATE VII

TWO EXACT VIEWS OF THE 'NELLYS & BETTY'

A Limkilns brig (built circa 12781) owned and sailed
By John Anderson (b.1741, d. 1792), Shipmaster of
that port. His wife's name was Helen Wyld ('Nelly'),
and they had two daughters, Helen ('Nelly') and Elizabeth ('Betty')



The names of the different ships figuring in the register help to colour the picture. Below is the complete list, and it is worthy of note that of all the skippers only two were unable to sign their names. This, having regard to the date, testifies to the high standard of education for which Scotland has always been famous. The original spellings are retained.

Elizabeth of Charlestown.
Nancy of Bonness.
Lady Mary Ann of Arbroath.
Nelly of Arbroath.
Christian and Jean of Carron.
Jean of Charlestown.
Nelly of Charlestown.
Unity of Mannor.
Lovely Nancy of Charlestown.
Friendship of Kinnet.
Charlestown.
James of Carron.
Good Intent of Charlestown.
Isabella and Margaret of Lime-kilns.
Endeavour of Sheriffmuirlands.
Nelly of Alloa.
Betsy of Charlestown.
Peggy of Easthaven.
Sloop Countess of Elgin of this Port.
William and Ann of Limekilns.
Ann and Margaret of

Jean of Limekilns.
Sloop Earl of Elgin of this

Industry of Mannor.
Happy Return of Airth.
Smart of Limekilns.
Janet of Limekilns.
Happy Return of Crombie Point.
Mary Ann of Thrisk.
Arbroath.
Dilligence of Alloa.
Providence of Alloa.
Janet and Ann of Charlestown.
Robert of Kennet.
True Friends of Mannor.
Margaret and Isabella of Arbroath.
Friendship of Arbroath.
Jean of Aberdeen.
David and Jean of Newhaven.
Ann of Charlestown.
Mary of Faline.
Janet of Charlestown.
Plow of Don.
John and Mary of Gourden.
James and Euphans of Limekilns.
Isabella of Mannor.
James of Carron.
Katherine of Charlestown.
Margaret of Torryburn.
Venus of Abroath.
Margaret of Kincardine.
Molly of Stirling.
James of Stonehaven.
James of Crombie Point.
Ruthland of Dumbarton.
Friendship of Dundee.
Jeanet of Limekilns.

Port.
Amity of Alloa.
Two Friends of Carron.
Betty of Charlestown.
Isabella of Limekilns.
William and Nicholas of

Nelly of Arbroath.
Charlestown of Stonehaven.
Two Brothers of Grangemouth.
Nancy of Stonehaven.
Margaret and Isabell of Arbroath.
Sloop Bettsey of this Port.
Peggies of Alloa.
Jean of Aberdeen.
Nelly of Stirling.
Mary Ann of Throskie.
Bettsy and Anne of Limekilns.
British Tarr of Boness.
Ballona of Carron.
Ann of Limekilns.
Sisters of Alloa.
Bettey of Stonehaven.
Endeavour of Peterhead.
Nancy of Arbroath.
Jamie and Jannie of Charles-
town.
Two Brothers of Grangemouth.
Glasgow Packet of Carron.
Martha of Carron.
Janet of Manor.
Betsy of Limekilns.
Appollo of Carron.
Isaabella of Cambus.

Several of these vessels made four and five trips to east coast ports (mostly in the Forth) between 15th October and 1st December. The Endeavour of Sheriffmuirlands achieved no less than eight to its ‘port’ of origin, a distance up the river of from twenty-five to thirty miles. The estimations of the other ships, as recorded in the register, were Arbroath, Carronshore (the two occurring most frequently), Bridgeness, Eyemouth, Bridge of Earn, Perthshore, Westhaven, Bainsford, Kennetpans, Aberdeen, Invergaurie Bay,

Cambus, Stewarthall, Inchyree, Kincardine, Stonehaven, Dunmore, Wemyss, Stirlingshore, Grangemouth.

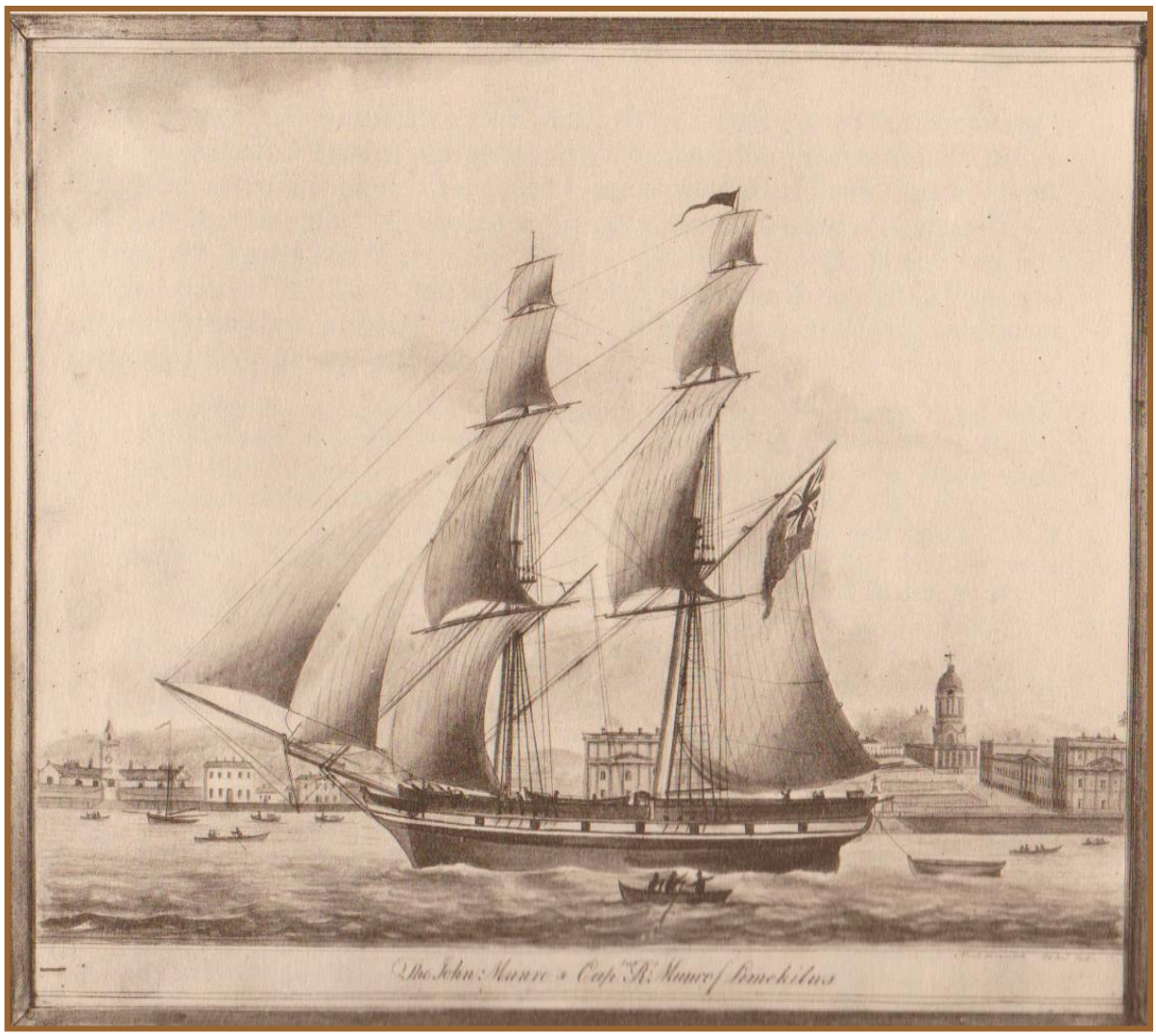


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PLATE VIII

THE 'JOHN MONRO' OFF GREENWICH

A brig belonging to Captain R. Munro, of Limekilns. She was lost off the east coast during a heavy easterly Gale. Her sails were blown to rags, and she drove on to the banks, where she went to pieces. The crew all perished except Captain Munro, who was found next day insensible lashed to a floating spar. He recovered and lived may years afterwards at Limekilns.
[From a water-colour by James Bell.]

The other book is scarcely a book at all, rather a little manuscript booklet of a dozen pages, half of them of parchment with a pen-and-ink drawing of the Charlestown kilns on the title page. It is called 'Part of the Earl of Elgin's

Lime Works' and bears the inscription 'Presented by his Lordship to the Earl of Ailesbury.' It is from the descendant of the latter that the descendant of the former has now seems to have been in charge of the works. It is dated 16 th Sept. 1796, and signed by one John Ross, who seems to have been in charge of the works. It gives some interesting particulars concerning the industry, as for example: -

'Since the year 1789 some very material alterations has taken place at these works: By observation, and experiments made, it was found that the kilns were too narrow below, and it was considered that widening them downwards would make a great improvement, they were therefore widened, two of them in particular, that were only 9 feet wide at bottom are now 15, and 16 feet wide, and they are considered the best kilns known of anywhere; They have likewise been raised from 3 to 4 feet higher than they were originally the result of the whole has produced the most beneficial consequences.

'Formerly, in the prime of the season, (the longest day) the dayly consumpt, of limestone at the kilns was 135 waggons of 2⅓ Tons each, or 315 Tons in whole, producing an average from 900 to 1000 Bolls* of Limeshells and from 250 to 300 Bs. Lumber, from which Slacked Lime is made.

'The waggons has also been enlarged to carry 3 Tons each, and the dayly consumpt, at the same period is now 160 waggons and 480 Tons, producing on an average 1600 Bolls of Limeshells and 250 Bolls of Lumber.

'All this additional work is performed with the same number of men and waggons as formerly acting with more energy [Can't you see him putting in the extra 'n'!] to their own emolument, as well as their constituents [sic].

'The medium profits of ten years preceding 1789 came to little more than £1900, notwithstanding two or three years of the latter part of that period in which Mr Forbes of Callandir got very large quantities of Lime and Limestone that enlarged the sale greatly and encreased the profits: Since then they have progressively risen to, and in some years has exceeded, £3000, as will appear from the annexed abstract of Sales and profits.

'The sales of Lime shells will far exceed 22,000 Bolls and 4000 Chalders† of Slacked Lime well above £13,000, or fully £14,000 value, yielding a profit of above pared with the een preceding years, the prices having been raised a little this year, and when they are raised to what is proposed, 1/- per Boll of Lime shells, [the existing price was 10d. p. boll] and Slacked lime and Lime Shells in proportion, the annual profits of the works in favourable Season will not be less than £6000 Str. Independent of the Coalierie purchased some years ago, which when opened up by a proper level to carry off the water and the proposed waggon way executed will be found fitt to yield a revenue, from the sale of coals, of from one to two or three Thousand Pounds annually, as it is prosecute with spirit or not, and that for a long period of time being an extensive field of 900 acres of many seams of the best quality of coals: add to this, that it is known for certain

* 6½ bolls lime shells =1 ton.
1 boll lime shells = 8788 cubic inches.

† 1 chalder of slacked lime = 18 bolls.
2 chalders of slacked lime = 1 ton.

that there are in His Lordship's own Estate and within a quarter of a mile of the Limeworks, three seams of coal not far from the surface, Fifteen feet thick, beside what may be under that, not yet explored, and there is the greatest reason to suppose, from appearances, that the whole of His Lordship's Estate is Coal ground.

This purchased Coalierie lays in the lands of Clune and West Baldridge North west from Dunfermline and from four to five miles distant from the works at Charlestown from it the whole coals consumed at the Limeworks, come to the extent of upwards of which will be saved when brought on a waggon way.

'These Coals are charged at four shillings per Ton to the Limeworks, being the rate of the country.'

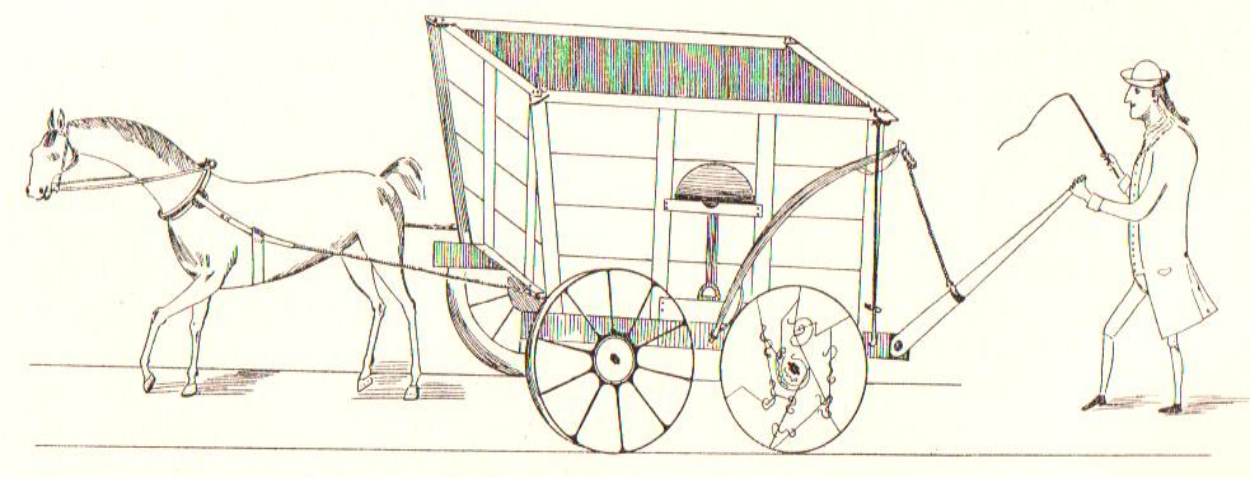
In another place we read: -

'Annual consumpt, of Limestone at the Kilns is about 74,000 Tons.
' Ditto of Coals – 4000 chalders or 12,000 tons [there seems to be some discrepancy here, seeing tht 2 chalders = 1 ton].
' Produces about 220,000 bolls of Lime shells, and 72,000 Bolls Slacked Lime.
' Total value above 12,000 Stl.
' Sold off in from 1200 to 1300 Cargos of various values from £2 to £28 each.
' The Kilns are now Nine in number and are from 29 to 30 feet deep, to the sole the drawing eyes, . . . of different capacities, requiring from 170 to 213 Tons Limestone and 28 to 34 Tons of Coals, to fill them.'

Tables sowing abstracts of sales are given for the period 1771-82 and 1789-95. The development that took place can be seen from the following four years' results:

	Shells.	Lime.	Stones.	Amount.	Net Gain.
1771 . . .	57,515	2859½	37,814	£3,847 : 14: 0	£807 : 17 : 1
1781 . . .	101,520	1977½	35,039	5,499 : 2 : 5	1077 : 1 : 7
1791 . . .	194,194	3747	56,502	10,452 : 10 : 7	3059 : 0 : 3
1795 . .	211,819	3498	56,352	12,185 : 3 : 6	1759 : 9 : 2

With some idea of the 'ennergy' expended by land and sea during the latter part of the eighteenth century, and for which the lime and coal industries of the Elgin estates were responsible, it is especially interesting to read in the manuscript 'scroll' referred to above the most minute particulars of how the horse-drawn hutches were constructed. This document, whih also belongs to Lord Elgin, is about 3 ft. 6 ins. in length. Near the top is a drawing (reproduced by kind permission of Lord Elgin) of a hutch on its wooden rails. The movements of the spirited horse which draws it seem to be controlled by nothing but the brake,



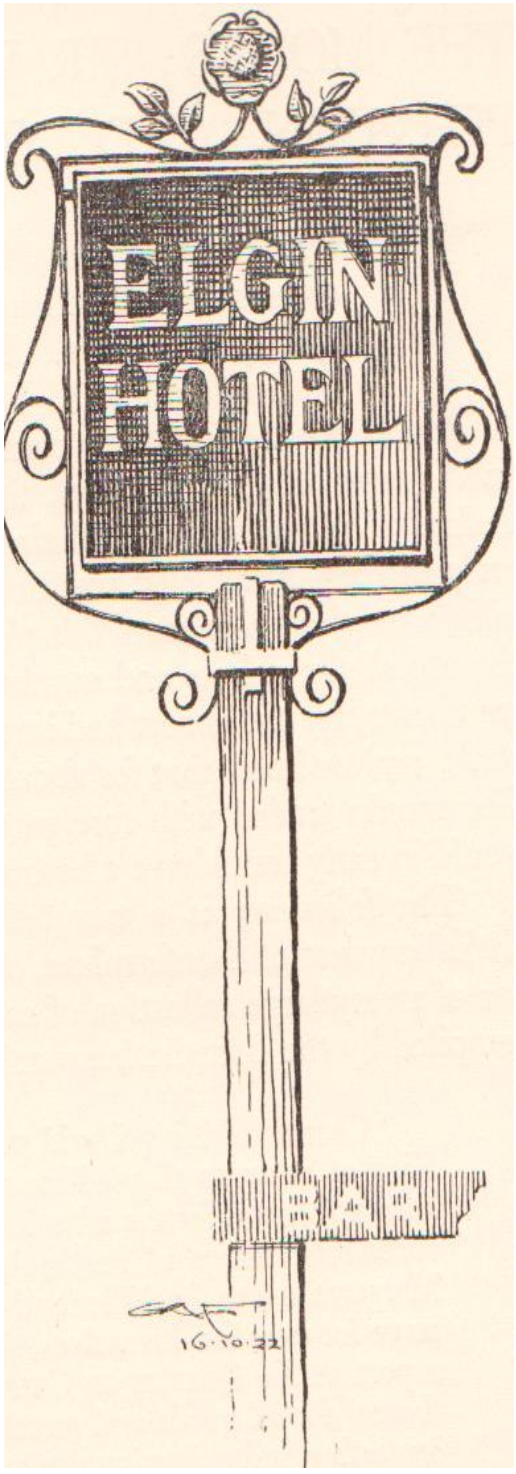
extracts serve to emphasise a few of the changes which 150 years have wrought in the world.

‘To 2 axle tres (of very est iron). . lb.182 £3 0 8
‘To 378 nails (of various sizes . . 4 7
‘To Wright work making the Coop, Bush-
ing Mettle Wheels and Hewing the wood
Wheels and every other thing in finish-
ing the coal waggon in the Wrights line
10 days at 2/- 1 0 0
‘To 1 Pair of Mettle Wheels in Diameter
41 Inch with Ten Spokes weighing 5 cwt.
1 qr. O lbs. 3 3 0
‘To 1 pair of wood wheels in Diamr 42
Inch Rough from the wood . . 18 0

The document is signed by John Allison of Grange near Boness, and dated 1784.

The lime industry still continues at Charles-town, and this gives the place and air of activity, though one tht has nothing to do with the sea.

The port itself is dead, unless we count the operations of the Alloa shipbreaking Company, whose victims do indeed lend it a spurious air of maritime life for some little while after they have steamed in and tied up for the last time. When, however, funnels, masts, and bridge have disappeared, the harbour looks moribund again, until the next condemned vessel arrives. But the visitor to Charlestown has no need to concern himself with these gloomy reflections. Back from the cliff where the village hollyhocks bloom and the Elgin Hotel with is tennis-court nestles among trees, he may pass his days in blissful ignorance of the harbour, and of the limeworks too for that matter, although the limestone skirts the hotel garden on is way to the kilns, which themselves are situated almost under his very feet.



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CHAPTER IV; LANDOWNERS AT LIMEKILNS: THE MONKS, SIR WILLIAM MURRAY; ROBERT PITCAIRN AND OTHERS.

The Monks are the first people alluded to in historical documents as owners of land at Limekilns; they evidently had territorial rights there in very early time. King Edgar, were told bequeathed it to the monks of Dunfermline.* Very few authentic records have come down to us concerning their connection with the place, though there have been a good many conjectures about their association with the doings at 'The King's Cellar.' We read of monks being in possession of the lands of Gallald or Gellet as early as 1089, and Gellet was the ancient name for the westernmost part of Limekilns; we also know that 'this place was in 1362 constituted by David II, a port for the use of the abbots and monks of Dunfermline, and also for the burgesses and merchants, for the export and import of all sort of goods, such as wool, hides, skins, etc.' and we know that for about 450 years it remained in the hands of the Church. The monks trade with foreign countries, more with France, and they would in early times have a harbour of a sort in all probability at Limekilns.

The following is a translation by the Rev. John Allan Gray, the Roman Catholic priest of Dunfermline, of the *carta* of David II, dated 24th October 1326, one of a very large collection of *cartæ* entitled *Registrum de Dunfermelyn* which were compiled by the Benedictine monks for that abbey: -

> *'Charter of King David II, of the Port of Gellald. David, by the Grace of God, King of Scots, to all good men of his whole land, clerics and laymen, greetings. Be it known that we for the salvation of our soul and for the bones of all our ancestors successors, Kings of Scotland, have given granted to God and the blessed Queen Margaret and to the Abbot and monks of Dunfermline serving God there and who shall serve for ever for themselves, their men burgesses and merchants, that they may have a port at the GRANGE OF GELLALD or at Wester Rossith, with consent of the Lords thereof for all goods and merchandise of wool, hides and skins and for carrying and importing and delivering the same to the said port by the merchants thereof as freely and lawfully as to them shall seem most expedient: To have and to hold, to exercise and use the said port to the said Religious men and their*

* See Appendix, Note IV.

successors, their men burgesses and merchants for ever, with all the sundry liberties, commodities and easements and just pertinents belonging to the said port or that in future may belong by this our present grant in an manner of way, as freely, quietly, fully and honourably as any other port in our Kingdom is held, had,

exercised or used by any one whom soever freely, quietly, fully or honourably, without impediment of our ministers, burgesses or merchants, and without any extraction gainsaying claim or demand: In witness whereof I have commanded our seal to the affixed to this our present charter: Witnesses, the venerable fathers in Christ, William Bishop of St. Andrews, Patrick Bishop of Brechin, our Chancellor; Robert Steward of Scotland; Earl of Stratherne, our nephew; William, Earl of Douglas; Robert de Erskyn, our Chamberlain; Archibald de Douglas and John de Heryce, Knights, at Edinburgh, the twenty-fourth day of October in the thirty-fourth year of our Reign.'

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The Grange of Gallald referred to in this document is probably the original name of the 'The King's Cellar.' Here the monks of the monastery and abbey of Dunfermline use to store the wines and other choice goods which came to them as the fruit of their sea-borne trade.

We have seen that Gellald remained in the hands of the Church for about 450 years. Somewhere between the years 1555 and 1581 SIR WILLIAM MURRAY the Master of Tullibardine (ancestor of the present Duke of Atholl), acquired the lands of 'Lymekillis,' He was the brother of Euphemie Murray, second wife of Robert Pitcairn, of whom hereafter. Sir William Murray was one of the governors of Stirling Castle in 1572, and may have resided now and again at Limekilns. It is thought that he was the first to build a manor-house there, and if so, it was probably near 'The King's Cellar'; there are distinct evidences of a building of considerable proportions having once been in that locality. We hear, too, of Robert Pitcairn occupying Sir William Murray's residence, and this was just previous to the former's death (1584). Sir William married in 1547 Lady Agnes Graham, third daughter of William, 2nd Earl of Montrose. His son Sir John Murray, 12th feudal baron of Tullibardine, was master of the household and one of the privy council of James VI, and was created Earl of Tullibardine in 1606. Sir William Murray was one of the 'joint governors' of King James VI. He died at Gask, 16th March 1582/83.

About this period the subject of land-ownership at Limekilns is very puzzling. In spite of recent research, we are still left in the dark over certain points. Mr. Alan Reid in his guide-book, *Limekilns and Charlestown* (1903), quotes the following passage from a charter dated 1536 which is preserved at Pitfirrane: -
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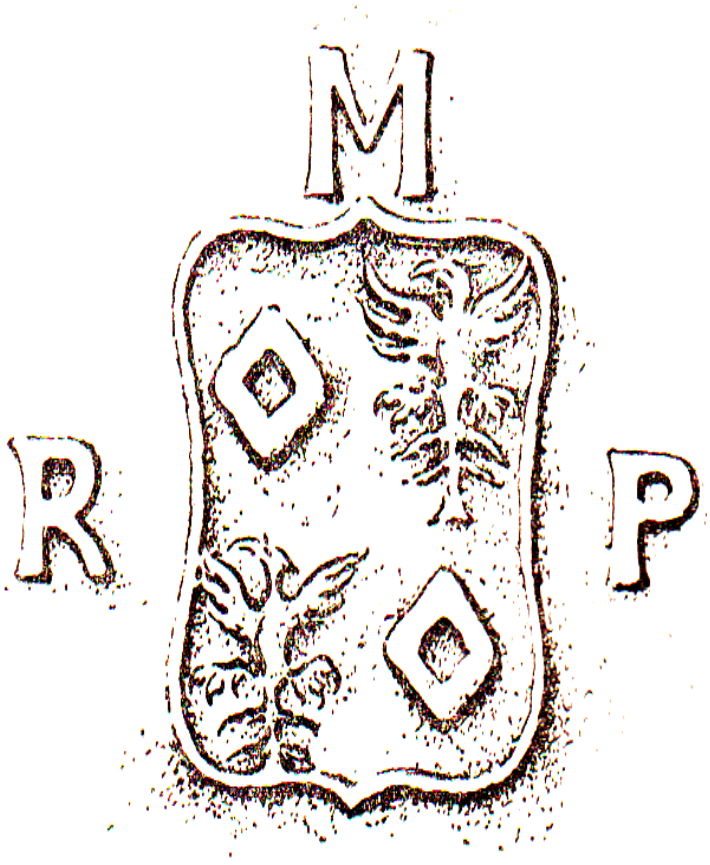
> ‘Ane Procuratarie granted to James Richardson with consent to Mr. Robert Richardson prior of St. Marie Isle his fayt. For resigning of the lands of Lymekills with the pertinents in hands of ye Commendator of Dunfermling as superior to remaine with him and his successors as ane pairt of the Patramonie of ye Abbacie in all tyme yr efter daitted ye 1st March 1536.’

In 1575 the estate of Limekilns appears to have been conveyed to Robert, Commendator of Dunfermline, and the charter is signed by Robert Richardson, Commendator of St. Mary’s Isle. We gather this from an entry in the *Calendar of the Laing Charters*. There is another interesting entry in the same – also quoted by Mr. Reid, and which he calls ‘more specific,’ as it speaks of a definite residence – ‘manor place.’



Arms of Commendator Robert Pitcairn on north side of the nave Abbey Church, Dunfermline 3.xi.22

ROBERT PITCAIRN, Commendator of Dunfermline Abbey, was in possession of the manor and harbour of Limekilns, or Lymekillis as it appeared in contemporary documents – and looked after ‘The King’s Cellar’ there, where doubtless he laid down a considerable quantity of choice wine and liquor, besides receiving and storing there a good many other things which were destined for the palaces regal and religious of Dunfermline. ‘He was,’ so one writer says, ‘on 19 October 1565 appointed Keeper of the havens of Limekiln and North Queensferry with the bounds adjacent thereto.’

If this information be derived from a contemporary document, then we know there *was* a harbour at Limekilns in 1565, unless it merely refers to the bay, or natural harbour, of each place.

The dates 1565 and 1575 above, each purporting to be that of the signing of the Charter, are only one example of the many discrepancies which make the object of land-tenure at Limekilns at this period is such a puzzling one.

This Robert Pitcairn was a Fife man out of the barony of Airdrie. He was born 1520(?) and educated for the church. He married for his first wife, Elizabeth Durie.* With the abolition of the religious houses the office of abbot ceased, but Pitcairn was generally known by courtesy title of Abbot. At one time he lived in the Maygate at Dunfermline, outside the Abbots Palace, and later, when he became virtually a prisoner and not permitted to move beyond six miles of his former charge, resided so it is presumed, at Limekilns, while another reigned in his stead at Dunfermline. His first wife died, and he married again this time a widow, Euphemie Murray, the relict of Sir Robert Stewart, of Rosyth Castle. After Robert's death she married Patrick Gray, another Commendator of Dunfermline.

Pitcairn was the King's private secretary and was at the zenith of his fame about the year 1581, the date cared on the pediment (originally belonging to his own house) which is now seen over the south door – a comparatively new doorway – of 'The King's Cellar.' He died aged 64 in 1584, and was buried beneath the nave of the Abbey Church, Dunfermline, where a monument was erected at the head of the grave. His arms are carved upon it.

1584 – John Pitcairn and his sister Agnes, brother and sister of the above, were next owners of the manor, etc., of Limekilns. This appears from one of the Pitfirrane charters, and from casual contemporary entries in the Register of Dunfermline Abbey. Agnes Pitcairn had married John Fin (also spelt Fyne or Phin), and her son PATRICK FYNE became the owner of the manor and estate. In the year 1597 he made a conveyance of part of his hereditary interest to one DAVID SEATON OF PARBROATH, as the following contract indicates: -

> '1597 – Ane contract passed betwixt David Seaton of Parbroith and Patrick Fyne son to John Fyne in Burnhland, and eldest sone and appear and aire to Umqu, Agnes Pitcairn who was one of the two aires of conquest served and retoured to Umqu, Mr. Robert Pitcairn, Commendator of Dunfermline, whereby the said Patrick Fyne as aire fords. Assigns in favour of ye said David Seaton the reversion of the lands of Lymekills and sech uyr Lands Ilks were disposed by the said Commendator to Mr. John Pitcairn his Broyr, the one half of the lands of Lymekills with the trend Sheaves therof reserving the Manor Place Orchards, salt pans and Harbors thereof to the said David Seaton. Dated 10th and 11th days of April 1597.'

*Note: - David Pitcairne, 12th Laird of that Ilk and Forthar was married to Elizabeth Dury, relative of George Dury, Abbot of Dunfermline, their son Henry, who died before his father married to Christian -Seton, second daughter of Andrew Seton of Parbroath. Their second son

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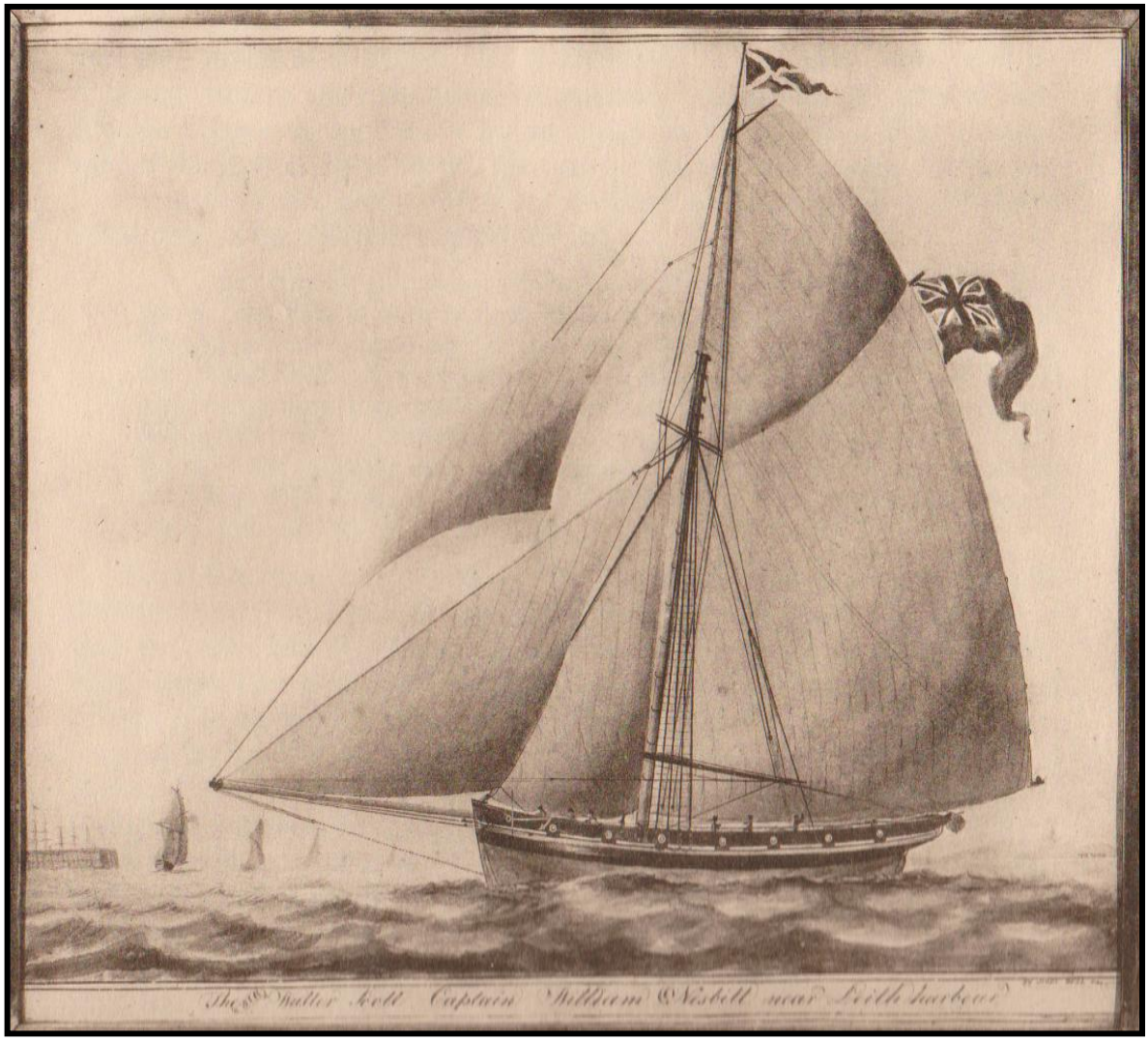

PLATE IX

A LIMEKILNS SLOOP, THE 'SIR WALTER SCOTT' (CAPTAIN WILLIAM NESBITT, NEAR LEITH HARBOUR.

She carried passengers and goods previous to steamers being put on the passage. She continued to sail after the introduction of the paddle-steamer, and often completed her voyage when the steamer was compelled to take shelter from the gale, and in a good lasting breeze was faster than the steamer. [After a water-colour by James Bell.]

-Lord Robert Pitcairn 13th Laird of that Ilk and Forthar, Archdean of St. Andrews Commendator of Dunfermline, Royal Legate, Secretary
of State to King James VI and Ambassador to Queen Elizabeth of England. Married only once after the Reformation in 1577 to Euphemia Murray sister of Sir William Murray of Tullibardine. His brother John Pitcairn became 14th Laird of that Ilk and Forthar and Limkilns in 1584, he married Agnes Ayton and their son was Henry 15th Laird, and had life rent of Easter Gellet.

David Fin, presumably a brother of Patrick Fin, also appears in connection with the transference just noted. In 1598 he resigned whatever claim he had, and we can trace no further reference to Limekilns between that date and 1606. In that year Allan Coutts , Chamberlain of Dunfermline Abbey, had a charter of the lands; and prior to 1629 the lands of 'Wester Gellet' (the western proton of Limekilns) were acquired by SIR GEORGE BRUCE OF CARNOCK and BARON BRUCE OF KINLOSS. 'A Decree of Valuation of the Teinds of the Presbytery of

Dunfermline made in 1629' is of special interest as being apparently the first indication we have of local territorial rights being in the possessons of the Bruce family. Whatever these rights were they must have reverted, as Mr. Alan Reid says, to the Abbey, and as we shall see in a later chapter, it was not until more than two centuries afterwards that a Bruce re-acquired for the family the territorial rights of 'Wester Gellet.'

CHAPTER V: LANDOWNERS AT LIMEKILNS (Continued): THE HALKETTS OF PITFIRRANE.

To-day the Halketts of Pitfirrane, an ancient and well-known Fifeshire family have no territorial connection with Limekilns, but at one time considerable part of it belonged to them. They are the most ancient family residing in the parish, and their history goes back many centuries. Pitfirrane, which has always been their seat, lies about three miles north of Limekilns, two miles west of Dunfermline, hard by the small village of Crossford.

The surname Halkett, which appears I some old charters as 'hacet,' was anciently written Halkede or Halkeide, and is derived from the 'hawks head' which forms he family crest.

The exact period of the Halketts in Fife cannot now be accurately ascertained; but here is undoubted proof that they were free barons at a very remote period. David de Halkett, who lived in the time of King David Bruce, is the first of the family we find designated by the title of Pitfirrane, and that was in 1404. His son Philip

flourished in the reigns of Robert II, and III, and acquired the third part of the lands of Pitfirrane from his cousin, William de Scot of Baliveary in 1399. Concerning the origins of the Halkett family, Dr Chalmers in his History of Dunfermline, published 1844, says: -

It is interesting to note that one Sir James Halkett, who received his Knighthood from Charles I, in 1633, married a daughter of Sir Robert Montgomery of Skelmorley, niece to the seventh Earl of Argyll, and thus the family can trace a connection upwards to King Robert the Bruce.

'This Sir James Halkett was succeeded by his son Sir Charles, who was born in 1639. He was the first of the family created a baronet. The second of his seven daughters was a lady of great accomplishments who married Sir Henry Wardlaw of Pitreavie, and who has acquire celebrity as being considered by many as authoress of an admirable ballad entitled *Hardy Knute*. Concerning this there is a MS. note of Sir Walter Scott on a leaf of Allan Ramsay's *Tea-table Miscellany* which runs "Hardy Knute as the first poem that I ever learnt – the last that I shall forget.:'

It was in 1637 tht SIR JAMES HALKETT OF PITFIRRANE KNT., purchased the 'Lans o' Lymkills' from James Phin. We read his son, Sir Charles Halkett,* renting in 1677 from John 2nd Earl (afterwards Marquis) of Tweeddale' ye customs of Lymkills for ye space of sevin years for payment of 100 merks yearlie.' This was the introduction locally of the family whose name is perpetuated in that portion of the village lying west of the harbour, and known by the curious name of Hackett's Ha'. How the 2nd Earl of Tweeddale came to be the proprietor of these rights, and thus connected with Limekilns, had not been ascertained; but since his father, John 1st Earl, married for his first wife Jane, daughter of Alexander, Earl of Dunfermline, this lady may have brought with her certain rights of the foreshore of Limekilns, which would descend to her son.

George Barclay in 1723 described Limekilns as' a little thriving village belonging to Sir Peter Halkett of Pitfirrane with a commodious harbour for shipping his coal, which has long been esteemed the best for Forges in foreign countries.' If this attribution be correct, then we have just reason to think that the 'auld doo-cot' and garden (now Broomhall green) were also once the property of the Halkett family. We know they owned the land west of Academy Square as well as the land a bit east of the 'King's Cellar' – the land which in 1782, Sir John Halket granted to the people of Limekilns for a church, and whereon stands the present kirk. It is therefore more than likely that most, if not all, of those parts of the village which now belong to Lord Elgin were the property of the Halketts previous to 1815.

* Created a Baronet of Nova Scotia, 25th January 1662. This gentleman was a member of the convention formed by the Scottish Parliament at the Revolution, and afterwards one of the Commoners appointed to treat regarding the union with England.

The name Pitfirrane is derived from the Gaelic pit a hollow and *fearan*, land the hollow of the land. The house stands in a spacious park full of very fine trees, including sycamores, elms, beeches, horse-chestnuts, and limes, some of them of considerable age. There is one tree in particular, standing on the west side of the house, a gigantic lime, remarkable for its spread, which is formed by seven lower boughs that sweep downwards and fan out into smaller branches until they make almost an unbroken circle. Having touched the ground they curl up again in manner of horse-chestnuts, and at the points of contact some of the branches throw up vertical shoots ten and twelve feet high. Eight feet from the ground the bole of the tree is enormous. A portrait of this giant and its measurements, have been published in The Scottish Field. As recorded on the tree itself, they are; height, 78 ft.; girth 18 ft.; spread 298 ft.

The house dates back to a very remote antiquity, the earliest portion having been built in the eleventh century. Considerable additions were made in the fifteenth century. The walls ae in many places eight to ten feet thick contain several secret passages. One of these is reached by a 'secret' door at the foot of the fine stone spiral staircase which leads to the drawing-room. It too has a staircase, very narrow, and long since closed up, with a secret exit that is now, and probably always was, high up on the south wall of the room which the late Sir Arthur Halkett used as his study. This comparatively large stone-vaulted chamber, all plastered over, was probably once a pen into which cattle were driven during a Highland raid; for many country houses of this size 500 years ago had such places for the shelter and protection of cattle at night. An enormous malleable-iron gate of the ancient prison type, hanging now between two stone pillars near the garden, and which was found some years ago lying derelict, is supposed to have been the gate of the pen, and the 'secret' door high up in the wall would be the one through which the family could enter the house by means of a ladder.

There are many works of art at Pitfirrane, and the history of the Halketts may be traced far back on its walls. An early link in its lengthy chain of notable events, and one of the most interesting, is, however, not a picture, but a stirrup-cup, which stands in the corridor close to the front door – a tall dusky claret-coloured wine-glass with a colourless glass stem of elaborate and fanciful design. It is of the type known as *Flûgel-glăss* (winged glass), made in Italy in the sixteenth, century and later in Germany and Holland. Inside the stem runs a scarlet thread which saith tradition quivered if there was poison in the wine. From this cup James VI, quaffed a few mouthfuls of sack just before he left Dunfermline Palace for England. It was taken back that very night by Sir Robert Halkett to Pitfirrane, and there it has remained ever since. The attractive bit of glass-work now stands in a large canopied case, designed and built by the late Sir Noel Paton, R.S.A., out of oak from the old Abbey Church at Dunfermline. On the floor of the case beside the cup is a gold ring, which

as presented to Sir Robert Halkett by James VI, the King who knighted him. The card beside it says: 'Ring containing the hair of King James VI, with his initials was presented to Sir Robert Halkett, Knight, by His Majesty's own hand the night he left Dunfermline for London, 1603.'

In the same county, in the possession of Lieut.-Colonel Scrymgeour-Wedderburn of Wedderburn and Kingennie, Birkhill, Cupar, is preserved another 'ring of his own finger,' which King James VI, gave to Alexander Wedderburne of Kingennie, whose great-grandson, Sir Peter Wedderburne (created a baronet of Nova Scotia in 1697) married Janet Halkett, the heir to Pitfirrane, and changed his name to Halkett, though 'only for himself and his eldest son.' These two appear to be the Sir Peter Halkett of Pitfirrane and Captain Halkett his son who figure in the title-deed referred to on p.16; And Captain Halkett would be the future Lieut.– Colonel Sir Peter Halkett, Bart., M.P. for Dunfermline, of whom we shall hear more later.

To return to the pictures from which so much of the history of the Halkett family may be gleaned.

The first person of note represented on the walls is Sir James Halkett, 2nd baronet, who was killed while riding in the park in 1705. We see an uninspired portrait of him in the scarlet coat of the period. His horse ran away with him and he was caught Absalom-like by an elm. It is said he was caught by his wig, but it is not easy to see how this could have happened without its coming off. He died without issue and the estates passed to his sister Janet, whose picture hangs close to his. It is by Medina, a rather stiff and formal piece of work, yet not unpleasing. Janet Halkett, as we have seen, married Sir Peter Wedderburne of Gosford, the Baronet of Nova Scotia, a dour-faced Scot, whose portrait is also here. The story runs, that on the marriage he asked his bride where she would rather live, at Gosford or Pitfirrane, and she replied; 'I prefer my ane hame.' Accordingly he changed his name too and became Sir Peter Wedderburne-Halkett, the first of another line of Halkett baronets, of which the late Sir Arthur Halkett was the last.

The third baronet (of the second line), dying unmarried in 1779, was succeeded in the baronetcy by his first cousin, John Wedderburne of Gosford, who also assumed the surname of Halkett. Gosford went to a brother, and was eventually sold in 1781, to an accountant, who in time disposed of it to the Earl Wemyss. This Sir John Halkett married twice. He died in 1793, having been the father of a family of fourteen, whose portraits together with those of himself and his second wife (Mary, daughter of the Hon. John Hamilton) have been preserved in one of the most remarkable family groups ever painted.

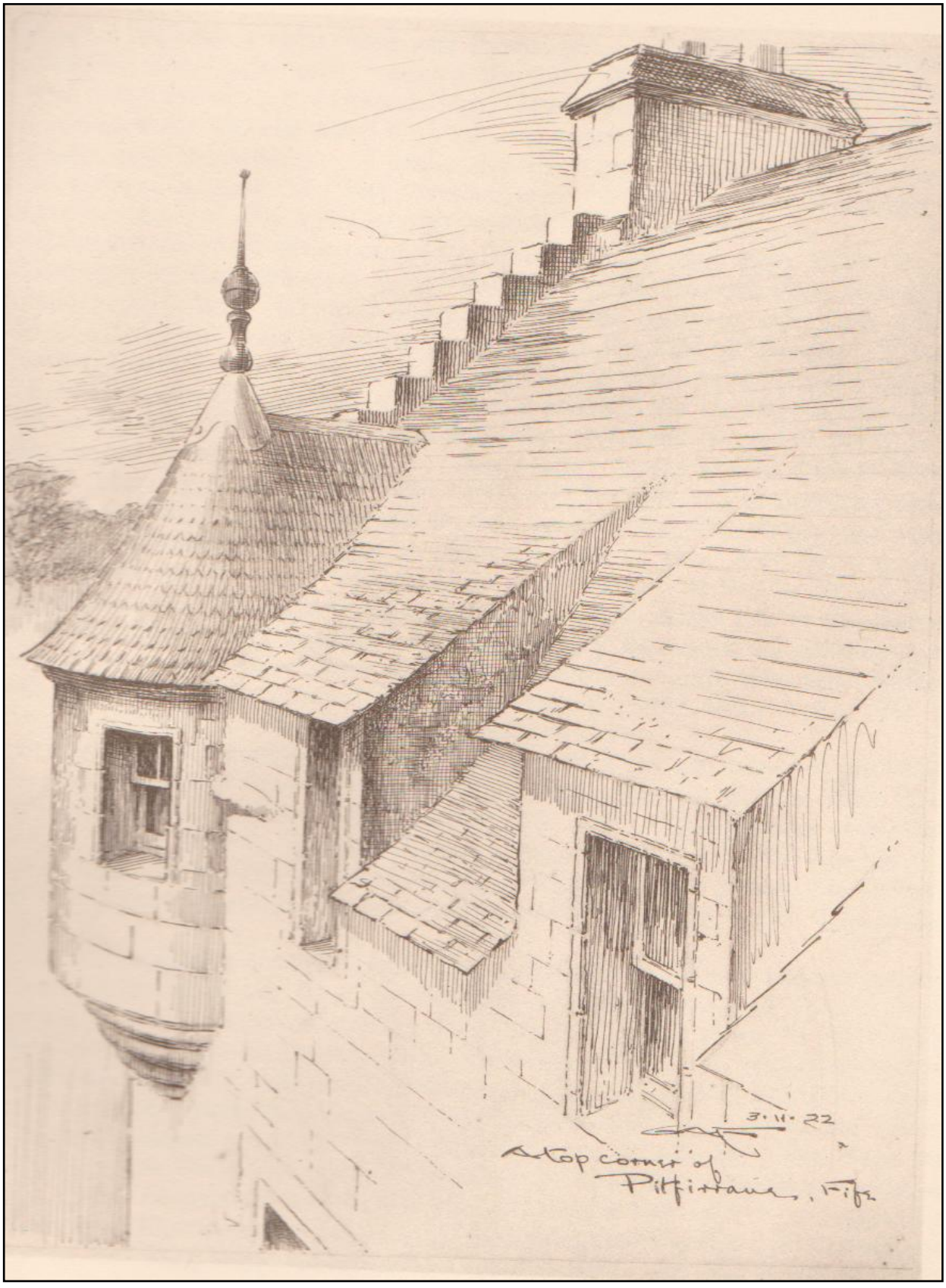

PLATE X

A TOP CORNER OF PITFIRRANE

This picture hangs in the dining-room of Pitfirrane. The eldest son, Peter, who eventually became an Admiral, is seen on the right of the large canvas, dressed in that delightfully picturesque uniform of the 'middy' of Nelson's day, such as one sees some of the 'Wet Bobs' at Eton garbed in on the 4th of June. The three or four 'babies' of the family are in the white frock and sash of the period and seated on the grass on one side of the picture; the rest of the children are extended in a gamboling line right across the canvas. The father and mother (she alone seated) survey the juvenile host with looks of satisfaction. David Allan painted this unique group roundabout 1784. He was born in 1744 at Alloa, not far off Pitfirrane and Limekilns.

There are also separate portraits of Sir John Halkett, 4th baronet, and Mary, his wife, done by Sir Joshua Reynolds. The artist probably painted them about eighteen years before his death, which occurred in 1792. The portrait of Sir John shows a fine, manly squire, fit sire of fourteen, who looks as if he did himself well, yet not too well. Both pictures, while falling short of what Sir Joshua has achieved in other canvases, still stand out like thoroughbreds from the lesser here around them.

On the wall opposite is a full-length life-sized portrait of Peter, the 6th baronet, now become Admiral of the Blue, by Sir John Watson Gordon, P.R.S.A., R.A., whose practice as a portrait-painter in Scotland was only inferior to Raeburn's; during his day most of the leading Scotsmen sat to them. Near this very good-looking sailor are several of earlier Halketts, including an excellent painting by Allan Ramsay of the Sir Peter who represented Dunfermline in Parliament in 1734, and was Lieut.-Colonel of Lee's Regiment at the battle of Gladsmuir, where Sir John Cope was defeated in '45. Sir Peter was taken prisoner by the Chevalier's troops and released on parole. Later he was one of the five officers who, in February 1746, refused to break it and rejoin their respective regiments on the Duke of Cumberland's command, and threat of forfeiting their commissions. Their reply 'that his Royal Highness was master of their commissions but not of their honour' was approved by the Government. Nine years afterwards, while in comand of the 44th Regiment, he fell, with his youngest son James (also on the wall, by his side) in General Braddock's defeat by the Indians in America in 1755. At one end of the same room is a full-length portrait by Sir Thomas Lawrence of Elizabeth Todd, who married John Halkett, one of the family of fourteen. This boy lived to be Governor of the Bahama Islands and died about 1840. The portrait, a beautiful example of Lawrence's art, shows a full-blooded dark-eyed young English woman, in a high-waisted white dress against a distant landscape.

Finally, in the dining-room hangs a fine and dignified portrait by Sir Robert Gibb of Sir Arthur Halkett, 8th and last baronet. He is show on in the uniform of the Fife Artillery Militia, of which he was Colonel, wearing his Crimean medals and the badge of the baronets of Nova Scotia. It as Sir Robert Gibb who painted the battle pictures, 'Forward the 42nd' and the 'Thin Red Line.'

The latter picture, which shows the 42nd Highlanders advancing across the Alma to attack of the Great Redoubt, was constructed with Sir Arthur's aid, and he appears in it as an ensign, carrying the Queen's Colour.

It is sad to think that there is now no heir to the baronetcy, and that this illustrious family is doomed to extinction. Sir Arthur died in 1904, having been predeceased by his only son in 1885, and by the latter's only child, an infant of four, a year later. Lady Halkett, who married Sir Arthur in 1856, celebrated her ninety-first birthday in December 1928 still survives, and with her two daughters resides at ancient Pitfirrane.

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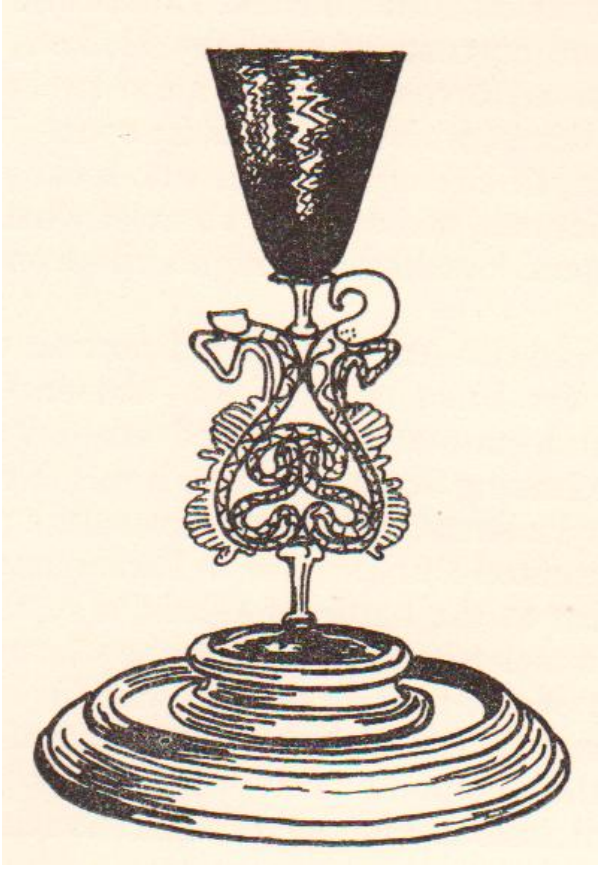
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CHAPTER VI: LANDOWNERS AT LIMEKILNS (Continued): THE BRUCES OF BROOMHALL

The Bruces of Broomhall ae the representative family in Scotland of King Robert the Bruce. The extract descent of the present Bruce family is a matter on which there had been considerable discussion. The view at present held, and which is supported by evidence given in The Scots Peerage, vol. III. is that the family descent from an uncle of Robert the Bruce. Burk's Peerage of 1926 gives the following information: -

> 'Thomas Bruce a near relative of the Bruce Kings, organised along with Robert, the 7th high steward (afterwards King Robert II.) an important rising in Kyle against the English rule in 1334, in reward for which he was put in possession of part of the crown desmesnes of Clackmannan. By Marjory Charteris, his wife, he was father of Robert Bruce, of Clackmannan, who in 1359, 1364, and 1367-8 had charters of Clackmannan, Gartlett, and Rate, in which he is designed by the King his beloved cousin.'

Henry Bruce, the last male of the Clackmannan family of Bruce, died *sine prole* in 1772, and his widow died in 1791, leaving the traditional helmet and sword of Robert the Bruce to Thomas, 7th Earl of Elgin, as head of the family.

The genealogy of the Bruce family taks us back a long way. The author of long Bruce pedigree (compiled about 1845) starts with the Norwegian, Thebotaw, Duke of Eleswick and Stermarce, A.D. 721, and Gundella, daughter of Vitellan, Lord of Bollansted and Barnborough in Germany. The Bruces settled in Normandy; Brusee or Robert de Brusse built the castle there known as 'la Brusee.' Several Bruces apparently came over with William I, and once had lordships granted him in Sussex, Berkshire, and other counties.

The name Bruce has been spelt in many different ways in old charters, and on gravestones and brasses – even Bradusa, Brehores, Brewosa, stood for Bruce, at least so genealogists of old have told us. There are many tombstones, brasses, seals, etc., commemorating the Bruces that settled in England.

It was from Robert Bruce, 1st baron of Skelton in Yorkshire and Annandale, who died in 1141, that King Robert I, descended. The house of Clackmannan, the original line from which the present Bruce family springs was, it is supposed, descended from John, younger son of Robert de Brus, 5th lord of Annandale. Robert the Bruce was this lord's grandson. He was born

in 1274, succeeded his father as 2nd Earl of Carrick, and in 1306 gained the crown of Scotland. After a long series of adventures such as no other King before or since has experienced, he died of leprosy in 1329 and as buried at Dunfemline, in the chancel of the old Abbey Church. In 1818, when it was about to be repaired, the Barons of the Exchequer determined that the tombs of the ancient kings should be respected as far as possible. Accordingly the architect took special pains to discover where they lay, and succeeded in finding that of Robert Bruce. A full account of this is given in *Archæologica Scotica*, vol. II. p.435. The King's body was found covered all over with a leather shroud encased in lead like a shell, fitted it close all round, and this shell was furnished by the ribs having been cut, to allow of the extraction of the heart. Robert the Bruce's heart, it is said, is buried in Melrose Abbey.

The direct ancestor of the Bruce of Broomhall was SIR GEORGE BRUCE OF CARNOCK, third son of Edward Bruce of Blairhall. He was and energetic and far-seeing man, and made extensive purchases of coal-fields in the vicinity of Culross. He also carried on the manufacture of salt to a large extent. He was knighted by James VI, between 1604 and 1606, and as one of the Commissioners appointed in 1604 to treat of a union with England. He built two houses in the town of Culross, one of which – called 'The Palace' – still remains, and is now the property of Lord Dundonald. The Abbey of Culross was built by Edward Bruce, brother of Sir George, in 1608. Edward Bruce, was Master of the Rolls and became Lord Edward Bruce. His initials, L.E.B. (Lord Bruce of Kinloss), and those of his wife, D.M.B. (Dame Magdalen Bruce), appear over alternate windows of the house. The addition, at various times, of a storey and towers to the original two-storeyed building has spoilt the architectural design. The house has been uninhabited since 1896 as the result of ravages of dry rot.

In 1617 James VI, paid a visit to Culross and descended one of the shafts of coal-mines, of which the working face was situated under the sea. His Majesty was much alarmed on being drawn up to find himself on an island; but was soon reassured when his host conducted him to a handsome pinnace moored in readiness to carry him back to the mainland. The King afterwards dined with Sir George, and some glasses used on that occasion are still preserved.

Sir George Bruce died at Culross in 1625, and was buried in the Bruce chapel adjoining the Abbey Church there where there still exists a magnificent monument in the Jacobean style, erected to his memory by his successor. On this monument are depicted the recumbent figures of Sir George and his lady, and the kneeling effigies of his three sons and five daughters. The eldest son, George, succeeded his father in his estate and became in turn the father of Edward, a man of considerable ability, who was raised to the peerage by Charles I, in 1647 with the titles of Earl of Kincardine and Baron Bruce of Torry.

ROBERT BRUCE, second son of Sir George Bruce, was the first of the family of Broomhall, Fife. He was a distinguished member of the Scottish Bar, to which he was admitted in 1631, and in 1649 was appointed one of the Senators of the College of Justice, with the title of Lord Broomhall. He died on 25th June 1652, and was buried at Culross, having married Helen, daughter of Sir James Skene of Curriehill, Lord President of the College of Justice in the reign of Charles I.

He was succeeded in the estate by his son, Sir Alexander Bruce of Broomhall, who in 1704 succeeded his first-cousin-once-removed as 4th Earl of Kincardine and Barron Bruce of Torry. Thus was the earldom of Kincardine first associated with Broomhall.

Thereafter the title was held in succession by Alexander's three sons, Robert, Alexander, and Thomas, then by William, elder son of Thomas (who held it only six months – March to September 1740), and then by Charles, son of William, who at the age of eight became 9th Earl. He was the first of a succession of notable men whose fame spread far beyond the narrow confines of the county of Fife.

According to *The Scots Peerage*, *vol. III. P.491*.

> 'The guardians appointed by his father for the young Earl [*i.e*. Charles] were anxious to send him to England to be educated in accordance with the views of his kinsman the Earl of Elgin and Ailesbury, but unfortunatly his mother would not agree to this. Had it been so arranged it is not improbable that Lord Ailesbury might have considerable benefited him, as he was his heir-male. Some correspondence on this subject took place between the guardians and the Earl of Ailesbury. On the death of the latter, without male issue, 10 Feb. 1747, the Earl of Kincardine succeeded him as 5th Earl of Elgin and 7th Lord of Kinloss . . . . This Earl did not enter much into public life, but employed his talents in improving his estate.'

His ability was of a quite exceptional order. He developed the Elgin and Wellwood coal-pits, and, as we have already seen, built the limeworks and harbour of Charlestown – itself a considerable undertaking. He was Grand Master Mason of Scotland in 1761. In 1759 he married Martha, only child of Thomas Whyte, a wealthy banker of London, and they had a family of seven children, four sons, and three daughters. His life was a short and active one, for he died in 1771 at the age of thirty-nine. His widow, a woman of strong character, subsequently became governess to Princess Charlotte of Wales, filling this office with great credit.

The next notable holder of the family titles was Thomas, 7th Earl of Elgin and 11th of Kincardine, born on 20th July 1766, the second son of Charles, 5th Earl, the eldest son, William Robert, 6th Earl, having died as a child a few months after his father's death in 1771.

The 7th Earl was educated at Harrow (where he was for a short time only) and at Westminster. He also studied at St Andrews and at Paris, and at the mater place he learned the French language, which was to be of much use, to him in after life. He was married twice, first to Mary, only child of William Hamilton Nisbet of Dirleton and Belhaven, in Haddingtonshire, whom he divorced in 1808; and secondly, in 1810, to Elizabeth, youngest daughter of J. T. Oswald of Dunnikier, Fife, a member of Parliament. By his two wives he had in all eleven children, most of whom attained to distention. His third son, Robert, for instance, was a major-general, and governor of the Prince of Wales; another son, Sir Frederick William Adolphus Bruce, G.C.B., was H.M.'s agent and consul-general in Egypt, and afterwards British envoy to the Emperor of China, and British envoy to the United Sates of America;

while one of his daughters by his second marriage, the Lady Augusta Bruce, to whom there is a beautiful memorial tablet in Dunfemline Abbey, was resident Woman of the Bedchamber to Queen Victoria, and was married in 1863 to the Very Reverend Arthur Penrhyn Stanley, D.D. Dean of Westminster.

Lord Elgin was Ambassador at Berlin when he was only twenty-one. In 1799 he was nominated to the Embassy at Constantinople, and it was during this residence in Turkey that he set about colleting Grecian antiquities. It was his wish 'to connect his term of office with the study of antiquity' and let it be 'of service to the arts.' Many years previous to this there had been a little rage for robbing Greece and Italy of their ancient treasures, and wealthy noblemen and gentry had left their country for a tour abroad with that object in view. It was not robbery in the bad sense, for the countries concerned raised no objections; and in 'Greece, at least, it even brought salvation to many works of art which would otherwise have been destroyed by the Turks.

Eventually Lord Elgin made quite a business of it, laying out a large fortune over his undertakings, hiring artists and architects to make hundreds of drawings and plans for him. He just missed securing the services of J. M. W. Turner, then a very young man. Turner desired to retain a certain portion of his labour for his own use and wanted £800 per annum salary, independently of all expenses –not a small sum to be asked by a youth of twenty-four so far back as 1799.

Jean Baptiste Lusieri, 'the first painter in Italy,' was ultimately engaged as artist-in-chief and sole agent, at £200 per annum with expenses, and he had under him a man to make casts and one to paint and draw figures and sculpture, the name of the later being Theodor or Feodor Ivanovitch (Lord Elgin's Calmuck,' as he was generally called), whose chief works are preserved in the Elgin portfolios in the British Museum.

After a start had been made, *circa* 1800, it occurred to Lord Elgin that it might be desirable to rescue as well as record in drawings, some of the Grecian remains – the Turks were commencing to mutilate old temples, and even to destroy some of them altogether. A firman granting permission was forthcoming from the Porte – 'the fateful firman ' as it was called – an his Excellency to 'take away any pieces of stone with old inscriptions thereon, tht no opposition be made thereto.' All difficulties were removed when the local authorities at Athens also gave their consent to this and allowed excavations to be made as well. This permission was given in the middle of 1801, some time after the artists had been at work there.

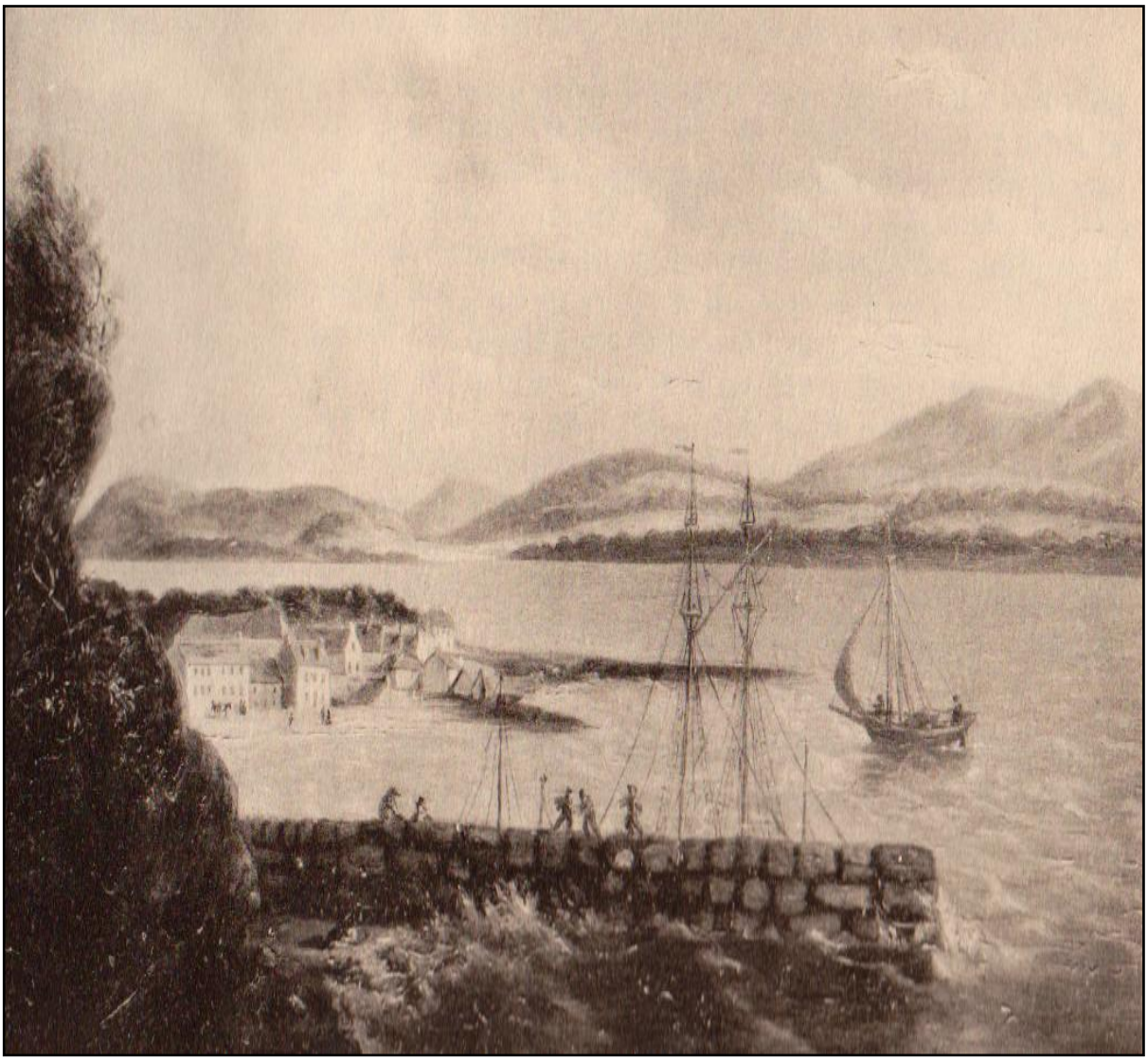


PLATE XI

LIMEKILNS HARBOUR (Circa 1820)

[From a painting by Mr (afterwards Sir) Francis Grant, P.R.A., in the possession of The Right Hon. The Earl of Elgin and Kincardine, C.M.G.]

About this time it was evidently Lord Elgin's notion that the antiquities he was colleting were to be placed in is Scottish residence, for he wrote to Lusieri: -

> ‘Balestra has with him several drawings of my house in Scotland, and some plans of the site on which it is intended to build here. As regards the latter, it would be necessary for me to have them by the first opportunity. The plans for my house (Broomhall) in Scotland should be known to you. This building is a subject that occupies me greatly, and offers me the means of placing, in a useful , distinguished, and agreeable way, the various things that you may perhaps be able to procure for me. The hall is intended to be adorned with columns – the cellars underneath are vaulted expressly for this. Would it then be better to get some white columns worked in this country in order to send them by sea to my house? Or to look out for some different kinds of marble that could be collected together in course of time, and decorate the hall (in the manner of the great Church at Palermo) with columns all different one from another, and all of fine marble – supplementing them with agates, and other rare marbles which are found in Sicily, and which are worked in small pieces? . . . One can easily multiply ornaments of beautiful marble without over-dong it; and nothing, truly, is so beautiful and also independent of changes of fashion.’

This letter is interesting as it establishes and approximate date for the considerable alterations that were made to Broomhall by the addition of all the rooms that now face south, thereby doubling the size of the house. Even so, Lord Elgin was not able to carry out all he planned to do! The columns he wished to see in the hall never eventuated – though the existing white marble floor of the hall, with its inlay of purple porphyry, was made from blocks of marble which he had sent over the sea to Broomhall – and a gigantic marble orangery, which also he planned at that time, got no further forward than a design on paper.

The first treasures to be collected were some inscriptions on the Acropolis; and then the Parthenon itself was approached, and the ‘combat between a youth and a Centaur’ – for long the admiration of the world – was extracted and lowered down by the ship’s carpenter and five of the crew of a man-of-war. The work went on for upwards of nineteen years all over Greece and in Asia Minor; and if it had not been Lord Elgin, some one else would have stepped in – the French were very keen about appropriating what he manage so successfully to carry off. In January 1819 his engagement with Lusieri was brought to an end, but already in January 1812 the last antiquities eventually sold by him to the nation had been forwarded to London in sixty-eight cases, one containing ‘The Horses of Helios,’ shipped in the transport *Navigator* under convoy of H.M. ships *Leyden* and *Halcyon*. What he received afterwards he kept for himself, for digging went on at Olympia under Lusieri from 1812 to 1817. In 1817 H.M.S. *Tagus* came from the *Pirœus* with two fragments of sepulchral relief, doubtless part of the collection at Broomhall; and in 1818 H.M.S. Satellite brought over ‘a marble chair, on the two sides of which is represented the celebrated deed of

Harmodios and Aristogeiton.' This chair is now at Broomhall, having arrived at a date altogether posterior to the date of the public purchase.

In May 1803 Lord Elgin was arrested in France, a few months after his departure from Constantinople. He remained for a month or two in Paris, and in the following month of December he found himself 'imprisoned in *the château-fort* at Lourdes, by way of reprisal for severities said to have been exercised on General Boyer in England. He was let out of prison and allowed to go to Pau, where he remained as a prisoner of war until 1806. And then 'Monsieur de Talleyrand in person forced him to sign a declaration engaging him to return to Paris whenever summoned by Napoleon. This parole was never rescinded, and Lord Egin continued under the restraint of it until the Emperor's abdication in 1814.' Sir Walter Scott penned a few remarks in his Diary about the imprisonment. Under 11th March 1826, we find these words: -

> 'Lord Elgin sent me, some time since, a curious account of his imprisonment in France and the attempts which were made to draw him into some intrigue which might autorize treating him with rigour. He called today and communicated some curious circumstances on the authority of Fouché, Denon and others, respecting Buonaparte and the Empress Marie-Louise, whom Lord Egin had conversed with on the subject in Italy. His conduct towards her was something like that of Ethwald to Elburga, in Johanna Bailie's fine tragedy, making her postpone her high rank by birth to the authority which he had acquired by his talents.'

In 1810 Lord Byron visited he place where Lusieri was engaged on some minor excavations. Fired with intense love for the past glories of Hellas, the poet attacked Lord Elgin as 'the Vandal destroyer of those monuments of art.' The answer to this is the state of preservation of the sculptures *saved* by Lord Elgin, and now housed in the British Museum, as compared with those which were left *in situ*. Nor must it be forgotten that then there was no Greece as we know it to-day (just a Turkish vilayet) or any reason to suppose that objects which for fifteen centuries had been completely disregarded would, before another century had passed, be accounted treasures beyond price.

At the time of Lord Elgin's arrest in France his mother, the Dowager Lady Elgin, receive with some little embarrassment a notification from her son's bankers: 'His Majesty's ship the *Prevoyante*, lately arrived from Malta, has on board about 50 cases directed to Lord Elgin . . . the captain says he thinks the whole may weigh about a hundred and twenty tons, and as they must be taken out of the ship the beginning of next week, he wishes to have your ladyship's direction where to send them.' Lady Elgin would hardly have had room in her house for 120 tons weight of marble! But another lady harboured the cargo for her – the whole lot went to the Duchess of Portland's in Privy Gardens, Westminster, and then went on to the Duke of Richmond's house. But that was only a very small part of the 'Elgin Marbles,' for the further

history of which the reader is referred to the *Journal of Hellenic Studies*. There was much discussion as to the value of these marbles, and as to the desirability of their being purchased for the nation. Lord Elgin's account showed an expenditure of some £74,000. Ultimately – in 1816 – the Government decided to give £35,000, and, Lord Elgin accepting the offer, the British Museum at once took them over.

In the words of a contemporary, Thomas, Lord Elgin, may be summed up as follows: 'a man of great mental activity, liberality and zeal, who realised, as none of his predecessors (in the Embassy at Constantinople) had done, his opportunities for a useful service in the cause of art and learning and who had at first endeavoured to interest his Government without the least success.' He died at Paris on 4th November 1841.

JAMES 8TH EARL OF ELGIN AND 12TH EARL OF KINCARDINE, K.T., G.C.B., the eldest son of the second marriage of Thomas 7th Earl, was born in 1811 and educated at Eton and Christ Church, Oxford. He held successively high appointments, commencing with Governor of Jamaica. Later he was Governor-General of Canada. In 1849 he was created a Peer of the United Kingdom with the title of Baron Elgin of Elgin, sworn of the Privy Council, and made a Knight of the Order of the Thistle. In 1857 he was sent as High Commissioner and Plenipotentiary on a special mission to the Court of Pekin, ultimately concluding the treaty of Tientsin, and treaty with Japan in 1858. On his return to England he received the Grand Cross of the Bath, and was Postmaster-General from 1859 to 1860, when he was again sent on a special mission to China. In 1862 he was appointed Viceroy of India, and died at Dhurmsala in the Punjab, 10th November 1863. He was twice married; first, in 1841, to Elizabeth Mary, daughter and heiress of Major Charles Lennox Cumming Bruce of Roseisle and Dunphail, by whom he had two daughters; and secondly, in 1846, to Mary Louisa Lambton, eldest daughter of the first Earl of Durham. Of this marriage were born four sons and one daughter.

One of John Murray's most interesting publications is Theodore Walrond's *Letters and Journals of James, 8th Earl of Elgin*, which contains a preface by that famous Dean of Westminster and one of the most beautiful writers of his or any other day – Arthur Penrhyn Stanley, brother-in-law of the Earl. From that preface may be quoted a short passage: -

> 'It is one of the sad consequences of a statesman's life spent like his in constant service of his country on arduous foreign missions, that in his own land, in his own circle, almost in his own home, his place is occupied by others, his very face is forgotten. . . For twenty years a few intervals of Lord Elgin's residence in these islands were to be counted not by years, but by months; and the majority of those who might be reckoned amongst his friends and acquaintances, remembered him chiefly as the eager and accomplished Oxford student at Christ Church or at Merton.'

During the latter half of his sojourn in far-away places, he 'kept up a constant correspondence, almost of the nature of a journal, with Lady Elgin, 'his second wife. In those letters' he revealed, not only his own genial and affectionate nature,' wrote Stanley, 'but also indicated something of that singularly poetic and philosophical turn of mind, that union of grace and power, which had his course lain in thinkers and writers. There was in him 'a combination of speculation and practical ability,' writes some one else who knew him well,' which also peculiarly fitted him to solve the problem how the subject races of a civilized empire are to be governed.' His own courage, firmness, and far-sighted confidence enabled his country to triumph over many and varied difficulties. Dean Stanley, alluding to his death in office, ends up his eulogium thus: -

> 'These tragical incidents invest the high office to whih such precious lives have been sacrificed with a new and solemn interest. There is something especially pathetic when the gallant vessel, as it were, goes down within very sight of the harbour, with all its accumulated treasures. But no losses more appeal at the moment to the heart of the country, no careers deserve to be more carefully enshrined in its grateful remembrance.'

Lord Elgin's brother, Robert, who as a Major-General accompanied the Prince of Wales, afterwards King Edward VII, to the East, died in 1862, and was buried in the family vault at Dunfermline Abbey; but James, Earl of Elgin 'sleeps far away from his native land, on the heights of Dhurmsala; a fitting grave, let us rejoice to think, for the Viceroy of India, overlooking from his lofty height the vast expanse of the hill and plain of these mighty provinces – a fitting burial beneath the snow-clad Himalaya range, for one who dwelt with such serene satisfaction on all that was grand and beautiful in man and nature.'

VICTOR ALEXANDER, 9TH EARL OF ELGIN AND 13TH EARL OF KINCARDINE, K.G., G.C.S.I., G.C.I.E., P.C., LL.D., D.C.L., was born on the 16th May 1849 during his father's Governor-Generalship in Canada. He went to Eton and from there to Balliol, Oxford, where he took his M.A. degree. In 1876 he married Constance Mary, second daughter of James 9th Earl of Southesk, and by her had eleven children.

In 1894 he was sent to India as Viceroy. During his reign of five years there, plague, famine, and war were things he had to contend with. This was the time of the Chitral Expedition. As a token of Queen Victoria's appreciation of his conduct of affairs, Her Majesty awarded him the Diamond Jubilee Medal in gold, a distinction which was all but reserved for crowned heads; and on his return from India after a remarkably successful administration under trying circumstance, he was created a Knight of the Garter.

From 1899 to 1906 he again found himself very much engaged in local affairs, but he undertook as well the chairmanship of several important Royal Commissions, chief amongst these being 'The Inquiry into the South African War, and the adjustment of the dispute between the Free Church and the United Free Church of Scotland.

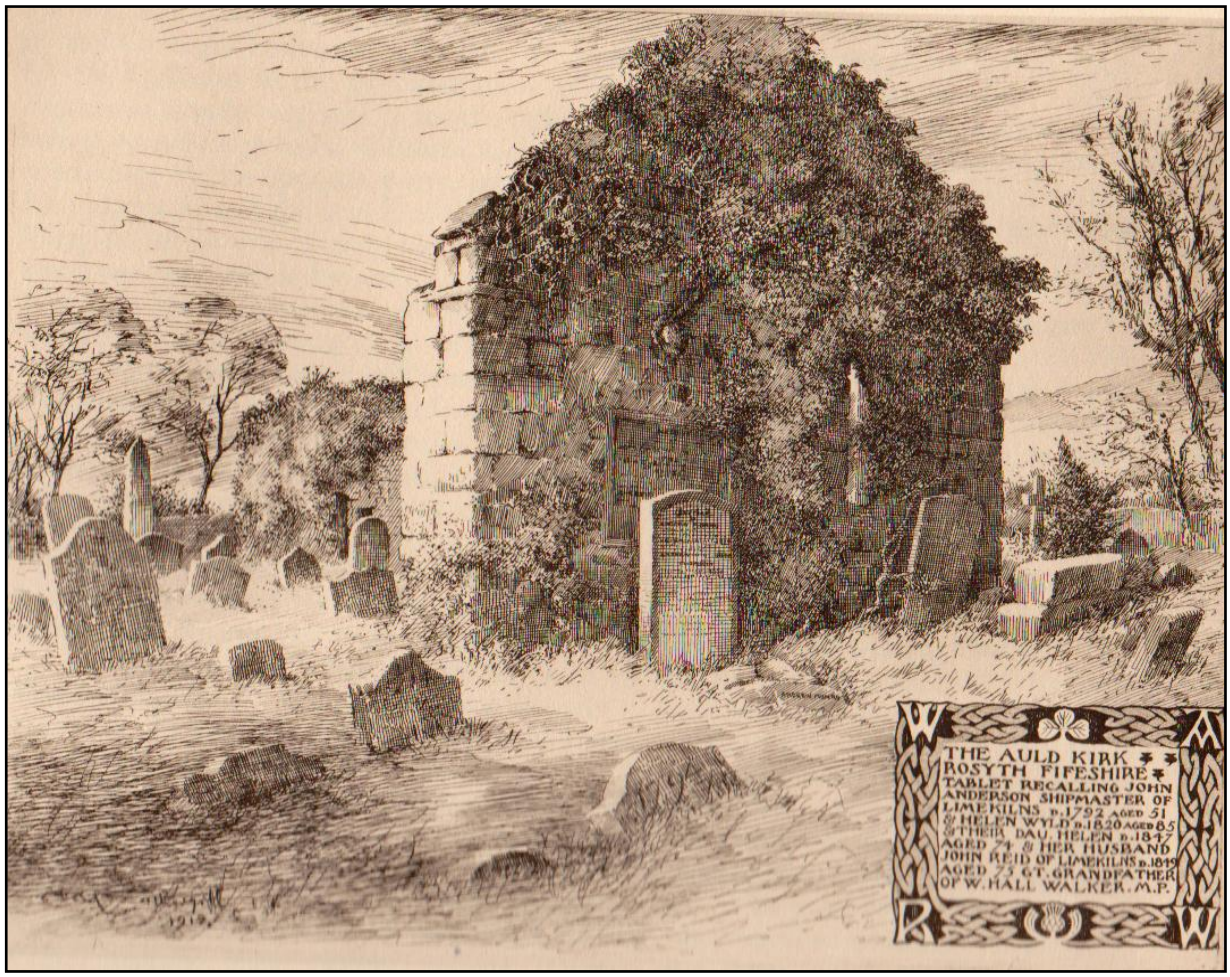


PLATE XII

He was also a member of the Committee of Education for Scotland, and Chairman of the Carnegie Universities Trust. In 1906 he was appointed Secretary of State for the Colonies in the administration of Sir Henry Campbell-Bannerman. Lord Elgin was largely responsible for the policy and for the details of the Constitution of self-government granted to South Africa, and, on the grounds of its being considered premature by the opposite party, was much criticized; but time has amply justified his judgment, and the action

of the Government of that period. Many Englishmen living in Africa who bitterly opposed the step at the time have since admitted that it alone was responsible for saving South Africa to the Empire in the crisis of the World War. It has been pointed out that there is one similarity between this policy of Lord Elgin's of trusting those with whom we had lately been at variance with the action taken by his father in Canada in overcoming the jealousies of the English and French-speaking Canadians and welding them into one united and loyal community.

After the death of Sir Henry Campbell-Bannerman in 1908, Lord Elgin resigned his post in the Cabinet and withdrew from politics, devoting himself once gain with great zeal and energy to county affairs. He died in January 1917, and was laid to rest in the old churchyard of Rosyth, close to Limekilns.

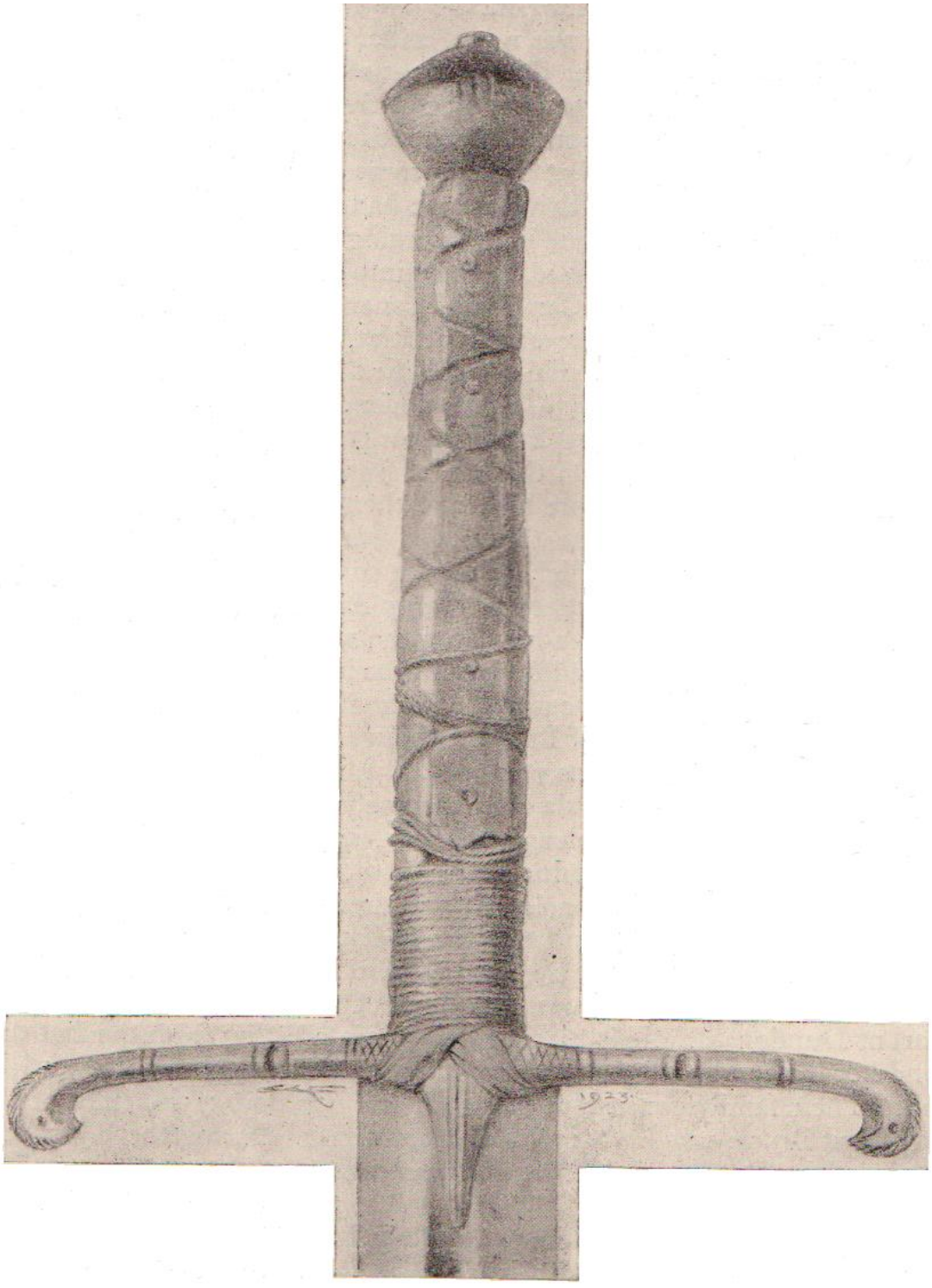
EDWARD JAMES 10TH EARL OF ELGIN AND 14TH EARL OF KINCARDINE, C.M.G., LL.D., was born at Broomhall on the 8th of June 1881. He was at Eton where many other Bruces had been before him, and then went on to Balliol, Oxford.

Lord Elgin was initiated into the arts of war by joining the old Forfar and Kincardine R.G.A. Militia, in which he held a commission at the beginning of the century. In 1908 he raised a battery of Heavy Artillery (Territorials) in Fife, and was Major in command of it till 1917, when he was appointed to the Staff of the Director of Labour with the Expeditionary Force in France. His duty there was in connection with the distribution, control, and administration of all the Labour units attached to the army, consisting of British Labour Companies, Indians, Chinese, and various other nationalities, and also prisoners of war. The work comprised the construction and maintenance of roads and railways, and work at ammunition depots, trench-digging, water-supply, salvage, forestry, and many other smaller services, including the providing of 'entertainers' to the troops. In 1918 we find him Labour Commandant, with rank of Colonel. At one time during the German advance in 1918 he had about 35,000 men under his immediate command.

In 1921 Lord Elgin married the Hon. Katherine Elizabeth Cochrane of Cults, M.B.E., elder daughter of Thomas, 1st Baron Cochrane of Cults, brother of the 12th Earl of Dundonald. This marriage is very interesting from the fact that Lady Elgin and her husband both descend from the same man, namely, Edward Bruce of Elgin and Blairhall. Their family consists of two girls and two boys; the elder of the boys, Andrew, Lord Bruce, was born 17th February 1924. During the War Lady Elgin was employed in the Foreign Office, and was subsequently attached to the British Peace Delegation in Paris in 1919.

Like his great-great-grandfather (Charles), Lord Elgin has held the office of Grand Master Mason of Scotland. In 1925 he was the Lord High Commissioner to the General Assembly of the Church of Scotland. He is

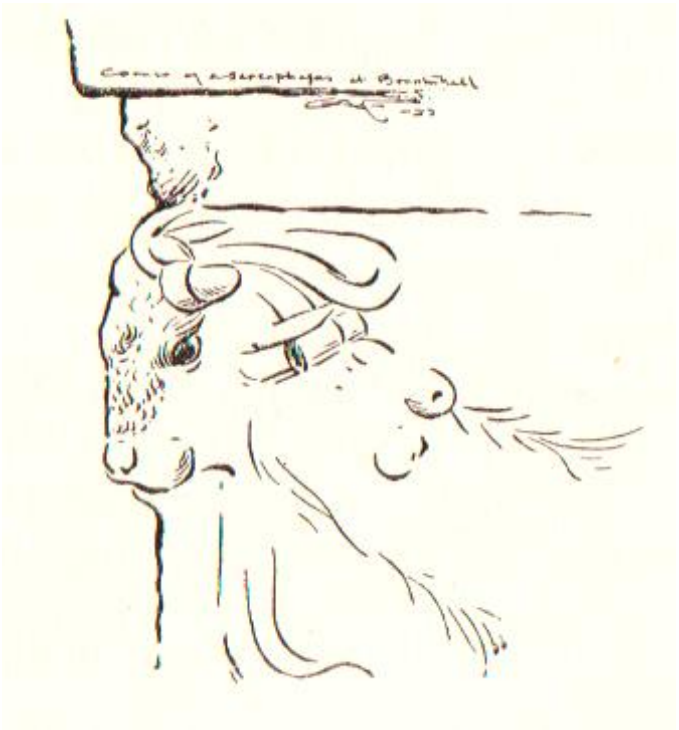
Chairman of the Carnegie United Kingdom Trust, the Educational Endowments Commission (Scotland), the National Advisory Council on Juvenile Employment (Scotland), and the Forth Conservancy Board. Beside his national interest he takes a very active one in country matters of all kinds. Farming, too, takes up a considerable amount of his time and thought.



The relics at Broomhall are many and varied but pride of place must be given to Robert the Bruce's sword. This, as we have seen, was bequeathed in

1791 to the present Bruce line by Mrs. Bruce, a daughter of Bruce of Newton and Cowden, and widow of Henry Bruce of Clackmannan. On one occasion the old lady received Scotland's national bard, and tapping him on the head with the sword, said 'Rise up, Sir Robert Burns.' The sword, which has still intact part of the original covering of the hilt, has a blade 3 ft. 8 ins. Long. The total length of the sword is 5 ft. 1½. The blade is topped with a large malleable-iron knob; the same is encased with hard wood, covered in turn with a jacket of strong leather, sewn at one side and tacked on to the wood with studs at intervals. This sword was carried by Lord Elgin at the Bruce sexcentenary celebrations; his place in the official procession was immediately behind the Lyon King of Arms.

Another interesting relic is the bed in which Charles I was born. This was the nuptial bed of Queen Anne of Denmark, consort of King James VI and I of Great Britain and Ireland, and used to be kept in an inn at Dunfermline. The innkeeper, Mrs. Walker, refused 50 guineas offered her by Bishop Pocock of Ireland, and eventually gave it to the Earl of Elgin. It is now arranged as a mantelpiece in the dining-room. The four walnut legs, with beautifully carved figures appear, on each side of the fireplace, as pillars to support the shelf, and the continuation upwards of those legs, also as pillars, two on each side, flank the walnut centre-piece, which was once the panel at the foot of the bed.



CHAPTER VII: WILLIAM HALL., BARON WAVERTREE OF DELAMERE

WILLIAM HALL, third son of the late Sir Andrew Barclay Walker, 1st Baronet of Gateacre Grange, County Lancaster was born on Christmas morning, 1856, at 'The Hollies.' 'Willie Walker,' to give him the name he was once so well known by in sporting circles in England as well as Scotland is not merely a Scotsman in this accidental way. His mother, Eliza, eldest daughter of John Reid, was born and brought up at Limekilns, while his father was born in Ayrshire, the grandson of Mr Andrew Walker of Bonville, Maryhill, near Glasgow, who built Bonville, circa 1807.

He was taken to England when he reached the not very great age of one month. In later years, however, he paid repeated visits to his grandmother at 'The Hollies,' and got to know not a little about sips and sea life at the old seaport. He also first learnt at Limekilns how to sail a boat.

It was round about the year 1874 when the late Marquis of Linlithgow (then Earl of Hopetoun, a boy of fourteen) used to amuse himself in a rather unusual fashion on the Forth. He would get six or eight of the Hopetoun gardeners and dress them up in sailors' clothes, while he himself would don a middy's uniform, and have a man in a red coat with a rifle in the bow of a boat, with a flag in the stern; and they would al row off from Port Edgar to the Fife coast; the little middy 'Hope,' as he was called by his friends, armed with a telescope, in command. They would pull right in to the harbour at Limekilns, and take the village by surprise, for 'Hope" pretended to make a landing as a conqueror. Willie Walker, a few years his senior, would join in the fun as one of the enemy to oppose the Hopetoun host. The 'attack' generally ended by the gardener-sailors being treated to a glass apiece at *The Ship*, and the 'conqueror' and his crew would row back again to the opposite shore.

Sometime later, one of Lord Wavertree's uncles, Mr James Monro, formerly of Limekilns, distinguished himself at the age of thirty by swimming the Forth. There is an account of this exploit in the Dunfermline Press dated 14th August 1875. It has since been swum twice only – by Mr W.E. Barnie and Miss Gleitze. Mr Monro started from the old pier at North Queensferry. There was strong cold easterly wind with a heavy swell. He had to contend with strong eddies on both sides of the Forth and with the current in the

middle which carried him close under the bow of the guardship of the Forth, H.M.S. *Favourite,* and it gave him a cheer. As the crow flies, the distance from point to point would be close on one and a half miles, but the course the currents took him would make up nearer two and a half. He was in the water for one and a half hours.

Willie Walker was sent to Harrow. There he won first prizes, for fencing with foil and single-stick, and for swimming. He was a demon under the water, and proved that he could keep there for the space of two minutes.

On leaving school he took to other kinds of sport, but being still under the rule of a very strict father, he was for the time only able to indulge his tastes on Saturdays. His father had no sympathy with sport, and purchased for his son an original set of prints after Frith's well-known series of pictures, *The Road to Ruin,* as an awful warning to discourage racing propensities. The boy hung the prints on the wall, for they were good ones, but this did not prevent him from hanging on to the saddle himself in many a flat-race and point-to-point from that day forward; and instead of becoming one of the worst on the Turf, he has loomed as one of the very best.

> 'The crowd that goes horse-racing is a motley one at best,
> Yet the few above suspicion atone for all the rest;
> For the magnate (*not* the mushroom) and the manly side, we know,
> Are more concerned with jockeys and the horses that will go.

Before very long he launched into sport all round. Hunting, racing, steeple-chasing, shooting, deer-stalking, polo, coaching: all in turn have given him pleasure, and in each pursuit he has excelled.

Lord Wavertree first took up pony-racing. A record of his 311 races under Pony and Polo Racing Rules is to be found in *Gentlemen Riders, Past and Present,* compiled by that considerable sportsman and distinguished Old Harrovian the late John Maunsell Richardson, in collaboration with Finch Mason, the artist, Between the years 1877 and 1890 he won 127 races on the flat and over hurdles and fences, his lowest riding weight being nine stone. In 1888 and 1889 he headed the list of riders under Polo and Pony Rules, with thirty-two wins out of fifty-six mounts in 1889, and thirty-one of eighty-one in 1889.

At Polo, in the 'eighties and early 'nineties the brothers Walker, playing for the Liverpool Club, were a good second to the brothers Peat. There ponies too, were amongst the best of their day; some of them are mentioned in *Riding and Polo* of the Badminton series, and also in Captain Hayes's *Points of the Horse*. In the 1906 edition of 'Tom' Drybrough's *Polo* is a portrait of 'Dynamite,' celebrated as having carried the great Johnny Peat brilliantly in many open Champion Cup wins. She made the record price (460 gs.) at his

sale in 1895; Willie Walker bought her as a brood-mare. 'Magic,' too, belonged to him – a splendid type of pony of tht far-off day.

The coming of the Liverpool team to Scotland, about the year 1891, was very largely responsible for the after-success of the Edinburgh team. Liverpool beat Edinburgh pretty easily, and Willie Walker and his ponies were afterwards the talk of the sporting division of the Scottish capital.

PLATE XIII

Parliamentary duties prevented him from going on with the game; he did, however, previous to entering Parliament, play in the International matches at Paris in 1896 and 1897, and in a number of other important matches at Hurlingham, Ranelagh, and Rugby. The team that won the International Cup at Paris in 1896 included him, as back, with the American, Frank Mackay, the late Lord Shrewsbury, and 'Toby' Rawlinson, all fine players in their best day and well mounted.

In the winter-time he took up steeplechasing as ardently as he did fox-hunting. The first 'chase he rode in was in 1870 and the last in 1910 – thirty years in he saddle at this kind of game for one who was an active Parliamentarian for a good part of the time shows that Lord Wavertree possesses the same amount of grit that made some of the men of 'Nimrod's' day so famous.

Over and over again a 'chaser of his was ridden first past the post at this or that important meeting. In 1894 Colonel Hall Walker (Lord Wavertree commanded the Old Lancashire Artillery Militia) won the Grand National with 'The Soarer,' Major Campbell (now Lieut.-General Sir David Campbell, G.O.C. in C., Aldershot) being in the saddle. He himself rode winners in a number of National Hunt races, and in point-to-point in Derbyshire and elsewhere, the most interesting for him, perhaps, being 'The Senator's Race.' He was mounted on 'Buttercup' (by 'The Baron') when, at the age of fifty-four, he won this race – The House of Commons Lightweight Point-to-Point Steeplechase of 1910. 'Buttercup' was also his charger.

As a member of the Coaching Club for ten years, he never knew himself scratch a horse or the coach.

Lord Wavertree has reason to be proud of his performance with a rifle (a Fraser double ejector 450 express), for it surpasses that of the renowned Horatio Ross. His '120 stags in 40 days 'still remains the British record. Amongst them were ten royals. He leased three forests, Fasnakyle being one of them, and his record was made in 1893. 'Six stags fell on one day to six bullets, and on another day in one stalk five to five bullets in five seconds,' which was no thanks to a gillie, for he did without one altogether and had no deer-hound but a short-legged, rough-haired mongrel of a terrier as his only guide and companion. If that isn't record-breaking it is difficult to say what is.

As an owner and breeder of race-horses Lord Wavertree is perhaps best known to the world both on or off the Turf for his gift to the nation in January 1916 of the National Stud. This valuable and useful stud of thoroughbreds continues to pay its way, and is no drag on the nation's purse; it stands out, too, as the winning breeding establishment of 1922 – a splendid achievement

for the old Tully Stud, as it used to be called while still the property of Colonel Hall Walker.

The gift comprised 6 stallions, including 'Royal Realm' and 'White Eagle'; 43 brood-mares, with old 'Clack Cherry' standing out as a queen amongst mothers, 'Colonia' (by Persimmon' – 'Sandblast'), dam of' 'All White' who ran third to 'Shaun Spadah' in that memorable 1921 Grand National, 'Countess Zia,' dam of the Liverpool Cup winner 'Eaglehawk,' and a colt (by 'Tracery') who was sold by the National Stud for 8000 gs. At Newmarket in July 1921, and many more sterling good mares whose names are already writ large in the history of thoroughbred stock; 10 two-year-olds; 19 yearlings; 5 horses in training; a few half-breds; some cart-horses; and, thrown in with all these, 308 pure and half-bred shorthorns.

The main object of this gift was that the nation would have the best class of horse that it is possible to obtain in order to keep up, directly and indirectly, the standard of horses required for the army.

For a motto the Walker family had chosen 'Cura et Industria,' and what care and industry must the breeder have expended over such a mighty stud as the Tully Stud! Twice did Colonel Hall Walker heard the list of winning owners on the Turf; and horses he had bred – which included 'Prince Palatine,' 'Minoru,' 'Charles and O'Malley' (these three did not run in his name, and it was 'Minoru,' of course, who won the Derby when leased to King Edward in 1909) 'Polar Star,' 'Witch Elm,' 'Cherry Lass,' 'White Eagle,' and 'Roseate Dawn' – won between them each of the five Classic races and all the other valuable stakes and cups at the most important meetings. He won the St Leger with his Tully-bred 'Night Hawk' in 1913.

The perfection of his paddocks in Ireland extorted warm admiration even from the envious. They were not equaled, taking them as a whole, by any in Ireland or Britain.

'Oh, the splendour of Tully! Its grass and its clover,
That would take you a week to tramp it all over,
Harrowed ever in season and rid of its tares,
Then sprinkled with shorthorns and scores of good mares.

'What paddocks! What stables! What gardens so trim!
What heavenly pools where the moor-hens swim!
What transport so quick to the joys of Japan!'

For there was a Japanese garden at Tully, laid out by Japanese gardeners, and it was second to none outside Japan. That, too, was the doing of this distinguished sportsman. And in Tully House was to be seen a remarkable collection of paintings by the old sporting masters, Wootton, Sartorius, J. F.

Herring, Seymour, George Stubbs, etc., many of which Lord Wavertree presented to the Jockey Club.

Perhaps, on the whole, Lord Wavertree has got more pleasure out of fox-hunting than he has derived from any other sport. He is a particularly fine horseman, always rides with great judgment, and never was a madman in the saddle, as so many reputed 'hard men to hounds' have been. He has good hands and, depending more on balance than on grip, is what one calls a pretty rather than a particularly strong horseman.

A great many men and women can follow others over fences when hounds are running hard, but the art of horsemanship is best understood by watching a man at the start picking his own panel, letting his horse take a tall, quickest fence leisurely, and leaving it nicely behind him, while other are ramming their spurs and rushing at it. The one has found the key to the horse's mouth; the others have not; that is the secret of the whole ting. But Lord Wavertree found tht key in his early days, when he loved to school his own horses and ponies, and has neer lost it.

'Touch lightly, and talk to our horse as you're riding
In language unheard, for you each, have a brain;
Touch lightly and humour him often deciding
To think with, the bridle and speak with the rein.'

Besides other activities at home and in France during the Great War, including turning his London house, Sussex Lodge, into a hospital, Lord Wavertree took over the Mastership of the Cheshire Hounds, and kept them continually running and killing foxes until another came forward to hold the reins of office. For the season 1915-16, he was able to find forty hunters in Leicestershire at the average cost of 200 gs., and these together with some of his own thoroughbreds were turned out as well as war rations would permit. During that season no less than 130 brace of foxes were killed in 150 days' hunting; the Cheshire was a 6 day-a-week pack at that time, and there were 20 couples of dog-hounds and 60 couples of bitches in the kennels. But it took a deal of good kennel-management on the part of Edwin Short, the huntsman, to keep – and on war-time diet too – from 15 to 18 couples daily in the field.

The breeding of the hounds was also by no means neglected, for was it not Cheshire 'Sergeant,' the sire of Linlithgow and Stirlingshire 'Raider,' who was champion at Peterbourgh? A daughter of 'Sergeant' also won at Peterborough for the Eglinton Kennel. Mr Hugh Tinsley made a real good Hunt Secretary, and that was half the battle fought for the Master.

Sandy Brow, not far from historic Tarporley, and close to Delamere Forest, has for many years been Lord Wavertree's hunting-box, one of the snuggest in the land. Long ago Captain Hayes, widely known as a writer on the horse, lived there as manager of his Lordship's steeplechase horses. But as a trainer

he was not a success. Jack Ferguson, as manager, and old Bostock, as trainer, between them put matters right, and success followed success for the Blue Peter check and cherry cap.

Lord Wavertree has also been very interested in yachting, and owns the motor yacht *Vonna*. She may be described best n his own words: -

> 'She was lying in the Seine. The moment I set eyes on her I decided to buy her. I have had fifty years of yachting and in the whole of my experience have never yet come across a boat so roomy, and yet such a graceful model on the water and withal so seaworthy.
>
> 'She is only 130 tons, but she has as much freeboard as a 400-ton ship, and as much accommodation, both for passengers and crew . . . . No one who has seen her has failed to be astonished at her accommodation and compactness . . .'

A *Wayfarer's Diary* – as Lord Wavertree has called the stray recollections of a crowded life, assembled in two volumes, and from which the above is quoted – contains enough plain speaking to preclude its publication for many years to come; but future generations will be entertained by the breezy style, some startling glimpses behind the scenes, and the frank pictures of several of the leading figures of our day.

The following extracts are chosen for their variety and or the insight they give into the nature of the Diary – and of the diarist: -

> 'In 1887, there was a great gathering of yachts at Cowes for the wedding of Princes Beatrice to Prince Henry of Battenberg. My father, Sir Andrew Barclay Walker, had invited as guests on board [the *Cuhona*] for the wedding, and a subsequent cruise to Holland – Prince Victor Hohenlohe, a cousin of Queen Victoria; Prince Edward of Saxe-Weimar, also a relative; the Earl of Lathom (the Lord Chamberlain); the Earl of Kintore; his uncle, Major Charles Keith-Falconer; and myself. The meeting of these guests evoked a flood of anecdote and reminiscence and I was so impressed at the time that I made a note of many of the yarns and anecdotes. . .
>
> 'For the present, I will content myself with recounting just one little bit of drama related by Prince Victor Hohenlohe: In the Crimea, Count Gleichen – as the Prince was then – was a midshipman. One day he passed some corpses laid out for burial and from curiosity he turned the coverings back from their faces to see if he knew any of them. He was struck by the appearance of one, who seemed to retain a remarkable colour for a dead man. So he took the trouble to get the surgeon to come along and look at him, but as the result of his examination the surgeon pronounced him dead. As he lifted his head, however, he felt

something on the skull; and on further investigation found a wedge of a wood sticking in. He pulled it out; whereupon the "dead" boy stretched himself and opened his eyes. That boy was Wolseley – the Sir Garnet and Lord Wolseley of later years.

'I told this story to Lord Wolseley myself. He knew the facts but not the name of the man who had saved his life.'

Here we find Lord Wavertree as a legislator: -

'. . . I had paid a visit to Antwerp, Ghent, Rotterdam and Brussels in 1913, my object at that time being to obtain first-hand knowledge of the traffic in the old horses for sale as food. I afterwards succeeded in passing through the House of Commons a private Bill to regulate this horrible form of commerce. In writing about me, some scribe has referred to me as a silent member of the House. It is quite true that I seldom spoke; but I made many speeches, for all that, when I was obliged to take part in debates and committees; and as this was the only private Bill that any member has ever succeeded in passing through all its stages – first and second reading, committee, report, and third reading, for forty years – surely I can lay claim to having spoken effectively. . .'

And here as a raconteur: -

' . . . The same affable member proceeded to recount a Kitchener story! His *vis-à-vis* at a luncheon party in India – a lady – had asked him: "Is it really true, Lord Kitchener, that you have such an abhorrence of women that you never intend to marry?" All ears were alert for the reply: "Madam, I consider familiarity breeds contempt." Quite undaunted by this cutting response, the lady rather scored off him by her instant rejoinder: "Well, I have always believed that one could not breed anything without familiarity." . . .'

The next is one of the non-pungent comments on men of note: -

'I was just too late to go on board the Mauretania before she sailed for New York. I was anxious to see the Earl of Birkenhead to say good-bye to him. He is going out to give ten law lectures at £2000 a lecture. In 1900 when I was suddenly called upon to stand as a Conservative for the Widnes Division I sent for him to help in my fight. He had just taken his degree at Oxford, and though "F. E." was then a briefless barrister, I recognised he must eventually become a great political force. I rewarded him for his incalculable service to me at that time by giving him £600 worth of briefs the same year, when he again proved of signal service to me. And I like to think I must have been of service to him for very soon after he was making £8000 a year at the Junior Bar on the Northern Circuit. I believe it was in 1908 he asked my advice as to taking silk. I gave him a brief as K.C., with Carson,

and from that moment he went ahead, making £16,000 a year. Since then I have watched his career with much pride and interest, though at times with some anxiety.'

Racing figures prominently in the Diary: -

'… On the platform going down to the Hurst Park Races, I was standing outside the carriage door when up came David Campbell the "Soarer's" owner, and said: "You are jus the very man I want to see. My father won't pay my debts as long as I have a race horse, and I want you to buy the "Soarer" from me, on condition that I ride him and Willie Moore trains him." I need not say how pleased I was, but I don't think I showed it, at least I tried not to show it. "What you want for him?" "£600 and £500 if he wins." "Well," said I, "you have been making all the conditions so far. Now it is my turn. My conditions are that he runs in my colours to-day." "Right!" And the bargain was struck. The "Soarer" ran, and would have won easily but unfortunately "Midshipmite" fell at the last jump (it was a hurdle in those days) and the "Soarer" jumped on top of him and fell too. Well, this was in a way fortunate, for you could get 50 to 1 against him to as much as you wanted. I never cared about betting, but my friends wouldn't back it unless I did so I put £50 on . . . The horse won, and I can just tell you that I had cramp in my cheeks from smiling for days afterwards.'

Horse-breeding is also given a prominent place: -

' . . . The Haras de Quesnay is the most perfect stud farm I have ever seen. It was snatched from the Aga Khan, who, on my recommendation, was anxious to by it, by Mr A.H. Macomber, who gave two million francs for it, and has since spent a lot of money on it. . . . But it cannot compare with my old Tully stud for land, which after all is the only mater of vital impotence to be considered. I don't suppose there are more than a hundred acres in the Quesnay stud, whereas I have a thousand - and with the finest grass in the world. I consider this is a great factor in the successful breeding of racing stock. If the wild horse is of necessity incestuously bred, there must be some way by which Nature overcomes this. The master of the herd is the strongest horse – and he covers his relatives – mother, sisters, daughters, cousins, and aunts; not to speak of grandmothers and grand-aunts.

'In reading an old book on the wild horse, I came across a statement that it was seldom found in the same place. The wild hose travels incessantly. I concluded from this that the incestuous breeding was overcome by the feeding on fresh pastures. "Signorinetta" was bread by Chevalier Genestrelli at Newmarket, and as he was getting poorer in his old age he could not afford to pay for the keep of his mare and foal. So he put them in his orchard, which

had neer fed anything before and this resulted in success, as “Signorinetta” won the Derby.’

And here, in conclusion, is a glimpse of social life: -

> ‘At ten o’clock in the morning, despite the fact that he had been dancing until 3.30 a.m. the King of Spain came abroad [the *Vonna* was anchored of Deauville], to take some of us to the polo ground. He drove his car himself. There was an excellent match the finals between Pau, represented by Montbrisson, Fitzgerald, Hitchcock, and Prince, and a side that included the Marquis de San Miguel (who damaged his hand by a fall and had to retire), the Marquis de Villabragon, the Conte de la Maza, and Traill, representing Madrid. Baillie and the King played alternately as substitutes. The Pau Hunt won by 8 to 3.’

The *Vonna* was not the only yacht Lord Wavertree converted into a veritable palace on water; his first feat in this direction was very many years go, in 1882, when he became, so he believes, ‘a prisoner of modern decorative art as it exists afloat’ – he adorned his father’s yacht, the R.Y.S. *Cuhona*, at a cost of £40,000. His father smiled and paid. That yacht subsequently became the harem of a Turkish Pasha. At the time Lord Wavertree carried out these decorations, ships, and even hotels, never rose much beyond white paint, gold beading and crimson plush seatings. The shipping people of Liverpool visited the yacht in the Mersey – they came to jeer, and went away to praise. It was said that ‘every crowned head in Europe visited her.’

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PLATE XIV

BOOK-PLATE O THE RIGHT HON. LORD WAVERTREE

Small beginnings, then have had great ends: Atlantic liners followed his lead. The small boy who first learnt how a vessel was built and rigged at Limekilns may now lay claim to have revolutionized the fittings and decorations at any rate, of both yacht and steamer all over the world.

In his sixtieth year Lord Wavertree found himself in uniform in France. He had already been Hon. Colonel of the Royal Lancashire Artillery Militia, and also of three battalions of the King's Liverpool Regiment; but he was anxious to be of use to his country across the water, and work for the Army Council took him there in 1915. Thus is he able to add to his innumerable treasures of all sorts, a medal for the Great War.

For a long time Gateacre Grange, near Liverpool, was his chief residence; but some years ago he purchased a fine estate in Denbighshire, and the mansion close to the village of Gresford is now his country home. Always fond of reading, Lord Wavertree is now paying considerable attention to his library at Horsley Hall, near Bournemouth. Here his books should be proud of their setting – the carving of Grinling Gibbons is lavish indeed about the handsomely designed large, and lofty room.

We may perhaps conclude this sketch of Lord Wavertree with a further quotation Ever to be associated with his family name is the Walker Art Gallery in Liverpool: his father presented it to the Corporation in 1876. As Vice-Chairman, Lord Wavertree is a member of the hanging-committee and as each autumn comes round is untiring for days together over this particularly arduous job. He is himself a great picture-collector, and has some valuable works by Old Masters of English School, including Reynolds, Gainsborough, and Romney.

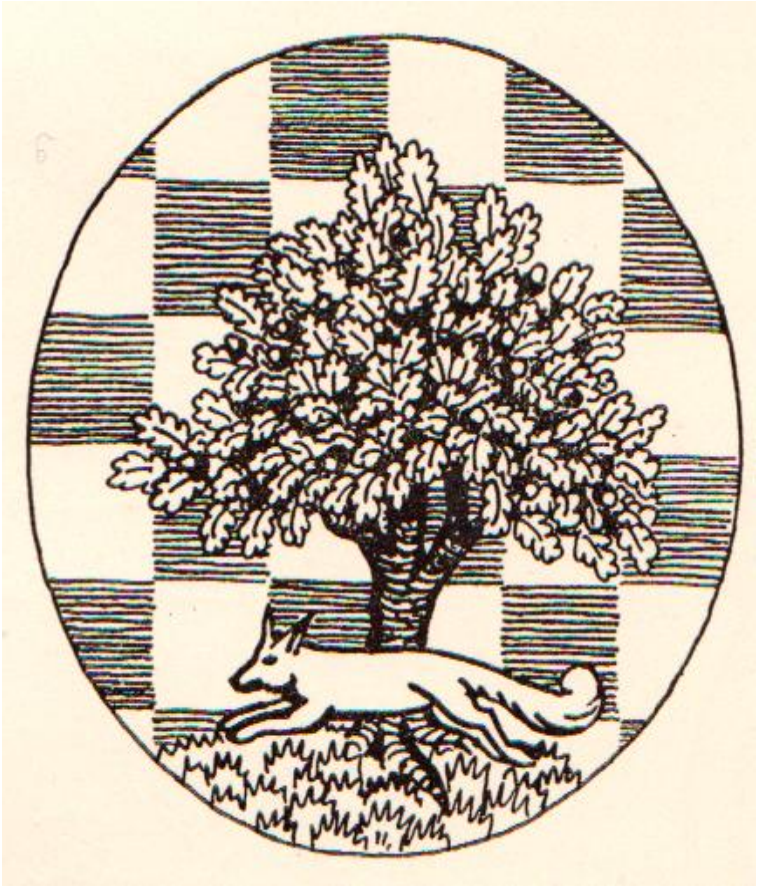
In 1896 Lord Wavertree was married to Sophie, a daughter of Mr A.B. Sheridan, of Frampton Court, Dorchester, a descendant of Richard Brinsley Sheridan. No lady is better known in society than Lady Wavertree, who is herself an advocate of all outdoor sports, and has hunted, and once owned a very smart pack of Pocket Beagles., and no one had done more to encourage the revival of tennis. Sussex Lodge has often held within its grounds most of the famous players of the day, including the peerless Suzanne.

from his Diary: -

'Well,' said I, 'who was the Philosopher who said "In every man there is something wherein I may learn from him, and in that I am his pupil," because I agree with that?.

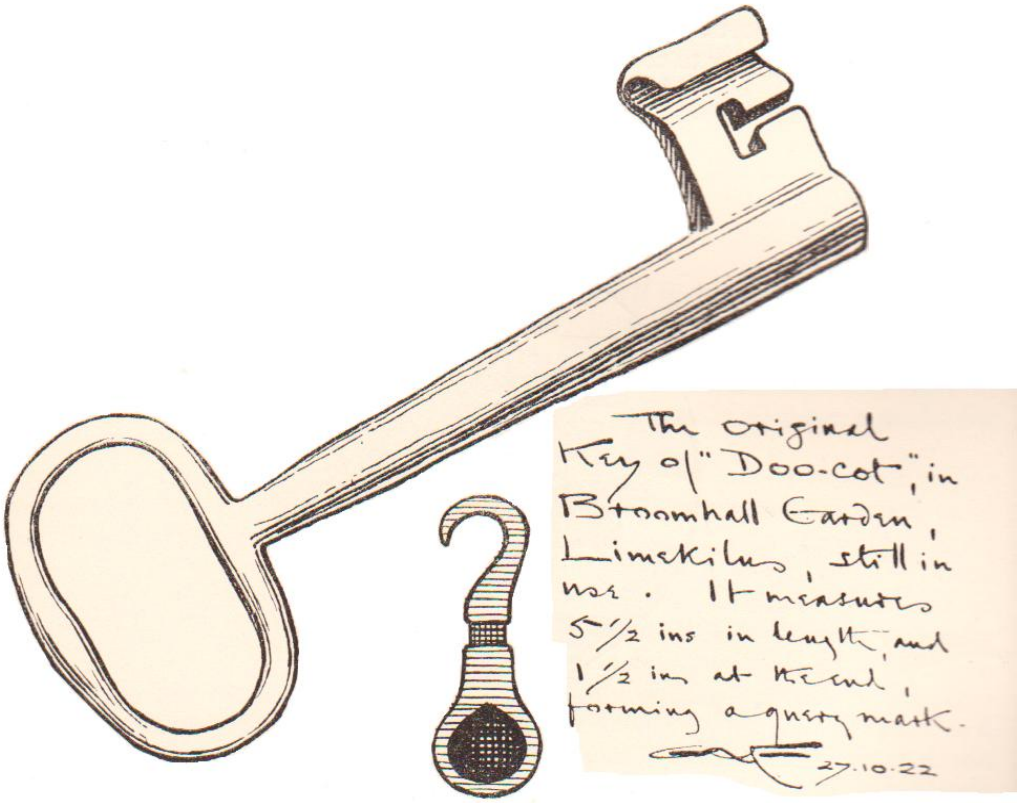
It is possible here that we have a key to the diversity of his interests and the breadth of his outlook. In another place he says: 'My view of philosophy is, we want to learn to laugh in the face of the inevitable, to smile even at the

coming of death' – a test of sportsmanship which his host of friends surely wish may not be his for many a long year to come.



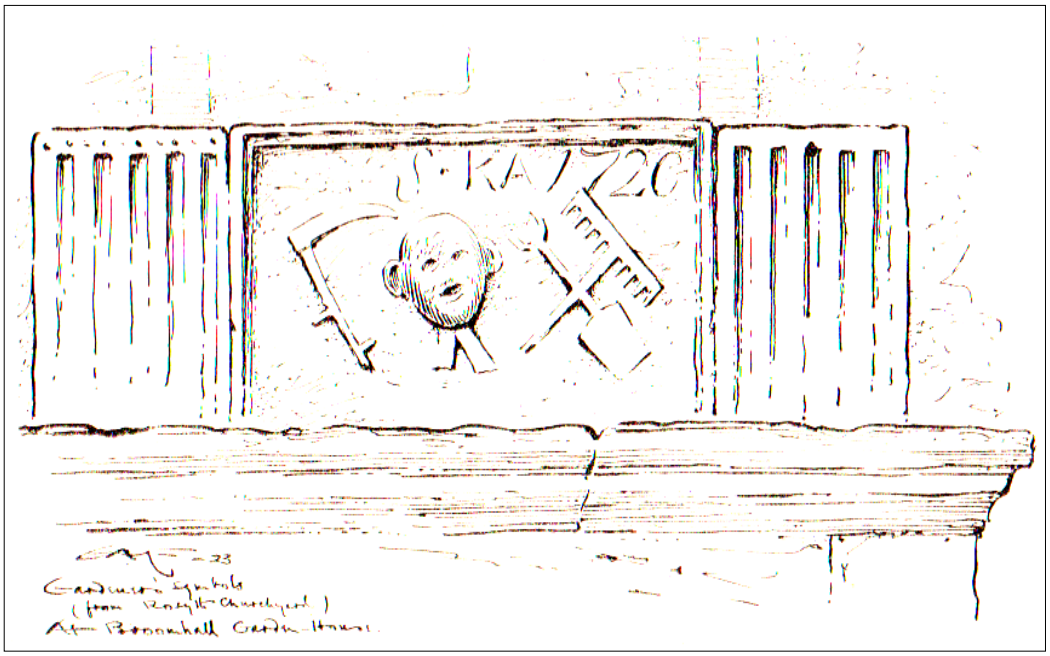
CHAPTER VIII: THE BROOMHALL, 'DOO-COT'; THE FACTOR'S HOUSE; THE KIRK OF LIME-KILNS; AND THE DUNFERMLINE KIRK-SESSION RECORDS

According to Mr A.O. Cooke, author of a Book of Dove-cotes, there were 360 of these in Fifeshire before the close of the eighteenth century. This seems, at first sight incredible since in most parts of the country only lords of the manor and owners of an estate of not less than two or three under acres were allowed to erect one; but the statement is borne out by Dr John Thomson in his *General View of the Agriculture of the County of Fife*. He writes: - 'There are in this Country not fewer, perhaps, than 360 pigeon-cotes, which may contain 36,000 pairs of breeders. They make a dreadful havoc among the rain, particularly the wheat and pease, in filling and harvesting time, and are supposed to consume not. less than between 3000 and 4000 bolls of grain annually.'



The profit to those keeping them did not balance the mischief they occasioned. The value of a pigeon-cote, one which only yielded 200 pairs, could not then be estimated at more than £5 yearly – and there were many that did not yield more than that number. £2000 worth of grain per annum at least was lot in Fife alone owing to the presence of 360 pigeon-cotes, for some had as many as 3000 pigeons to be fed.

Dr Thomson's book, which was subscribed to by all the leading noblemen and gentry of the county, seems to have had some effect. He thought that these huge dove-cotes ought to be greatly diminished in number, if not completely suppressed, and he said so in forcible fashion. There are still many dove-cotes to be seen in Fife, but most of them are in a ruined, or partially ruined state. The one at Broomhall, however, is perfectly preserved and is well worthy of notice in any book dealing with the antiquities of Limekilns; it is strange that it is not alluded to in any Fife volume or guide-book.



When in 1815 the 7th Earl of Elgin acquired Limekilns to add to his Broomhall etc, he made the garden* in which the dove-cote stands his fruit and vegetable garden. For many years previous to the marriage of the 9th Earl, this garden was leased to a succession of tenants for market-garden purposes. Somewhere near the beginning of the nineteenth century, one Stalker lived at what is now the head-gardener's house, close to the dove-cote, and he it was who removed from Rosyth churchyard that curious and

rudely carved stone, like a metope flanked by two triglyphs of a Doric frieze, which we see surmounting the doorway of the old house. And the doorway

*See Appendix, Not V.

itself, with its once elegant, but now well –worn jambs, seems to be out of place here; the moulding above at each side is unfinished, as if it were intended to form part of a it seems not improbable that it was once part of the old Limekilns manor-house, long since demolished, but not forgotten by the antiquary. string-course round a house. The remains of a blocked-up window or doorway above point to the fact that the present front-door does not belong to this particular house, and There is an old saying in Fife that the usual possessons of a Fifeshire laird comprise 'a puckle land, a lump o' dent, a doo-cot, an' a law plea.' 'No very rich inheritance,' remarks Mr Cooke in his work already referred to – but mere inclusion in the itinerary.

It is unfortunate that the one at Broomhall was harled over, and a stone tablet over the door, probably containing an inscription, was also covered up in this way. Originally the dove-cote was twice its present size, but about the year 1875 half was pulled down, which left it unsymmetrical in shape. The building is of the 'old grand-stand' type, with a lean-to roof whose original stone-slates were replaced twenty-five years ago by the modern kind. It is corbie-stepped, and in close keeping with other seventeenth – and eighteenth-century houses in the district. Its date would probably be *circa* 1650.

In all it holds about 660 nests, 230 in the north wall, 100 in the south, and 330 in the two side walls. Each nest is rather less than 18 inches deep.

What is once more the factor's house, and occupied by Lieut.-Colonel the Hon. David Bruce, the resent Lord Elgin's brother, was probably built in the late eighteenth century. The central potion of the house is in the form of a shallow bow extending up to the roof, with cast–iron rails above; it has never been harled over up to the windows, to leave just a facing of stone, as with the rest of the building, though it is evident from the masonry that it was intended by the architect to be so treated. Over some of the doors are interesting fan-lights, made of composition or metal – brass or copper – and similar to those in Charlotte Square and Queen Street, Edinburgh; further, the house possesses two or three fine old mantelpieces in Robert Adam's style.

In 1782 Sir John Halket of Pitfirrane presented the people of Limekilns with the site for a church. Its first minister was the Rev. William Haden, 'a simple and sincere man . . . passing rich on fifty pounds a year, and the friend and counselor of every member of his flock. He died in 1820.

The next minister was the Rev. William Johnston, 'a pastor of rare fidelity a preacher of calm but irresistible power, a debater of the first rank, a recognised leader of the Presbyterian Church, and the recipient of the highest honours that can fall to the lot of a dissenting clergyman. Dr. Johnston had

preached his first sermon in Biggar, the place of his birth, and we are told that from excitement or nervousness he gave out as his text a verse from the 155th Psalm, thus making five more than the actual number! He was one of the last of the equestrian order of ministers, and saddled his own *sheltie* for many a long ride during the time he officiated as a journey-man Secession preacher. He went to Limekilns to preach in December 1821, but it was not until June 1823 that he was marked down in the synod records as having been 'called.' He was ordained on 17th August 1823, and after the ordination his congregation gave him a dinner, at which seventy-two were present. As was customary in those days, he was given 'fifteen guineas in lieu of a suit of clothes, and had the manse repainted and put in order.' An interesting work is tht entitled *Memorials of the Life and Work of the Reg. William Johnston, K.A., D.D. Limekilns,* with a critique by William Gifford, Leith, late of Limekilns (Edinburgh: William Oliphant & Co., 1876).

PLATE XV

'THE DOO-COT,' BROOMHALL.

The new church, built to replace an older one, was opened in 1825. The pilastered front of this building is not beautiful, but in point of proportion, stone and masonry, it is better than many buildings of the kind. It would not have pleased Ruskin, who when he saw an English chapel, in no way inferior to this Limekilns church, remarked, 'Better worship in a barn, a good old-fashioned barn of simple rustic taste, than raise a house to God that merely apes the Classic, and is out of all harmony with its surroundings.' But Ruskin was an idealist and hard to please, and he sometimes made mistakes. Limekilns Church still stands and looks as fresh as it did on the day it was finished – a hundred years ago. Dean Stanley occasionally attended service here, and was a warm admirer of Dr. Johnston, at whose ministerial jubilee, in 1873, he spoke and expressed himself in graceful terms regarding the 'ex-moderator's public and private gifts and graces.' Dr. Johnston died in 1874, to be succeeded by the Rev. J.G. Crawford, M.A.

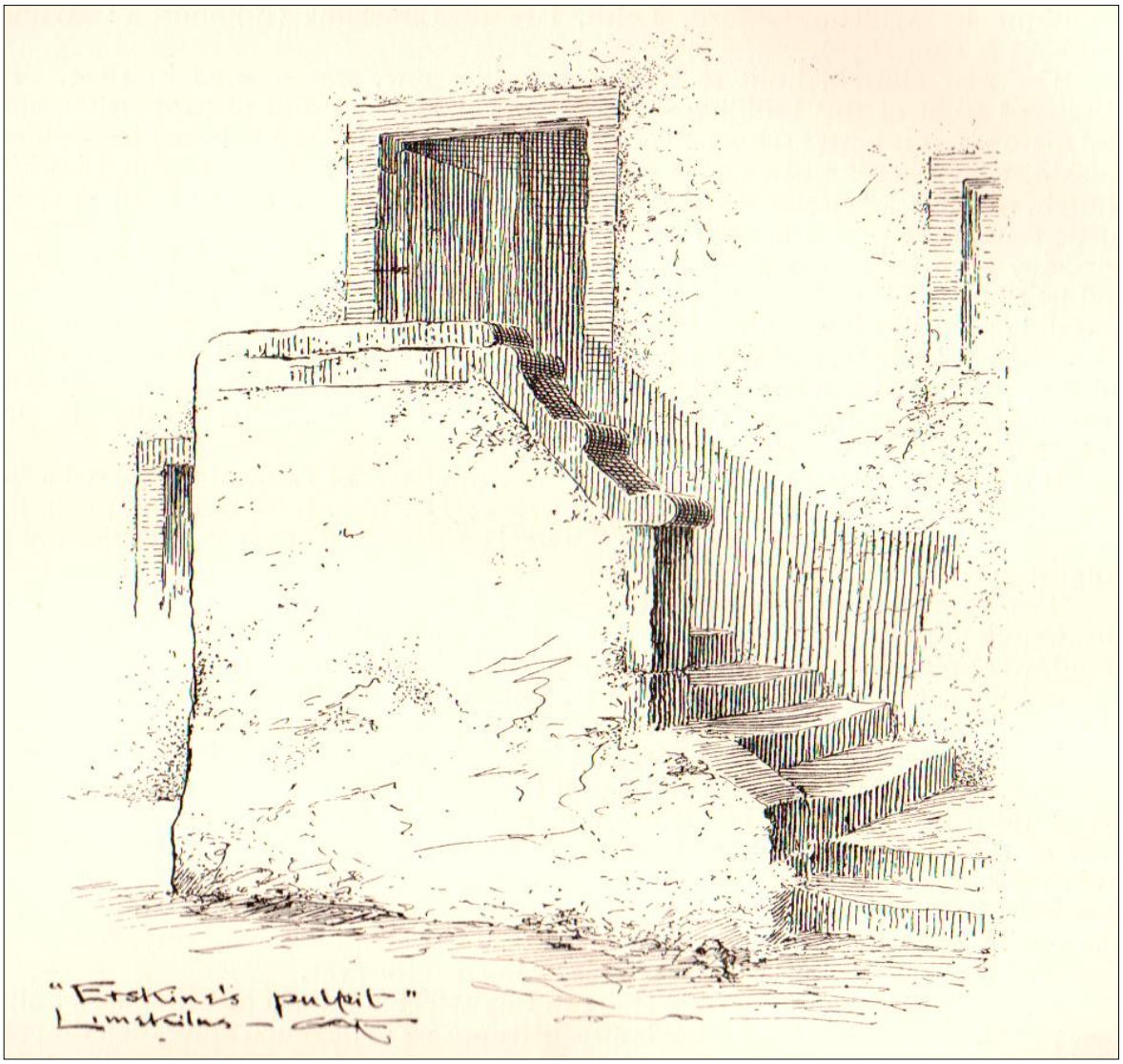
It is interesting to note that the fist three ministers of Limekilns covered a span of 120 years; viz Rev. Wm. Hadden, 35 years; Dr. Wm Johnston, 54 years; Rev. James Graham Crawford, 31 years. The last named died at Limekilns on 5th August 1906.

Two stained-class windows, representing the angel appearing to the women at the Sepulchre and *Noli me tangere*, together with the pulpit behind which they stand, were placed in the church by Sir Andrew Barclay Walker, 'in memory of his beloved wife, Eliza Reid – Lady Walker. Born at Limekilns, Oct 5th 1832. Died at Gateacre Grange, March 20th 1882. Aged 49 years.'

There are several outside stairs in Limekilns, including two in the short High Street, one at the east end of it and one at the west end. Until a few years ago there was a third in this street, but it has now been removed, together with the greater part of the little old red-tiled hose which stood behind it. A particularly ugly building now occupies the space. The old house may have been in bad repair or considered too old-fashioned; anyway what has been done has completely spoilt the quaint archaic appearance of one end of 'The High '- the beauty, from a distance, of that quarter has in consequence vanished for ever.

One of the surviving outside stairs in this street is known as 'Erskine's Pulpit' (see p.77). The house to which it is attached appears to be much older than the stairs, and a good part of the original frontage has been covered up by them. There is an ornamental coping here which was evidently part of a much older building. The house itself is probably not of earlier date than the beginning of the seventeenth century – it might be late sixteenth – and very likely remained as it was first built for at least a hundred and fifty years; a substantial house of that kind was needed in Limekilns until well into the nineteenth century, and there would be no object in converting it into two or more houses in the way some one has done until a time was reached when a house of its size would no longer be sought for there. Report has it that it was once an inn, after having been use as a private house, and remained such until

the beginning of the nineteenth century, when it was divided into two and the outside stair erected. If this was so, the brothers Ebenezer and Ralph Erskine could never have made use of the stairs as a 'rather elegant and very suitable coign of vantage' – the one died in 1756. They must have occupied some other 'corner' some from which to address the people of Limekilns on the subject they had so much at heart. Both were ministrs in Fife: Ebenezer at Portmoak, from which place he removed in 1731 to Stirling, and Ralph at Dunfermline from 1711 to 1734, when he was ejected for succession. They were the founders of Secession about the year 1735, being the leaders of a body of Presbyterians tht seceded from the Established Church.



Since Limekilns, in the middle of the seventeenth century came entirely under the jurisdiction of Dunfermline, being in the same parish, and as there are a good many allusions in the minutes of the Kirk-Session to the old seaport (at that time called Lymekills and Eastern and Western Gellet), it will not be out of place to remark upon a scarce little book, *Extracts from the Kirk-Session Records of Dunfermline* (from A.D. 1640 to 1689 inclusive).

This ‘glimpse of the ecclesiastical history of Dunfermline’ was edited by E. Henderson LL.D., and published in Edinburgh in 1865. The Scottish vernacular in which the records are made lend a flavour to them, such as one scarcely finds in a musty old manuscript devoted to the doings of an English parish in the days of Puritan and Roundhead. There must be but few who could not sit down to the Dunfermline Kirk-Session reports and, given the necessary leisure become so engrossed in them, as to be loth to close the volume until the last page was read. And one would pass through many moods – now grave, now gay, jocular, and at times even indignant. But it is not quite fair to the memory of the Auld Kirk’s elders to condemn them wholesale – they were passing from an age of comparative barbarism to something better, and their treatment of the poorer class was not grosser than that which had gone before, and by no means so bad as the methods of justice, with their savage punishments, employed during the reigns fo Mary and Elizabeth.

People were not allowed to carry a pail of water, or put a piece of meat on a spit for a roast, during the time of divine-service – no very short one, lasting in some cases for three hours. Bailies and ‘magistrates of the land and Regalitie’* were wont to sneak about burgh and parish to see that the laws were not disobeyed; any transgressor caught would run a good chance of being put in the ‘juggs’ [jougs] – of being seen by the whole congregation standing at the church gate with an iron ring padlocked round his or her neck – decidedly disconcerting, one would think for even hardened parish criminals! No ‘playing at the Kytes [quoits] in tyme of preaching’ – or a fine of 20s. would result.

A woman might not with impunity say to her lover she’d *rug oot his thraaple* - in other words, pull out his trachea or windpipe – unless she wished to go to the repentance stood and be publicly rebuked.

Terrible were some of the punishments for adultery in those days: - a woman would quickly find herself sittin’ *in sackcloth, bearheaded and bare lygit, in the mercat* [market] *for 24 sabbaths or thereby*, or worse still being *cairtit* [carted] down the main street and scourgit, and branded at intervals with *ane hote yron*, an so banished out of the parish. In 1680 a man couldn’t call a woman names without rendering himself liable to censure and a fine, even though he had herd such words repeatedly queer entry, part of which shows that the words of the gentleman in question were spoken under the influence of emotion – there is a measured rhythmical form about his ejaculations – and one can perhaps picture the face of the clerk who made the entry: -

‘This day, compt. [compearit – appeared] anna Baxter in M’town and gave in a bill of complaint against James Sim yr fr [there for] slandering her an’ calling her vyle whoor – hot whoor – ill-faced whoor, and consign^{t} 2-mks, the bill being red the session appoyn^{ts} to cite the said James, and the witness’s –

* In 1646 we find tht the deacon appointed 'to see after swearing – drunkiness and the working of pietie' in Lymekills, Broomhall, Westergellet, etc., was Edward Douglas belonging to Westergellet, while David Murray and George Turnbull respectively looked after 'Limekill and Broomhall.'

viz. James Stanhous, Thomas Cunan, Marg^{t} Durie – on May 2nd they all compered – James was found guilty and censured.'

If you were heard sneezing in a remote part of the Kirk you'd be dropped on at once by an official and accused of snuffing – 'sneisin' tobatto' was against the rule in church in 1648: -

> 'That day, it is thocht fitt that public admonishing be given out of pulpitt to those that offers and takes snising in the Kirk in tyme of preaching or prayer.'

which clearly indicates that 'snuffing and exchanging of snuff-boxes in the Kirk during service had become a considerable nuisance' – any one hard of hearing wedged in between two inveterate snuffers would hear but little of the long oration from the pulpit.

On no account at this time were you to go nutting in the woods on the sabbath; you'd be reported if you did, and ordered to *sit down on our knees before the session to seik pardon of God for your fault*. This was a law of the Kirk-Session in 1666, when 'The Merry Monarch,' scot-free, was doing many worse things on a Sunday in England. It was about this time that the elders of the Kirk-Session came to the conclusion that there was *a great increase of sinne and decay of grace in the land*; and gathering nuts on a wooded dell of the Sabbath was a social crime that required nothing short of God's forgiveness.

Of course no drink was to be sold on Sundays. Four years before Charles I, lost his head, the drinker was fined 10s. and the seller 20s. (Scots money), and public repentance by each party must be made befor the pulpit. If you were seen carrying a bale of cloth on your horse as you arrived in Dunfermline during divine service, you might very shortly find your horse in some one else's stable and yourself in the pillory. No *sittin' or walkin' in the streets or fields or understrairs on y^{e} Sabbath!* God only know what people *were* allowed to do on a Sunday in the year of grace 1667! All couldn't be in the Kirk together. The best way – and only way I would seem – for some to escape the censure and punishment of the Kirk-Session in those days was to *rin oot o' the town, fly the countrie an' tak' to sodgerin*' – which not a few did.

Superstition and witchcraft the Kirk disliked as much as anything, and when the former stood in the way of labouring, the elder came down heavily on the people: -

‘1650. 29 Jan.: That day comperit bessie couper in Grange – bessie sands in Lyme Kills, - Wm Malcolme in Mylnburn, for superstitious abstaining fra work on yule-day – wha acknowledged y^{r} [their] fault and were admonished, for thair first fault heirin and premonished of y^{r} danger if they be fund so againe.’

In 1647 one William Crichton appeared before the Kirk-Session as a ‘real warlock’ – he had made, so he confessed a paction with the Devil to be his servant for 24 years and more. Some few days thereafter, Mr Crichton was *brunt* [burnt] alive at the stake at the Witch-knowe, Dunfermline.

The following is part of an entry concerning the ‘cursed and slanderous speetches’ on the part of th spouse of one William Bowie Webster: -

‘Therefore according to the act of Session made the 7 of March 1626, against those y^{t} [that] caste up the burning of the town, in a cursed and blasphemous way, she is ordaint to pey 2 libs. money and to stand at the Croce or tron [in the pillory of the market –cross] on ane public mercat-day with ane paper on this hir head, signifying her cursing and blasphemies, betwixt 11 and 12 before noon and y^{r} after, ask God’s forgiveness on hir knees . . . and promise never to doe the like againe.’

Impending lunacy probably caused her to exclaim, ‘God of fire, rid lows [red flames] come upon the haill [whole] town as it did before and God or Cromwell come and tak all the towne upon his bak, if I am out of it.’

There are several allusions to Cromwell and the fighting close to Limekilns at Pitreavie – the battle of Inverkeithing – in the Kirk-Session reports: -

‘17 July 1651, being a Thursday, Cromwells armie landit heir, - who on the sabbath y^{r} eftir being the 20 day of the 3rd month, bettell being beside pitreavie , killed a cut manie of men, robbed a^{n} plunderit all. Everie man that was able fledd for a tyme; so y^{t} y^{r} [that there] could be no meeting for Discipline this space.

’12 Aug.: - The boord an seatts of the session hous, and the Kirk boxe being all broken, and taken away be Cromwells men – It is thocht fit that the Session hous be repaird and the boxe mendit.’

The first mention of a school at Limekilns is to be found in an entry dated 13th July 1679, ‘the gellets eister’ being probably near the middle part of Limekilns as we know it to-day: -

‘This day, the session considering the gellets eister and y^{t} quart^{r} of the paroch [parish] to q^{r}in it lyes, is so far remot from the town [Dunfermline] y^{t} the children y^{r} cannot convenientlie come to be educated at the public school, - And Patrik mudi having compeired this

day before y^{m} and desered libertie to set up a school at he said gellets fr teaching y^{m} y^{r} – Therefore the said Session finding him qualified ha^{v}e tho^{t} good to authorize and y act of session to license him to hold a school [and teach children] in y^{t} quart^{r} – conform to his desire, providing always y^{t} he live order^{ly} and regularly as become ane, in such a station.'

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CHAPTER IX: 'THE KING'S CELLAR'

THE King's Cellar,' a large stone building close to the old harbour, is by far the most interesting feature, archeologically speaking, of Limekilns. Notwithstanding its name, it was not originally erected for the sole purpose of storing wine; and it was not erected by order of a king, but was purpose build for and by the monks of Dunfermline Abbey. When the dissolution of monasteries was complete, no doubt it would go, with other monastic property in the district to the Crown. Properly speaking it should be called The Monks' Cellar, or more properly still The Monks' Grange – for there was a grange at Gellald (the oldest name for Limekilns), and it may be taken for granted that the grange belonged to the Abbey of Dunfermline. There is, however, no record in the Abbey Register previous to the latter half of the fourteenth century telling us of a grange having been built there. The earliest reference is in fact contained in the *carta* of 1362, a translation of which has already been given. (see p.36.)

A grange was a place where the rents and tithes, paid in grain, etc., to religious houses were deposited. There were several in Fife in pre-Reformation times, at Kinghorn, Cupar, Kilconquhar, and in other parts of the country; and the one at Gellald is, as we have seen distinctly mentioned in the Abbey Register, under date 1326, as being beside 'Westir Rossith.' When exactly the grange was given the name of 'The King's Cellar' is not known; no race of it has been found in books or manuscripts earlier that the nineteenth century, though by word of mouth, locally, it may have been handed down from early pre-Reformation times. The monks of old would never have done without 'the cup that cheers,' so we may conclude that wine was stored here from the beginning – ever since the grange was built, and no doubt some of that wine found its way into the regal cellar at Dunfermline. King James II, could not call the Limekilns Cellar his own – it belonged to the Abbey during the whole of his reign and during the reigns of all previous kings back to the time of its erection.

As to its actual age, the very pointed style of the roof and long-since built-up windows of the east and west gables, as well as other features about the outside walls, indicate fourteen-century work. Since then it has undergone such a redressing of its walls inside and outside (the roof and walls inside the

upper storey were until quite recently plastered all over – they were of course, not originally plastered) that at first sight the antiquary would be put off his guard. It was the 9th Lord Elgin who restored it, handsomely enough, during the years 1911 and 1912; and not too soon, for it was showing signs of decay; the roof had given way in places and young trees were growing out of it, and it had practically been condemned for habitation. To-day, both outside – as it has always appeared – and inside, as it is now, this peculiar yet beautiful building seems redolent of the personality of some early saint rather than of the bouquet of the rare French wines which once it housed. The mason-monks must have felt that even a warehouse should be well designed and of good workmanship.

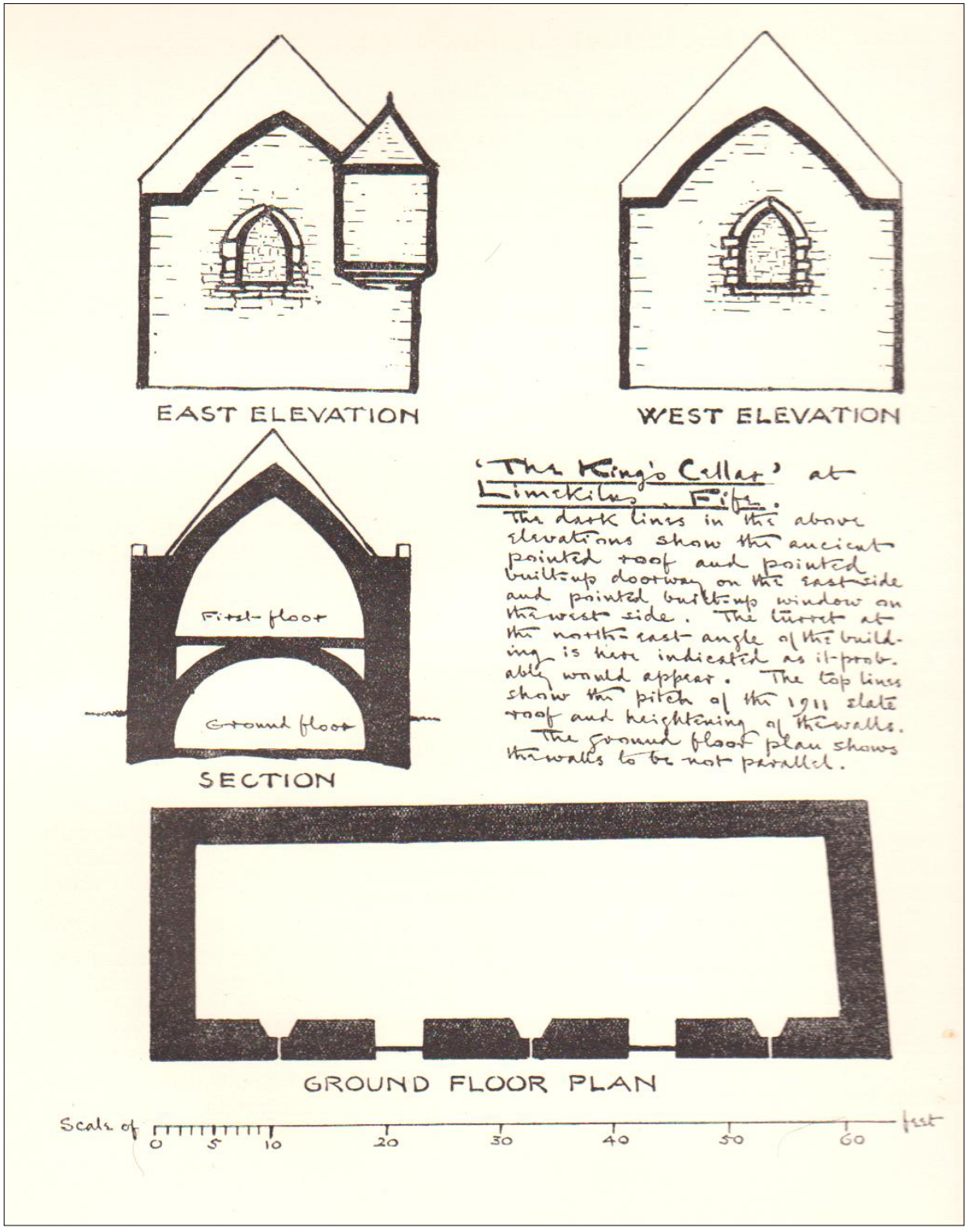


PLATE XVI

KINGS'S CELLAR, LIMEKILNS.

The late Mr. Alan Reid, in his *Limekilns and Charlestown* (1903), did much to clear up for us the thorny subject of the architecture of 'The King's Cellar,'

though he surmised the date of its erection to have fallen in the reign of James V, at some date previous to 1514. In this book is a rough and somewhat rude sketch of 'The King's Cellar' as it was – apparently when he saw it previous to 1903. It gives one a good idea of the building before it was restored, and brings out certain important facts about the architecture which are now being overlooked by those who visit the place, and this in consequence of some important alterations which were made during its restoration, and to which Reid, of course , had no opportunity of alluding as they were made eight years after the publication of his little book.

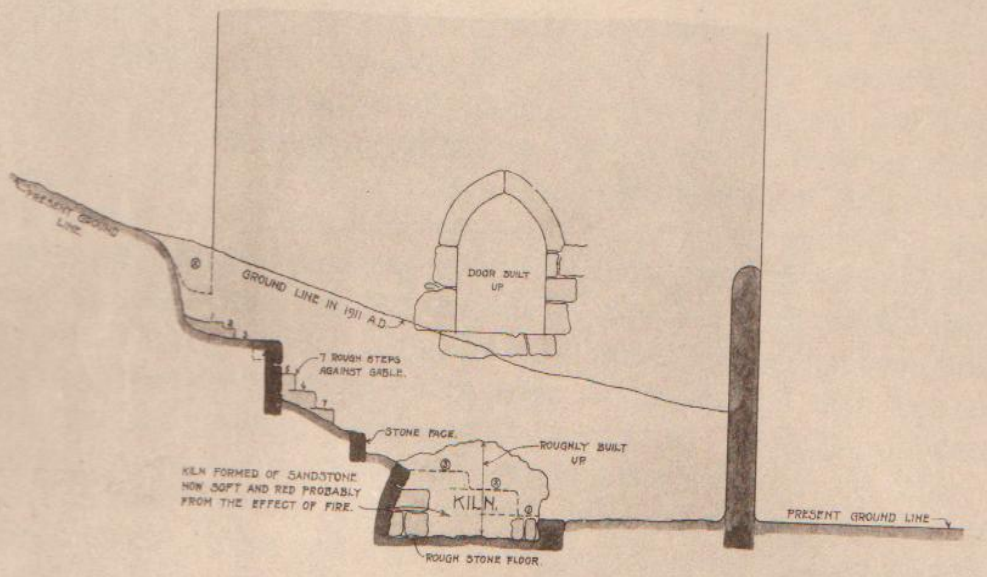
The roof that we behold to-day was slated in the 1911 restoration; it covers the ancient roof, which as can be seen internally, is a pointed barrel-vault: *i.e.* formed by the intersection of two opposed barrel-vaults each springing from the floor-level – an unusual feature. This massive stone structure shows the presence of four storm lights – there were never at any time, we may feel certain, windows there of the dormer type such as Reid imagined in his sketch 'The King's Cellar Restored.' To-day we find two upper windows on the south side (there were none at all in the walls to light the upper storey of the original plan), and what are seen here were put in, with the present doorway, towards the end of the eighteenth century for the accommodation of a number of scholars – the village school was conducted in that upper storey and came to be called 'The Academy,' hence Academy Square. The pediment (dated 1581) was placed above the doorway at the time of insertion of the latter, which, until quite recently, had a flight of wooden steps leading straight up to it, instead of the present stone ones. The achievement carved upon the pediment corresponds with that on the coat of arms belonging to the Robert Pitcairn Memorial in the old Abbey Church in Dunfermline, and there is no doubt that the tympanum of this pediment was purposely carved for a house at Limekilns in which the Commendator of Dunfermline lived at one time. It would be situated somewhere near 'The King's Cellar,' where there still remains to be seen parts of walls, windows, and doorways of the sixteenth century. In the large drawing of academy Square showing 'The King's Cellar' as recently restored the pediment is seen, and the date can be easily made out with a magnifying glass. The same drawing shows the earliest dated sun-dial of these parts.

The length outside of 'The King's Cellar' is 63 feet 9 inches, and the width 24 feet 3 inches. It is divided into two storeys, the lower one being partly below the ground-level of to-day, which has evidently risen very much through the centuries. Originally, it is thought, there were two big doors with round arches on the south side; indeed the cellar as it stood previous to the alterations pointed to this but windows have now taken their places. The walls are of sandstone, the best bed of quarry having been used; the courses

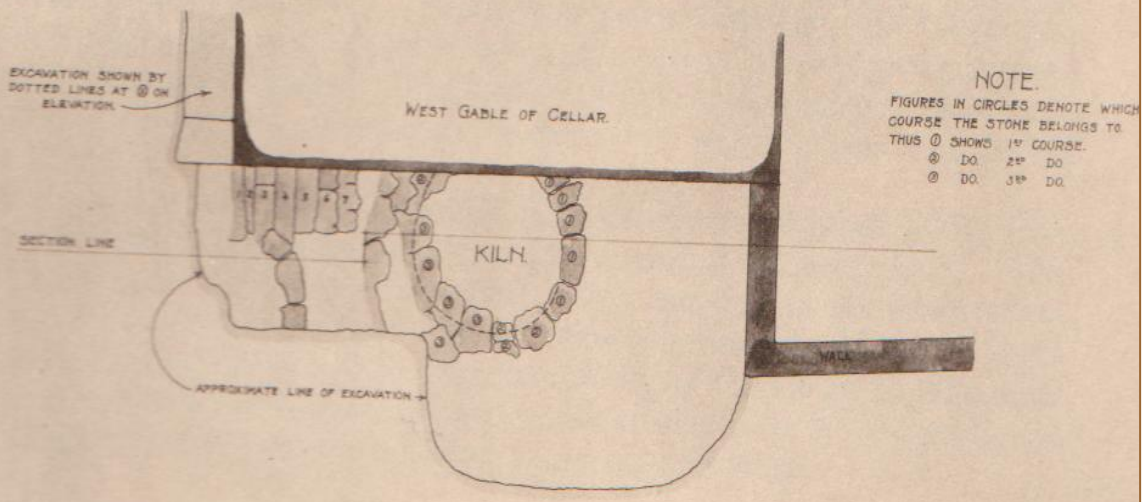
KINGS CELLAR, LIMEKILNS.

PLAN OF KILN. DISCOVERED AT WEST END.

PLOTTED FROM A SURVEY MADE 22ND AUGUST 1912.



PART ELEVATION OF WEST GABLE AND SECTION THRO' KILN.



NOTE.
FIGURES IN CIRCLES DENOTE WHICH COURSE THE STONE BELONGS TO.
THUS ① SHOWS 1ST COURSE.
② DO. 2ND DO.
③ DO. 3RD DO.

PLAN.

SCALE OF FEET.

F. Wallace.
23, RUTLAND SQUARE.
EDINBURGH 7TH SEPT 1912

PLATE XVII

are fairly regular throughout, and the walls in their grand plainness present a powerful appearance. They were repointed in 1922. The lower storey, one long room of about 57 feet by 18 feet, with solid barrel-vault, is the cellar proper where the wine was laid down. We are told that the stone partitions once existed here to make bins; but there is no trace of them visile today. It is all built of stone, with a solid barrel-vault. The floor, now of cement, was originally earth; 18 inches of the latter was removed in 1910 without reaching stone. In the upper storey (also one long room of about the same size as the lower) there was a wooden floor, put in during the time the building was being done up; but Reid, in his book referred to, says, 'solidly floored on the arched roof of the cellar below.' The vaulting of this room, which is, as already stated, of the pointed barrel large open fire-place (74 inches in width) once was, in the north wall, and also where the door was in the centre of the east gable. There is a recess there with folding doors, made of bog oak dug up on the estate, and which when opened formed a reredos for the altar. When the building was used for other purposes, the altar was folded up and the doors closed.

It has been thought by some that when the ancient doors of the cellar below were closed, this storey was in utter darkness. But it may be pointed out that a few feet east of each of the two present-day windows is a deep recess, with the indication of a very narrow opening, serving for ventilation as well as light. Both the latter, if they ever existed having long since been closed up.

During the 1911-12 restoration an excavation was made at the west end of the building which revealed what was thought at the time to be an ancient lime-kiln. (To-day a wooden annexe of recent date prevents the site from being approached). The architect supervising the work of restoration was Mr. F. W. Deas of Edinburgh, and a plan he made of this kiln, now in the possession of Lord Elgin, is reproduced in this book, thanks to the courtesy of that nobleman. (see Plate XVII.).

It is possible, however, according to Mr Deas that the 'Kiln' was really a malt-kiln, and not a lime-kiln after all; thought it has yet to be proved that these several courses of stone indicate a malt-kiln, whose foundations would surely be much thicker than what we see here in the plan. Again, since an ancient doorway, long since closed up, and identical in style with that in the centre of the east gable, was also discovered about eight or nine feet above the supposed 'kiln,' these courses of stone might be the foundation of a turret rising from the ground to communicate with that doorway and with the steps (also discovered in 1911) leading down to the kiln. Those who have studied the architecture of abbeys of the fifteenth or sixteenth century will know that they were full of turrets of this kind rising up against the buildings. The

Abbey of Fleury is an example; there we find three or four such turrets rising from the ground at the end of gables, each communicating with the interior of a building used for secular purposes to which it is attached. There is, too, a closed doorway in 'The King's Cellar,' which undoubtedly communicated with a turret at the north-east angle; but that turret sprung from the building itself, as is shown by the remains of massive corbelling, and did not communicate with the cellar; and it would have no door excepting the one referred to, leading out of the upper storey. Reid suggested that this angular turret seemed to support a beacon as a guide to ships coming into the harbour; anyway it would serve for an outlook-tower if it extended, as no doubt it did, well above the roof of the main building.

If this 'kiln' should not turn out to be a malt-kiln – and its wall is not a thick one – very thin indeed compared with the tremendously thick walls of the old malt-kiln still standing within a hundred yards of he east end of 'The King's Cellar,' in which the deep recess for the furnace may yet be seen – it is possible it may have been a furnace for glass-making for the sandstone in places is said to be 'soft and red,' probably from the effect of fire. The monks would be sure to make their own bottles, as the wine would be shipped here in casks; and we know this was done at the abbeys of old. Or again, the several courses of stone may have been those round a well, long since dried up – there is an old well about fifty feet or so west of the cellar, just south of the high wall, and there was once a tradition that 'a well of spring water' was actually within the cellar.' This is a debatable question, and we shall probably never know what that circular arrangement of stone stood for. Malt-kilns were, however, common about a big establishment in olden times, when each large house brewed its own ale; but they were not usually in such close proximity to the house as this supposed 'kiln' is to 'The King's Cellar,' where monks lived in the upper story. In old charters we sometimes find them mentioned. Here is a passage from one dated 25th December 1466 and described as the 'Athole Charter-room,' which tells us of certain lands, etc., that Andrew Lord Gray sold and alienated from himself and heirs for ever to John Stewart of Forther –kil:- 'muirs, marshes, woods, plains, meadows, grazings and pastures, ways roads, waters, pools, streams, mills, multures, and their sequels, fowlings, huntings, fishing, peat-mosses, divots, coal-heughs, quarries (stone and lime), shrubberies, *malt-kilns*, smithies, and plantings, with courts and their issues, escheats, bluewits, and marchets of women; and with all other freedoms etc., and their just pertinents, under the earth as upon the earth,' etc.

Three skylights were introduced in the stone vault of the north side by Mr. Deas. Of the tracing of four skylights in the south side of the ancient pointed roof, Mr. Deas and his assistant have no knowledge – the roof was thickly coated with earth and vegetation in 1911, but they must have been there, otherwise Mr. Alan Reid would not have drawn our attention to them eight

years earlier. Mr. Deas thinks that there may have been skylights put there at one time towards the end of the eighteenth century for lighting up the room when it was used as a school, and that they had been built up at a later date when the school was closed; there would certainly be no lighting in the roof in the original plan. A photograph of 'The King's Cellar' taken from the south prior to the restoration, and procurable in the village on postcards, shows irregularly shaped patches spaced along the roof, which look as if they might indicate the positions of former skylights.

Some authorities hold that 'The King's Cellar' may have had no upper storey when it was first built, and the semi-circular vault of the cellar proper would thus be a later insertion, for the roof of the building is pointed, and there is no appearance of the upper storey ever having had a stone-flagged floor – which we would expect to find in a fourteenth-century building of this kind. Moreover, the built-up door in the east gable is pointed, the built-up window or door at the west end is also pointed, and the height (23 feet inside from ground) would be quite correct for a barn. The presence of a turret springing from the middle of the north-east angle of the building does not necessarily point to an earlier date for it than the first quarter of the sixteenth century; and the fact that the pointed built-up door or window is not placed in the middle of the east gable, but to the south of the middle line so as not to let it come too near the turret, also points to the east end and probably the rest of the building too, not being coeval with the 1362 *carta.* If, however, it should be found that the pointed arch with jambs in the east gable was not for a door but a window, and granted that the one in the west gable was originally built for a window, then it would most certainly seem that the semi-circular vault between the ground and first floor was a later insertion, and that the building had been divided into two storeys for some special purpose. If this be so, it would appear that *both* built-up arches, with their respective jambs intact, were for doors, and that they would communicate with the ground by means of wooden steps. There is no indication of a flight of stone steps leading to the ground from either the one or the other.

When 'The King's Cellar' ceased to be a place for storing wine and other things destined for the Palace and Abbey of Dunfermline, we have no knowledge. Further search amongst old documents might reveal a few interesting facts – but where are they to be found? What we do know is, that it has served as a wine cellar, storehouse, school library, for balls, concerts, and theatricals, and that for a time it became an episcopal church. Baptisms as well as marriages have taken place in is upper storey, which in 1912 and for a few years afterwards, had all the appearance of some old mediæval chapel. The family at Broomhall attended services here, and the 9th Lord Elgin took the greatest interest in the welfare of the little church belonging to him.

To-day it is also used as a Freemasons' Hall, the Elgin and Bruce Lodge (No. 1077, founded in 1910) having for some time past made it their headquarters. The Freemasons hold their meetings in the upper storey and dine in the cellar below. In 1922, when Lord Elgin was Grand Master Mason he was also Master of Elgin and Bruce, his Mother Lodge, and to a special meeting of the Lodge in November he brought as his guest Lord Ampthill, the Pro Grand Master of the United Grand Lodge of England, a unique distinction for a young country lodge.

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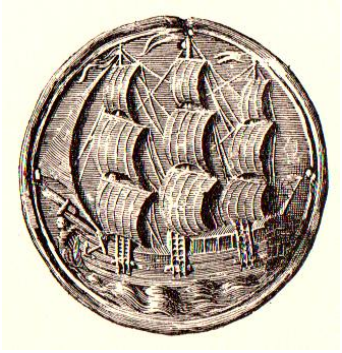
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CHAPTER X: PASSAGIUM REGINAE

The traveler to-day who rushes in a train over that remarkable engineering structure the Forth Bridge – the supreme specimen of ugliness' – carries away with him, on his journey north but a scanty impression of a place in reality so full of interest even apart from the fact that it is historic ground of great importance. All that he sees is a small harbour, the red roofs of the few old houses far below him, a huge *whunstane* quarry to the east of the Bridge, and 'John Haig's Whisky' in gigantic letters on the top of a precipice to the right and repeated on the left in a pasture to spoil the otherwise nice appearance of the landscape.

If he doesn't see much of the village during his rush by, he will, at any rate, not enter Fife by way of the Queen's Passage without knowing that one John Haig was, and the firm bearing his name still is, a distiller of the *guid auld* Scotch Drink:-

'Leeze me* on thee, John Barleycorn,
Thou King o' grain . . .
Thou art the life o' public haunts;
But thee, what were our fairs and rants?
Even godly meetings o' the saunts,†
By thee inspired,
When gaping they besiege the tents,
Are doubly fired.'

But why do local authorities still allow a beautiful countryside to be spoiled in this way, even for the sake of advertising the national drink? Surely there is another and better way of pressing upon us this 'John Haig's Whisky' then by covering up part of a pretty landscape! Thirty years ago, Mr. Andrew S. Cunningham made reference to some 'recent erections' at North Queensferry which in his opinion were highly objectionable. 'Every one who has an eye for the beautiful,' he wrote, 'must share our indignation at the vandalism of the modern advertiser. Cocoa, marmalade, and mustard may be very fine things in their way but why should manufactures literally proclaim their wares upon the house-tops? It is sincerely to be hoped that the good taste of those concerned will speedily lead to the removal of those huge

* I am proud of thee.

† Outdoor communications.

advertisements on some of the roofs in the village overlooked by the railway, which are such an unsightly eyesore and disfigurement to the place.' These wise remarks have but caused the advertiser to go a step or two higher, for he now occupies a large and more conspicuous place still – on the hill-tops!

But if the traveler will get out at the station here and, with his brain bulging with Scottish history, walk down the steep slopes into the village and wander all over the queer little places, he will find plenty to entertain him. He is in historic ground, and no mistake, and his very thoughts in such surroundings must hold him spellbound – why, he may go back to the days of the pagan Picts and imagine them, about the sixth century, in hallowed–out trunks of trees, defending their Fife coast against the Angles of the Lothians, and then pass on down the centuries to the time when the Admiralty, representing one people occupying the whole of Britain, stationed an ironclad by the Forth Bridge to guard the shores from the onslaught of a foreign foe. Enough, that, for one day's contemplation! And where could it all be better considered than at *Passagium Reginae*, the famous if not exactly central stage of Scotland's most ancient highway?

With the exception of part of the western gable of a chapel, there is perhaps not a building now standing to carry one back further than the seventeenth century. Doubtless there are foundations of dwelling-houses of much earlier date than this- there are no dated remains, at any rate, to tell of times more distant then those of William of Orange; the piers, too, of the harbour have been rebuilt since his day. Some of the oldest houses have fallen to pieces, and others have been restored – and not too artistically either. Those nearest the east pier – the 'auld Ferrie' – are the oldest, and parts of them probably date back to the time of Cromwell or perhaps a little earlier.

Let us now glance over the history of Scotland to remind the reader of some of the distinguished people who have set foot in the 'Kingdom of Fife'* on or round about the peninsula at the end of which North Queensferry has gradually grown up.

It was when Domitian was Emperor of Rome (A.D. 78-84) that JULIUS AGRICOLA pushed the Forth, though he did not attempt to annex the country north of the Tyne. In his day the BRITONS occupied the land right up to and even beyond the Forth. They were but a number of tribes, and generally at war with one another. Those to the north of the Firth of Forth were called the Caledonians and were a very savage and tenacious people. They would often come over the water and make raids on the Lowland Britons. Agricola tried hard to civilize them; he showed them the best side of Roman life in point of the arts of war and peace. Several emperors, at different periods, came over from Rome after Agricola had returned to Italy and tried to bring the tall red-headed Caledonians under their rule. Whenever it came to a pitch battle the Caledonians were well beaten and if it had been to

the Romans' advantage the whole of the country might have been conquered, but it was not worth their while to spare enough soldiers to keep it under subjection – bogs, forests, and mountains were not what they wanted. The Roman occupation, however, lasted for over 300 years. It is supposed there was a Roman camp, or fort at any rate, at Cramond, and if this were so the Romans would be well away, about A.D. 410,† their influence soon died out, for the country acquainted with all the landing-places in Fife. After the conquerors went had not been Romanized, as Gaul and Spain were.' The Britons, a good many years afterwards, were almost completely wiped out by the ENGLISH, who first came over in small bodies from the north-west of Germany and the south of Denmark and occupied a part of Britain, circa 450. Like the Romans, the English conquered Britain up to the Firth of Forth, though only the east side of the Scottish Lowlands, as part of Northumbria, was occupied by them, the Celts being masters of the west or Galloway country.

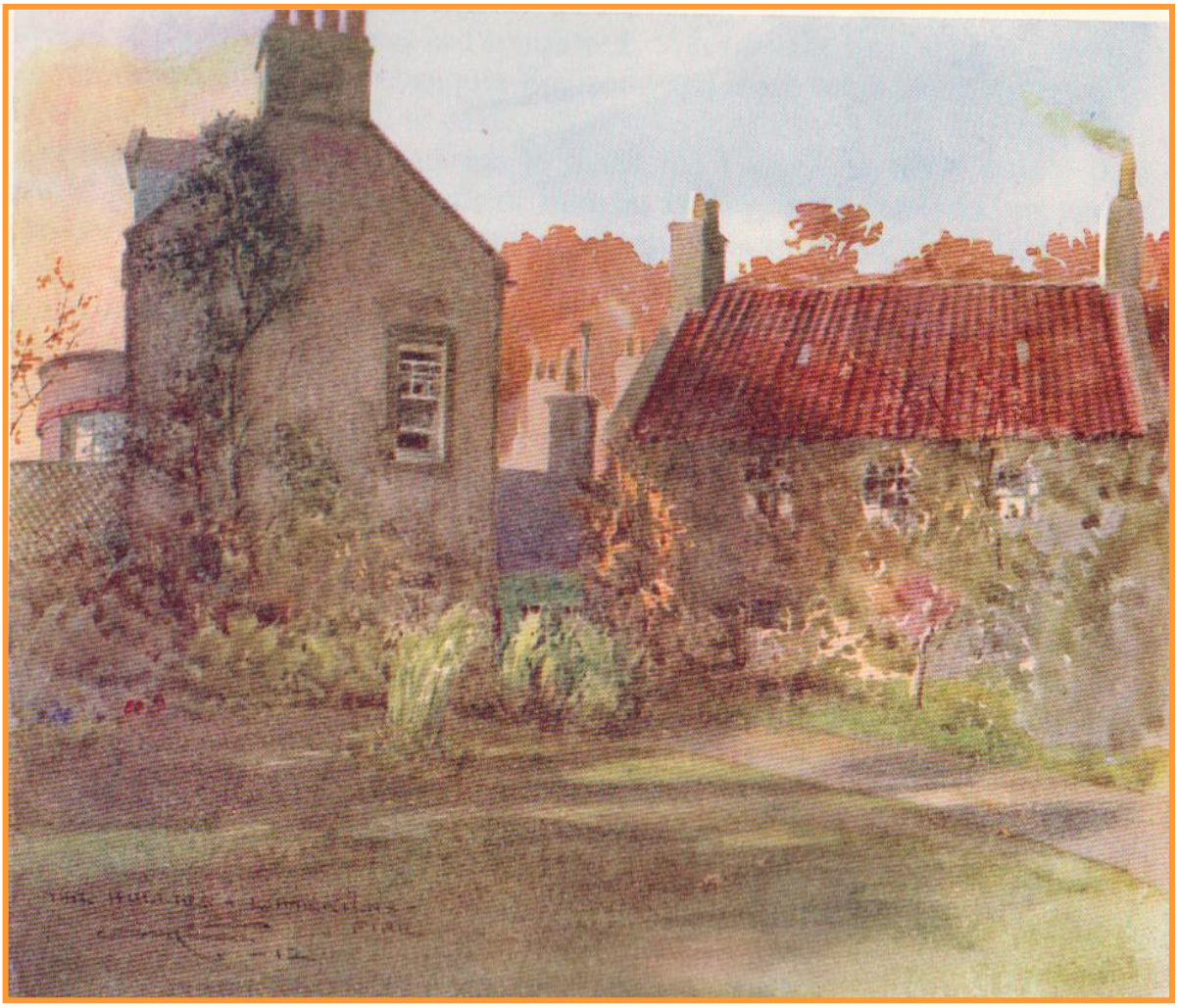
While the English were conquering Britain, the Scots came over from Ireland (Scotia, as the Evergreen Isle was the called) into Argyll and the Isles, where they settled down, after vanquishing the people there, and called the country Dalriada. In A.D. 600 there were four main divisions in Scotland, three (Galloway or Strathclyde, Dalriada, and the kingdom of the Picts) being Celtic, and the fourth, the Lothians division, which was English.

The NORTHUMBRIANS, we know, crossed the Forth and landed in their ancient boats at North Queensferry and other places on the Fife coast, for they spread over up to the Tay by A.D. 670. According to Professor Sir G. W. Pronthero, Scotland as well may almost be said to have been conquered by the English, for they obliged the kings of Scots and the Picts to acknowledge their supremacy, and the Picts had occupied all of Scotland north of the Forth excepting Dalriada. Edinburgh Castle, so some historians will have it, was built by the Northumbria king Edwin, hence the name Edinburgh. But the rule of the Northumbrians was not to last very long in Scotland; in 685 Egfrith their king, and his army were lost at the battle of Nectansmere - 'one of the most important battles,' says Prothero' in Scottish and therefore in English history . . . The Picts and Scots and other Celts in Cumbria and Strathclyde recovered their liberty, and Northumbria was never strong enough to conquer Caldeonia again.'

It was the coming of the NORSEMEN (circa 800) that more or less caused the union of the Scottish kingdoms, and the union of the English of the various divisions of lower Britain. Each separate kingdom in turn had tried to keep out the invaders from our island. These Norsemen or Vikings (vik, a creek – creek-men) came from Norway and later on from Denmark, where

* See Appendix, Note VI.

† Some historians think about twenty years later than this.



PLATEW XVIII

‘ THE HOLLIES,’ LIMEKILNS (side view).

they were known as Danes. Good sailors and soldiers, they feared not to land anywhere, and the Forth was visited by them. They had no fear of death, because their future heaven was ony to be a place for brave warriors in which “to drink endless draughts of strong beer,’ and this out of the skulls of their enemies; so the more they killed, the more drinking-cups and the more mead* they hoped there would be for them! They were thus a particularly ugly foe to contend with.

It must be remembered that neither English nor Caledonia at that time had an organized fleet, and the Vikings had one, hence the superiority of the Norsemen and Danes. We can picture them landing in full force on the coast of Fife, making entrenchments near the shore to guard their boats, and seizing all the horses they could get hold of – for we are told they could ride well –

*Mead was brewed from, honey. The Normans, who were descended from the Norse Vikings, were very fond of it, and first encouraged bee-keeping in England after the Conquest for that purpose.

and galloping off in search of food and fodder and pillaging the whole countryside. It was left to King Alfred to make a fleet (previous to 879) and keep the Danes for a time away from the southern parts of England. He died in 901. But the Norse still continued to harass Caledonia. The Danes had occupied Northumbria, but by 946 the English had recovered all the land the Danes had conquered. 'It took the English about seventy years – from 879 to 950 – to reconquer England,' and there was a later mastery over the English by the Danes still to come.

Scotland, as well as England, has to thank the Vikings for not a little: - they increased the trade with other countries, in so far as they, being better sailors, taught the people of her coasts to build boats that were more seaworthy; they also showed a greater aptitude for town life. In short, they were much more civilized; and with the ability to improve, stuck closer together than the tribes of England and Scotland did; the Vikings were the first to show the Scots and English that union is strength.

The first great descendant of the Vikings who crossed the Forth was WILLIAM I, of England. He probably landed in Fife somewhere in the neighbourhood of North Queensferry; he may have used the Queen's Passage, if he came by land through Edinburgh. Anyway, he marched up Abernethy, where he met Malcolm III, (Canmore), who wasn't strong enough to fight him. A treaty between the two kings was signed there, Malcolm agreeing to be William's 'man' – in other words, he pledged. Malcolm Canmore was King of the Scots from 1057 to 1093; his second wife was Margaret, of whom we shall hear more in this chapter.

One of the best kings that ever ruled in Scotland, ALEXANDER III, the king who was the means of turning the Norwegians away for ever from the Western Isles, which King Haakon had conquered, met his death very shortly after he had made use of *Passagium Reginae.* The following is quoted from - *A short History of Scotland**:-

> 'On the 19th of March 1286, Alexander held a council in the Castle of Edinburgh. It was late before the council broke up, and the day was stormy, but Alexander had made up his mind to return that night to Kinghorn, in Fife, where his queen was staying. So he mounted his horse, and, along with his attendants, he rode to Queensferry. By the time they had crossed the ferry the night was so dark that the riders could not see each other. As they rode on, their guides lost the way, and they had to let their horses find it for themselves. At last they came near Kinghorn, when suddenly the King's attendants were startled by a noise. On riding up they found that the King's horse had stumbled over a cliff, and at the bottom of the cliff lay the lifeless body of Alexander. The day of Alexander's death was one of the saddest that has ever come to Scotland.'

* By P. Hume Brown, M.A. LL.D., Fraser Professor of Ancient (Scottish) History and Palægraphy. University of Edinburgh; and Historiographer-Royal for Scotland.

As Scone, where the Kings of Scotland were crowned, was the most important place north of the Forth, we can imagine that many journeys by royalty were made between the two Queensferrys. It is probable, too, that *Lin Fail* ('The Stone of Destiny,' now beneath the seat of the coronation chair at Westminster) was carried across the Forth at this spot by EDWARD I, who seized it as part of his booty:-

'He seized the Stone of Destiny –
That cruel Scottish loss –
And all the ancient vellum,
And took St. Margaret's Cross,
And brought them to his England.
But the Scots, they felt the injury
And soon avenged the loss, -
For there came a William Wallace,
And after him a Bruce,
And then came Bannockburn
To bring about a truce;
And Scotland gained her freedom –
But NOT her stone of Destiny –
Won back by Robert Bruce.'

Scottish history about this period is so wrapped in mystery, much of it at any rate that we can gather next to no certain facts regarding the doings on the Firth of Forth, and who landed on the Fife coast or passed from there to the Lothians.

It is supposed by some that in the Treaty of Northampton (1328) all the above-mentioned belongings (indicative of Scottish Independence) were included by Bruce, who died the year after. Edward I's grandson Edward III, did not in any case restore the Stone of Destiny, properly speaking according to those who hang on to the tradition, won back by Bruce. But so long as Scotland and England remain one, no right-minded person now, let us hope, would wish to remove the stone from where it is; the two nations have shaken the hands of kinship, and 'Jacob's pillow 'has been left for so long at Westminster, that almost every one would let it remain there to guard our mutual State. We must leave the stone to Fate and not *meddle wi'* it: it is not Scottish now but British – and is there a greater name than British? Scotland

is no longer an independent county; she is as dependent on England as England is on her; and

'As Westminster's older than Scone,
It's the properest place for the stone.'

We do know, however, that after the Danes had been once more conquered by the English and the English in turn by the Normans, QUEEN MARGARET, then a fair sweet English princess, and her brother, the rightful heir to the throne of England, arrived by boat somewhere about the spot now known as North Queensferry. The bay on the west side of this Fife peninsula has always been pointed out as the place where their craft took refuge, and is known as St. Margaret's Bay –to be more practical, St. Margaret's Hope, of which the story is as follows: -

Turgot, Bishop of St. Andrews, was Princess Margaret's confessor, and wrote her life. She was a grand-niece of Edward the Confessor. Her father, Edward the Atheling, had been sent out of Britain by the Danish king Canute. He went to Hungary and married there a Hungarian Princess. They had three children, Margaret, Edgar, and Christina. Before Margaret was ten year of age her father brought them to England, and they all lived at the Court of the Confessor, where Malcolm as a refugee, his father, King Duncan of Scotland, having been murdered by the usurper Macbeth. Having had the protection of the English king for some time, Malcolm returned to Scotland and regained the throne. After the Conquest, Edgar, the last of the Saxon princes and brother of Margaret, was compelled to leave England. The tale is that he and his mother and two sisters determined to go back to Hungry, but bad weather forced their small craft somehow into the Firth of Forth – a very long way out of their bearings! King Malcolm got wind of their arrival, and brought them all to his palace at Dunfermline. Despite the King's repeated advances, Margaret 'wished to consecrate her life to God in the cloister,' and Edgar also had no desire for their union. The marriage, however, did eventually take place (*circa* 1068), and to commemorate the event Queen Margaret built a church at Dunfermline which she called the Holy Trinity.

'A DURHAM IN MINIATURE'

'With Margaret to rule, the priests were saved all need of further search, -
So sweetly masterful her piety, her zeal reclaimed the Church.

She built a House – or stone or wood* we know not, a temple meet for prayer;
And Malcolm Canmore and his saintly queen came both to worship there.

King David next, their youngest, greatest son, raised here a pile of Stone.
A very Durham Church in miniature, in mem'ry of his own,

But now yon Norman nave is all that's left of David's sacred fane,
And what's been added since his ancient day seems not so grandly plain.'

Queen Margaret was often in Edinburgh, but whether she embarked from Inverkeithing, the Ferry point (where the east and older North Queensferry pier is) or St Margaret's Bay, we have no certain knowledge. It is supposed she crossed over to South Queensferry and landed by a rock known as the Binks,' a little to the west of the town. She died in Edinburgh Castle, within four days of the death of her husband – the news of Malcolm's death by the English and of his being killed on the banks of the Alne, in Northumberland, was brought to her by one of his sons, and she expired very shortly afterwards. Her body was taken over to Dunfermline, via Queensferry, and buried in the church she herself had built. Twenty years after-wards the body of Malcolm, which had lain all that while at Tynemouth, was interred there by her side. But nothing whatever of the original church now remains; what we see at Dunfermline to-day are the restored nave and fragments of the ruin of the chancel of King David's church, built by him, in all probability. On the site of his mother's sacred edifice of wood or stone.

The route across the Forth between the two Ferries 'was not, so far as we know, termed *Passagium Reginae*, in manuscript documents at any rate, until about the twelfth century. Queen Margaret was canonized in 1250 by Pope Innocent IV. 'Her shrine for centuries continued to be an object of great veneration; but at the Reformation it was desecrated and plundered. For of Margaret it was sometimes said that she Romanised Scotland.

ROBERT THE BRUCE (1306-1339, who bestowed on the monks of Dunfermline one half of the Queen's Passage, as well as the small chapel of St. James (*circa* 1323) at North Queensferry, must have been frequently over the Forth and may have landed in Fife where we land to-day, close beside the Bridge. And all the other Scottish kings who came after him, until the beginning of the seventeenth century, would sail or be rowed across it either to North Queensferry or Inverkeithing, close by to the north-east. CHARLES I, who was born at Dunfermline in 1600, may have used the harbour at Inverkeithing in preference to North Queensferry when he came up to Scotland, and would sail there from Leith or Newhaven.

QUEEN MARY OF SCOTS crossed the Forth by Rosyth when she escaped one night (2nd May 1568) from Loch Leven assisted by a page, young William Douglas, who stole the keys of the castle. The Queen and her small party of armed attendants galloped through the night to Niddry Castle, a little to the west of Kirkliston, in Linlithgowshire, and from there next day went on to Hamilton, from which place a few days afterwards she journeyed to Langside to know her Scottish fate. Never was she in Scotland again after fleeing from the battle-side cross the border – a sixty-mile gallop the first day without a check – Queen Mary must have been a hard one in the saddle if hard in is no other way!

* See Appendix, Note VII.

‘And in that ancient, plaintive Scottish ditty,
Though we be lowly people, poor and mean,
We read again with silent, rev’rent pity
“How sair a thing it is to be a queen.”’

In 1644 THE MARQUIS OF MONTROSE, disguised as a groom, and with a couple of attendants came up from England and travelled safely in this way to the house of a friend not far off Perth. He must have used one of the ferry-boats to cross the Forth at the Queen’s Passage and would ride up the main street, such as it was then, of North Queensferry. In the Highlands, where he was joined by a number of Irishmen, he gathered sufficient force to meet the Covenanters at Tippermuir. He was once a Covenanter himself, let it be remembered. The army of Covenanters, or part of it, would also cross the Forth by ‘The Ferrie.’ We are told ‘the battle was over in less than ten minutes’: how odd this must sound to those who fought in France! Montrose won another battle at Kilsyth (1645).

After his defeat in 1646 by General David Leslie at Philiphaugh, near Selkirk, Montrose with a few friends fled from the field of battle once more to the Highlands. Did he cross the Forth again at ‘The Ferrie’? – that is the question. Later on he appeared again on the scene and as beaten somewhere in the north of Scotland, but escaped in disguise, this time as a countryman. He was discovered and brought over the Forth to Edinburgh and there, on the 21st May 1650, ‘as a traitor to the Covenanters, executed, where a few years later his own rival, the Marquis of Argyll, as a traitor to the King, met the same fate.’

There is an interesting note in the Session Records of Dunfermline of 1647 which alludes to an army – probably part of the army of the ‘Engagers’ – crossing the Forth at Queensferry. Towards the end of 1647, Loudoun, Lanark, and Lauderdale, it will be remembered, visited Charles I, at Carisbrooke Castle in the Isle of Wight and made a secret treaty with him, by which Charles agreed that he would give his consent to the Solemn League and Covenant, provide the people were not forced to sign it, and the three earls agreed that they (the Scottish people) would assist him against the English Parliament. The treaty was called ‘The Engagement.’ The ardent Covenanters opposed this agreement and were called ‘Anti-Engagers.’ Anyway, the Marquis of Hamilton gathered together an army and determined to invade England and did so, but his army was completely defeated by Cromwell at Preston in 1648. This was what the Dunfermline Records take note of:-

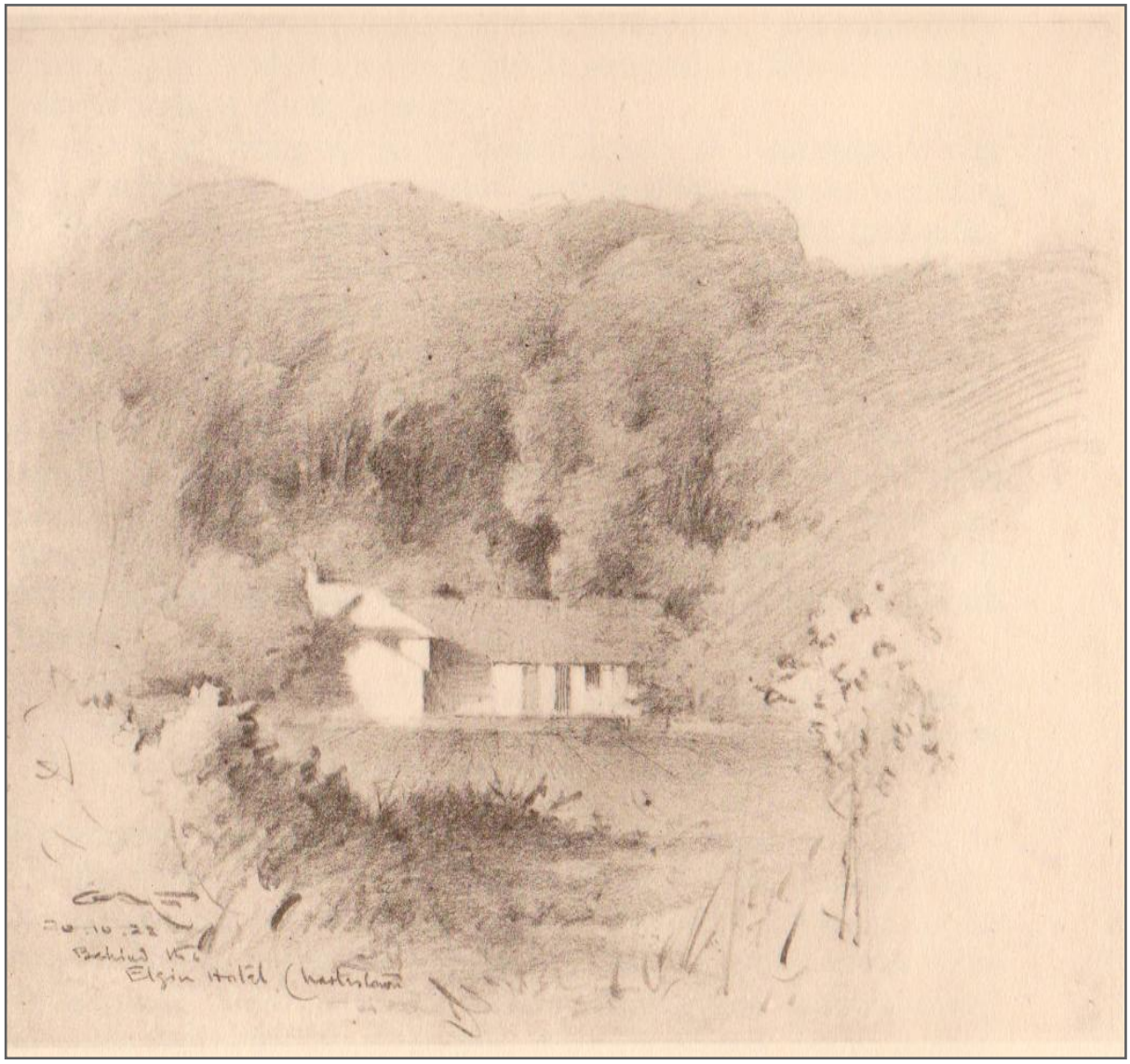


PLATE XIX

BEHIND THE ELGIN HOTEL, CHARLESTON

> ‘That 205 pouns Scots have been paid to Jean Moubray in North Queensferry for the freight of 1000 horses and their riders at 3s. each and 1100 foot-soldiers transported over the water at Queensferry in her boat called the *Burgan*.’

We next come to another account of army making use of the waters of the Forth in this quarter. CROMWELL had just beaten the Scots at ‘Dunbar Drove’ (1650) and conquered most of Scotland south of the Forth; but Leslie, for the Covenanters, tried to prevent him reaching Perthshire via Stirling, where Prince Charles (afterwards crowned king) and a limited following were ‘knocking about’ Perth. Leslie planted the bulk of his army at Tor Wood, near Falkrk, to check Cromwell’s advance by Stirling, and put another army

at Inverkeithing to be in readiness should he attempt to cross the Forth at Queensferry. Cromwell decided to send General Lambert with an army across the Forth. The latter landed says one writer, with his troops at Port Laing, which is a trifle north-east of North Queensferry, and the battle of Pitreavie (some call it Inverkeithing) was fought within 4½ miles of Limekilns. What must have been the state of the inhabitants of the ancient seaport at that moment when the Lord Protector was so near them!

There seems to be some confusion amongst writers concerning the tactics leading up to the battle and the battle itself – Scottish authorities (?) of the time have handed down somewhat 'loose accounts.' The late Mr. Beveridge apparently went pretty deep into the 'confusions' to clear up the story as far as possible, and here is part of what he wrote: -

> 'A force of Parliamentary troops, numbering some 1500 men under Overton crossed the Forth from Blackness (immediately opposite Charlestown of to-day and nearly facing Limekilns) and landing at North Queensferry, and first surprising the fort there with five guns, afterwards captured other forts with twelve guns more.'

The R.G.A. of that day at North Queensferry were evidently not a particularly formidable lot – unless they were all asleep! Mr. Beveridge continues: -

> 'Within twenty-four hours a line for defence was drawn across the isthmus. During the next few days reinforcements were sent over, which put Major-General Harrison in a position of take the field with about 5000 men, horse and foot. At this juncture a force of 3000 Scots troops, under Sir John Brown of Fordell (not the Fordell adjoining Inverkeithing) and Colonel Holborn of Menstrie, on the 19th July had reached Dunfermline on their way to Burnt-island, it is reported, to repel an expected attack by General Lambert.'

The battle took place on Sunday, the 20th of July 1651* and was fought round about the Pinkerton Burn. Tradition, of course, has something to say bout this burn, and waxes poetical – 'it ran red wi' bluid for three days' – the field of battle was strewn like 'a hairst field wi' corpses.' Cromwell reckoned the defeat here of the Scots 'an unspeakable mercy.'

Perth next fell easily into his all-conquering hands. Then came the battle of Worcester, and Cromwell became supreme in England; and he conquered Scotland, or rather GENERAL MONK did this for him, from the Tweed to the Pentland Firth. So the English under Cromwell had done what no king of England had succeeded in doing. Edward I, indeed, had conquered Scotland; but he held it only for a short time, whereas the English under Cromwell held it for nine years. It was in the battle of Pitreavie that the clan Maclean, with

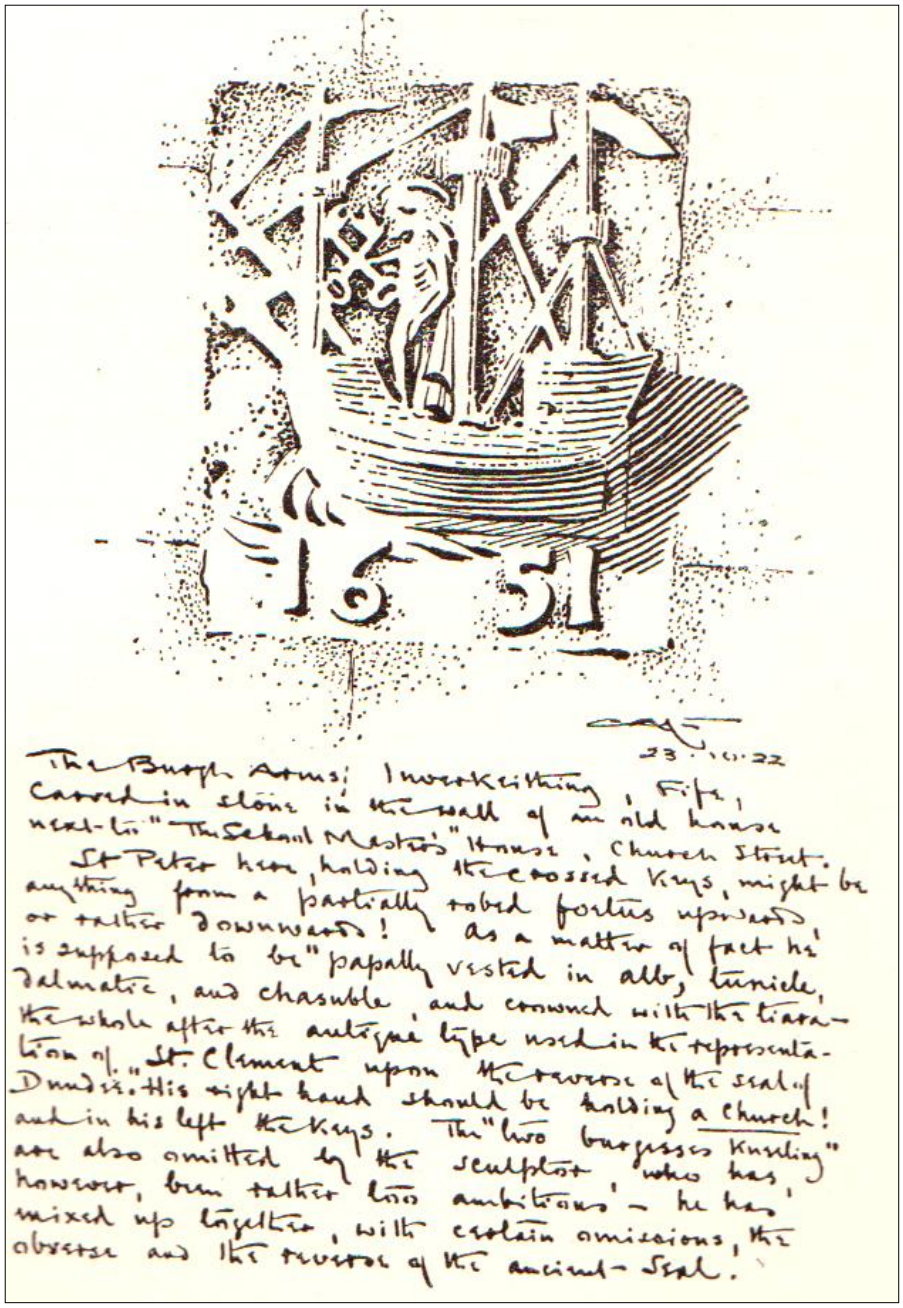
*One would think that the carved stone, dated 1651 (see sketch), had been erected by the order of Cromwell to commemorate his victory in the neighbourhood!

Sir Hector Maclean at its head fought so valiantly against the Parliamentarians, and the chief was slain. One writer, recently deceased, says that six of his sons were killed with him, and that as each advanced to protect their father he cried out 'Another for Hector,' until the whole six had fallen in their father's defence. But a Professor for History, also of our day, had put the story in this way 'As Sir Hector slew one Englishman after another, he shouted "Another for Hector"; but at length he was cut down and almost all his clansmen perished by his side on the field.' Which of the two are we to believe – the Professor or the local F.S.A.? Some one, we would think had mixed his drinks over the telling of that tale, for the edification of posterity!

It would be possible no doubt to ascertain whether the hero of the '45 Rebellion crossed the Forth at Queensferry. He generally went round by Stirling; and Sir John Cope, and the Duke of Cumberland, too, with his 9000 men, probably marched that way when proceeding to the Highlands.
John Graham of Claverhouse, at an earlier date, and General Mackay who fought him at Killiecrankie, may both have crossed here at one time or other during their rapid movements up and down the country. In the '15 Rebellion we may be pretty certain that the Earl of Mar on one or two occasions used the Queen's Passage, and Brigadier Mackintosh of Borlam† may possibly have transported some of his troops cross at 'The Ferrie.'

Let us now turn from the heroes and heroines of war to those of peace, and associate them with *Passagium Reginae*. Their name is legion, and if allusion is made to a handful only it will be as many as this chapter will hold. QUEEN VICTORIA in her Diary – *Leaves from the Journal of our Life in the Highlands* - mentions crossing here with Prince Consort in 1842. The east pier at North Queensferry was comparatively new then, having been built in 1834, though here was a pier of a sort there previous to that date. One of the first to use it was the celebrated 'NIMROD' (Charles James Apperley) in company with his friend, equally famous CAPTAN BARCLAY OF URY. The latter often crossed and recrossed the Forth at this pint when coaching to and from Edinburgh.

† See Appendix, Note VIII.



There are to be found many passages in *Nimrod's Northern Tour** which refer to the old 'Defiance' coach running between Edinburgh and Aberdeen. It must be borne in mind that the 'Defiance' carried the mails. Letters etc., addressed to Limekilns would go by it and be taken to Inverkeithing, where they would be met by either a walking postman or one driving a gig or riding an old 'screw' – most probably the latter. When the Edinburgh and

*'Nimrod' came to Scotland in November 1834, and remained till the spring of 1835. His Diary was published in the New Sporting Magazine (1835-37), and in book form, as Nimrod's Northern Tour in 1838, and was republished in 1874. It is by far the most important book on hunting and coaching in Scotland ever written – a veritable classic.

Dunfermline coach, run and horsed by Messrs Croall & Son at a later date and until 1878, took the mails across the Forth at 'The Ferrie,' the mail-bags for Limekilns were taken to Dunfermline and there met by a walking postman, who went with them to the old seaport *via* Charlestown.

Scotland had to thank the English General Wade in the first instance for the roads that he was ordered to construct – 250 miles of them, with an average breadth of 16 feet, according to Professor Hume Brown, connecting Crieff with Inverness and linking the three chief forts in the Highlands together. These were made between the years 1726 and 1737. But, about the year 1803, a Scotsman called THOMAS TELFORD stared on a greater service still to Caledonia; he had been commissioned by Government to superintend the making of roads all through the Highlands, and this undertaking he carried out with everlasting credit to himself. The work went on for twenty years, and in that time, 920 miles of good roads were made and 1200 bridges were built of stone and iron.' All this assisted locomotion, and brought about that very desirable change in coach and carriage referred to again further on; there was at once much more traffic between the Lowlands and Highlands, and trade all round was in consequence much advanced. Telford naturally, often travelled on the very roads he had made, first in the improved diligence and then in the lighter coaches, and he would constantly be backwards and forwards over the Queen's Passage.

The early Post Office Directories afford us some interesting information with regard to the coaching from Edinburgh of early days. It was not until about the year 1808 those coaches were ferried across the Forth; those bound to the Highlands had formerly to go round by Stirling. In the 1805 P.O. Directory – Robert Trotter of Castlelaw, Esquire, was Postmaster-General for Scotland at that time – we find this entry: 'Aberdeen Royal Mail Coach, at 9 o'clock every morning from Dysdale's [Drysdale's] Turf Coffee-house, Princes Street,' where started every day the Glasgow Royal Mail coach at 9.15 A.M.; and also from here at 3.30 P.M. (on Sundays at 3) the Royal Mail coach for London* by Berwick, Newcastle, and York; and also, the Union coach' every lawful day at 5 A.M..,' which 'stops at York a night and a night at Newcastle.' 'Other London and Carlisle coaches started from Mrs. Lawson's Inn, in the Cowgate, and from Cuddie's Grassmarket, and Douglas's *Black Bull* Inn,† Leith Walk' – in reality situated almost at the top

* Mail coaches were first established in 1784 in England. John Palmer, who was appointed Comptroller of the Post Office, was the originator of the Mail coach. The earliest of the coaching tokens or half-pennies was dedicated to him. About the year 1792 no less than twenty-seven coaches left London nightly, and 'Speed Regularity and Security' is found on one side of a coaching token of tht period; W. Waterhouse issued it from *The Swan with Two Necks*, Lad Lane London.

† Its coach-office was No.10 Princes Street, and also at No.1 Catherine Street. The spot now occupied by the North British Hotel, and on the opposite side of Princes Street, at the end of it, was the chief centre of coaching.

of Leith Street on the west side, not the east side, where some people of to-day think the old posting-house once stood. Rather less than 120 years ago, then, there was only one Mail coach once a day for the North from Edinburgh; here may have been other stage-coaches besides, and, of course, there was a considerable amount of posting done with postillions in two-and four –horse chaises.

The cost of a letter from Edinburgh to Aberdeen in 1805 was 9d.; to Inverkeithing, not 15 miles off, 4d.; and to Dunfermline, 16 miles distant 5d. The sum of 1s, 1d, seems to have been about the highest figure for carriage of a letter from Edinburgh to any town further north; it was 1s. to Wick and Thurso, and 1s. 1d. to Kirkwall. We do not gather from that Directory what the cost of a ticket was for a passenger to Aberdeen, but we do learn from it that he paid 16s. or 12s. according to the coach – some being more select than others – for an inside seat, and 8s. outside, to Glasgow; the Royal Mail from Drysdale's Turf Coffee-house, Princes Street, was the most select one at that time.

In 1820, when James, 12th Earl of Caithness was Postmaster-General for Scotland, coaches were crossing the Forth at he Queen's Passage in a steamer, one very much like the paddle-steamer still in use there to-day. The P.O. *Directory* of that year (printed, by the way, at Riddle's Court, in the Lawnmarket, where Bailie Macmorran lived, the one who was killed during a riot by High school boys over three centuries ago) tells us that the M'Lean's Hotel, West Register Street, there started a Royal Mail coach at 7 A.M. for Aberdeen *via* Kinross, Perth, Dundee, Arbroath, Montrose, Bervie, and Stonehaven. There was also a stage-coach running there from the *Crown* Hotel coach-office (No.11 Princes Street), and the 'Waterloo' coach to Perth, and a Strathmore coach to Aberdeen starting at 9 in the morning.

The year 1835 brings us to a time when coaches were numerous – there must have been fifty at least leaving Edinburgh, and as many arriving there from all parts every day of the week except Sundays, when fewer were run. A stage-coach left the *Waterloo* Hotel at 5 A.M. for Aberdeen 'by Queensferry, Perth, Cupar-Angus,' etc. there were other coaches as well droning across the Forth to Crieff, Dundee, and Dunfermline. Messrs Croall,* whose offices were No. 2 and No. 11 Princes Street, a firm which is still flourishing in Edinburgh, and now in connection with motoring, are mentioned in the P.O. *Directory* of 1835-36 as being associated with a number of coaches running to Aberdeen (at 5.30 A.M.) by Dundee, London (4 A.M.) by Carlise and Manchester, and one there by Jedburgh and Newcastle at 6 A.M. and another by Kelso, Coldstream and Newcastle at 4 A.M. The Royal Mails for Aberdeen at this time must have been carried by the coach leaving the Waterloo Hotel to which allusion has already been made, namely the famous 'Defiance.'

* next page..

PLATE XX

THE DUNFERMLINE ROAD, CHARLESTOWN

* A little previous to 1820, Mr. John Croall, grandfather of the present Mr. Croall of Craigcrook Castle, built a coach and ran it himself between Stirling and Denny. He was born at Stirling and lived there till he came to Edinburgh. The present buildings, stables, motor garage, etc., occupied by Messes Croall, were built in 1881, and previous to this their larg sables and posting establishment were situated where the goods station of the Caledonian railways now is. In the old days of coaching and posting and jobbing, ther business for many years was quite the largest in Scotland. In 1848 Croall's coaches ran in direct connection with the North British Railway – passengers booked by railway and coach at Croall's coach-office, at tht time No 10 Princes Street. They ran two coaches to Dunfermline via Queensferry, which carried the mails. In 1871 we find Adam Watt and George Aitken acting as coachmen, each with a red coat and white felt 'chimney-pot' – the heaver had all but died out. The coaches were taken off the road in 1878.

If Scotland was under an obligation to Thomas Telford for making such excellent roads, she was assuredly indebted, as the following remarks will show, to another of her sons for revolutionising locomotion in the North. Up to the early twenties of last century the coaches as well as the horses were terribly poor, and the pace those badly bred 'cattle' travelled at was infernally slow. Writing in 1800, Dr. John Thomson, one of the best authorities of his day on the husbandry and live-stock of 'The Kingdom of Fife, 'says,' The breed of horses in Fife, thirty years ago, was of a small kind and generally as unsightly to the eye as unfit for the saddle or for the purpose of husbandry. Since that time they have been much improved.' This improvement could not have been a very marked one, unless the breed fell off again before the 'twenties of last century. The proper standard for hunter and coach horse as not reached in Fife until well past 1820. Captain Barclay of Ury, who had spent much of his early life in England, where he learnt how coaching ought to be carried on, cam to the rescue of his own countrymen. Barlcay was a dare-devil, and no mistake, but form al accounts he must have been a well-balanced one. No doubt if many of the old ladies who struggled into he Drag he drove had known something about his hairbreadth escapes in the hunting-field, his fighting, etc., which Pierce Egan recounts so graphically, they might never have trusted themselves In the keeping of 'such a terrible man' on the box.

Before the walking* fighting, farmer-Captain decided to establish an Edinburgh-Aberdeen coach, he consulted the Duke of Gordon as to whether it might be considered *infra dig*. For him (a claimant for the Earldom of Monteith – which he never got) to drive a public coach. The Duke told him there would be no shame even in being its guard. Another nobleman said he would be the guard if Barclay liked to have him. Anyway, Captain Barclay, with a partner, Mr. Watson of Keillor, established a coach on new lines land called it 'Defiance.' This was the coach his old friend of thirty years back, Nimrod,' drove on severall occasions during the winter season of 1834-5. 'Nimrod' was a great authority on four-in-hand work, and he tells us a lot about coaching in Scotland in his *chef d'œuvre*, that most entertaining book, *Nimrod's Northern Tour*. He knew that the English ideas of running a coach were well instilled into Barclay, and he was very anxious to see what his friend had done for Scotland in this respect.

*One June morning in 1815, 'say a writer to *Bialy's Magazine* (November 1906),' Captain Robert Barclay-Allardice landed t North Queensferry on the Forth, intending to walk the remaining distance that day to his house at Ury' (in Kincardineshire) – and he did it too, a distance of about one hundred miles, at the rate of five miles and hour – a pretty good performance in ordinary attire and shoe-leather on a turnpike road. At his death, in1854, Mr Alexander Baird, ironmaster at Gartsherrie, purchased the estate of Ury, and a Baird is still the owner of it.

A well-known writer once said of Captain Barclay that he was 'the best-loved and most-feared man in the north of Scotland.

The distance travelled from Edinburgh to Aberdeen via Strathmore was by road in those days 129 miles, including *Passagium Reginae* ('The Ferrie'). The time taken for this was twelve hours thirty-five minutes (the old 'Fly' used to take three days!!), and so the people of Scotland had cause to be grateful to that renowned 'gentleman of the Ring,' Captain Barclay of Ury. There were sixteen sages, the first at South Queensferry, where the horses were taken out and the coach alone taken by paddle-boat across to North Queensferry, where it was rehorsed.

The coaches were for the most part London-built, though a few had been made, after the London pattern, by a Perth builder. The horses *were fliers* on the road now and not nearly elated to those of the former 'Fly' ones: hunters, and seen an odd racer or two, found their way into the 'Defiance.' To give an idea of the stamina of the coachman-in-chief – there were others that drove it besides, of course, including Arthur Farquhar and David Roup and Lambert – mention may be made of Captain Barclay, who drove from London to Aberdeen' without any remission of his task except during the short periods allowed for the refreshment of passengers,' and when he pulled up at Aberdeen he was quite willing to back himself again to do the return journey – no one would take him on.

'According to agreement the Captain and myself,' wrote 'Nimrod' in his diary, 'drove the "Defiance" alternate stages from Aberdeen to Edinburgh the Captain making the start. Of the road there is not much to be said, and still it passes over classic grund and some of it renowned for modern deeds. We enjoyed our drive very much; everything went well, and I was pleased at the respect paid by all descriptions of persons to the Captain on the road. I noticed the time occupied in some of the changes. That at Cowden Beath was done in a minute, and I should think, the average did not exceed a minute and a half, which is quite quick enough to be safe.' Times change. To-day the descendants of the ostlers responsible for tht extra-quick service are working petrol pumps for the benefit of 40 h.p. cars which devour distance t a rate tht even Captain Barclay and his friends never dreamed of.

Of one team in particular 'Nimrod' writes: ' a nice, spicey team, but hardly weighty enough for three miles uphill at starting, and then four miles, as we had that day of newly stoned road, with a heavy load to boot.' 'The stock' as he termed the horses, in the 'Defiance' coach was as good as he expected to find it, and he made allowance for the great inferiority of horse provender in Scotland at that time. 'The hills (for coming down) on the road are nothing – I don't remember ever dragging a wheel.' On that occasion 'Nimrod,' of course, crossed the Ferry with the coach, and was himself driving the last stage from South Queensferry to the *Waterloo* Hotel, Edinburgh, where he stayed for a few nights and found it 'comfortable and charges moderate.' While there he was busy part of the time writing up his diary for the *New Sporting Magazine*, and he did the same when he stayed at Douglas's Hotel in

St Andrews Square. Edinburgh may thus lay claim to a nice slice of his now famous *Nimrod's Northern Tour.*

Just above the station at Inverkeithing, on he west side of the road, is a neat wee octagonal cottage, the identical toll-house through which Captain Barclay and 'Nimrod' came with the 'Defiance.' Tolls were heavy in those far-off days - £3 a day between Edinburgh and Perth only, with half toll exacted between Perth and Aberdeen for that coach-and-four. But the earnings for thirty-six days together were commonly £5 a mile, yet the yearly sum paid to the coach-office was barely sufficient to pay its expenses. It must be remembered that the above sum was not made all the year round – the holiday seasons were short at that time and few and far between. And there was the upkeep of over a hundred horses for the up and down coaches, wages of drivers, guards, and stablemen to pay, coaches to by and repair, harness of the best sort for sixteen teams to procure veterinary fees, etc. etc. – a mighty expense indeed on the whole. Barclay, however, was not one to look out for besides he felt he was accommodating thousands of his fellow-countrymen by taking them in half a day to Aberdeen from Edinburgh instead of two days which they had been accustomed to just before the 'Defiance' was put on the road.

'Nimrod' wrote that his friend of Ury was 'as highly bred as his cattle, I fact he is quite thoroughbred and claims ancestral relationship to epic times, being clearly descended from the noble race of Bruce, the hero of Scottish history.' The Captain's cattle, a hundred head of them, were pure-bred Durham short-horns, and he had 1200 sheep of 'the pure new Leicester breed.' Besides these there were on his large estate a quantity of native stock, and he worked twenty horses on his home-farm.

The establishment, in 1848, of the Edinburgh and Northern Railway (afterwards merged in the North British) was the death-blow to coaching in 'The Kingdom of Fife.' For a time after that date all the coaches running north ere as invalids whose days were numbered, and their proprietors knew the end was coming. 'Never was such a fall seen, 'when it did come, 'since the days of Lucifer – as the demon steam' – 'an outrage and an insult,' said Mr Weller, senior. But, 'then as 'ave seen coaches afore rails came into fashion' ave sen something worth remembering' – the words of a quondam red-coated guard who despised the look of a 'puffing Billy.' Had it not been for the appearance of that object of contempt we should neer hae seen what we see to-day crowning the Queen's Passage – the mighty Forth Bridge – the greatest engineering structure of the world, and one of the most useful things man ever created. According to the station-master at Dalmeny, no less than 224 trains, passenger and goods, cross the bridge in the course of twenty-four hours. Compare this traffic with tht of the coaching era!

A year or two before the two gret engineers, SIR JOHN FOWLER * and SIR WILLIAM ARRON† - both of whom repeatedly used he ferry-boat – had started on their huge undertaking there crossed the Forth here in the old paddle-steamer a private coach drawn b four horses, which carried a famous Scoto-American – ANDREW CARNEGIE.‡ He was the author of Our Coaching Trip, Brighton to Inverness, published (for private circulation) in New York, 1882, a cleverly written record, and but for some of the uncalled-for Republican passages – which are not sweet to the ears of a true Briton – it is one of the most entertaining books of its kind to be met with.

'All seated! Mother next the coachman, and I at her side. The horn sounds, the crowd cheers, and we are off.' Those are the words Mr Carnegie wrote at Brighton in his Journal on the 17th June 1881, and here are some more written about the same time: 'The happiness of giving happiness is far sweeter than the pleasure direct, and I recall no moments of my life in which the rarer pleasure seemed to suffuse m whole heart as when I stood at

* Sir John Fowler, 1st Bart. (1885), K.C.M.G. 1885, LL.D., was the son of Mr John Fowler of Wadsley Hall, Yorks, by Elizabeth daughter off Mr W. Swann of dykes Hall, Yorks. He was born in 1817, and was engineer-in-chief of the Forth Bridge, opened by the Prince of Wales (King Edward VII.) in 1890. Sir Benjamin Baker, K.C.B., KCM.G. (cr. 1890), b. 1840, was joint engineer of the Forth Bridge.

† Sir William Arrol, Kt. Bach. (cr. 1890), LL.D., was born n 1839, and was senior partner in the firm of William Arrol & Co., engineers and contractors of Dalmarnock Iron Works Glasgow. He was constructor of the present Tay and Forth Bridges. For some years he sat in Parliament for Ayrshire (L.U.).

‡ Mr Andrew Carnegie was born of humble parentage in a small cottage at Dunfermline, 25th Nov. 1837. He went to Pittsburgh in 1848. Success met him at all corners, and he became enormously wealthy. He is chiefly known to fame as 'The Free Library Man,' having spent large sums of money on libraries all over the country, some of which bear his name. Skibo Castle, was his Scottish estate. He died on the 11th Aug. 1919.

Brighton and saw my friends take their places that memorable morning . . . And, here, O my good friends, let me say that until a man has stood at the door and unexpectedly seen his own four-in-hand [this particular one, by the way, was not his very own – it was hired for a period] drive up before him, the horses – four noble bays – champing the bits, their harness buckles glistening in the sun; the coach spick and span new and as glossy as a mirror, with the coachman on the box and the footman behind; and then, enchanted, has called to his friends, "Come look, there it is, just as I pictured it!" and has seen them mount to their places with beaming faces – until, I say he has had that experience, don't tell me that he has known the most exquisite sensation in life, for I know he hasn't.

The party were driven slowly through England, the coach making comparatively short stages so that they could linger on the road for sightseeing in the towns and to admire the country places. Before reaching 'the more ancient metropolis, Dunfermline,' Mr Carnegie and his party rested for a few days at Macgregor's Royal Hotel and 'did the sights' of Edinburgh. The last stage of their journey from Brighton to Edinburgh was driven on 21st July, so that they spent thirty-five days on the road. Of this last stage, forty-four miles of up and down on the old road (not the new one) from Douglas, Carnegie wrote: 'There remained one more toll gate, one of the few which have not yet been abolished. Joe had as usual gone forward to pay the toll, but the keeper declared she did not know the charge, as never since she kept the toll had anything like that –pointing to the coach – passed there. Was it a wonder that we attracted attention during our progress northward? From one hill-top I caught a sight of the sparkling Forth, and beyond where lay "the dearest spot on, earth to me." The town could not be sen, but when I was able to cry "Dunfermline lies there," three rousing cheers were given for the Auld gray Toon.

Via Newington the drove into Edinburgh where 'a grand sitting-room fronting on Princess Street' at the *Royal* Hotel awaited them. 'The night was beautiful, and the lights from the towering houses of the old town made an illumination as it were in honour of our arrival . . . Take my word for it, my readers there is no habitation of human beings in this world as fine in its way - and its way itself is fine – as this the capital of Scotland.'

'27 July 1881. – We left Edinburgh and reached Queensferry in time for the noon boat. Here was the scene so finely given in *Marmion*, which I tried, however, in vain to recall as I gazed upon it. If Dunfermline and its thunders [the grand reception there which he expected] had not been in the distance, I think I could have given it after a fashion, but I failed altogether that morning.' SIR WALTER SCOTT, then, shall speak for himself: -

‘But northward far, with purer blaze,
On Ochil mountains fell the rays,
And as each heathy top they kissed,
It gleamed a purple amethyst.
Yonder the shores of Fife you saw;
Here Preston-Bay and Berwick-Law;
And broad between them rolled,
The gallant Firth the eye might note,
Whose islands on its bosom float,
Like emeralds chased in gold.’

Carnegie declared tht the morning of his greatest day was ‘truly one in which Nature’s jewels sparkled at her best: the sun shone forth as if glad to shine upon this the most memorable day of my mother’s life or of mine, as far as days can be remembered memorable by the actions fo our fellow men.’ When they reached the opposite shore at North Queensferry, they were warmly greeted by ‘Uncle and Aunt Lauder, and Maggie and Annie. It was decided better not to risk luncheon in the ruins of Rosyth Castle, as we had intended, the grass being reported damp from recent rains. We accordingly drove to the inn, but we were met at the door by the good landlady, who, with uplifted hands, exclaimed: “I’m a’ alane! Thar’s naebody i’ the hoose! They’re a’ awa’ to Dunfermline! There’ll be great goin’s on thar the day.” A hotel without one servant! The good woman, however, assured us we might come in and help ourselves to anything in the house; so we managed to enjoy our luncheon, some of us only after a fashion.’

His mother so far had been on the box-seat with him, but ‘if ever the big black eyes’ he thought, ‘get wet it’s all over with her,’ so after lunch she was put inside the coach under the wing of Mrs D. O. Hill, the sculptress, who’ watched over her.’ Carnegie ‘bit his lip’ and told the charioteers they were in for it and must go through it all without flinching –‘ To play the part of a popular hero even for a day, wondering all the time what you have done to deserve the outburst, is fearful work.’ But his tower of strength lay in the knowledge that the spark which has set fire to the hearts of the people of Dunfemline was his mother’s return and her share in day’s proceedings. ‘Grand woman,’ he wrote. ‘she has deserved all that was done in her honour even on that day. What she has done for her two boys is incredible still, for she is the centre from which radiates, in small as in great things, the clear rays of unimpeachable truth and honour.’ The man who wrote that passage knew well how to express his thoughts.

The ‘Carnegie Demonstration’ was indeed a great one, as the *Dunfermline Press* and *Journal* of the time tel us. It was in the presence of over 10.000 people that the memorial stone of the Free Library there was laid by Mrs Carnegie, the mother of the generous donor. ‘The procession was a mile in

length and took twenty minutes to pass.' Andrew Carnegie, with his mother and nine American friends, drove in the coach-and-four to the very cottage where he was born and pulled up there for a few moments – no longer the poor and needy one, but a Multi-Millionaire-Free-Library hero.

They journeyed on to Inverness, and covered in all – the way they went from Brighton - 831 miles. With one exception, the same four horses took the coach and its heavy load all that distance, between the 17th June and the 3rd of August, and they were in better condition, so the author of *Our Coaching Trip* informs us, after the journey than when they started –' Hand has for the 'osses, sir, they are better than when they were set a-goin', sir, then they 'ad flabby flesh; now they're neat hand 'ardy,' was the guard's remark at the very end to Mr Carnegie about that historic team of bays that crossed the Forth at the Queen's Passage.

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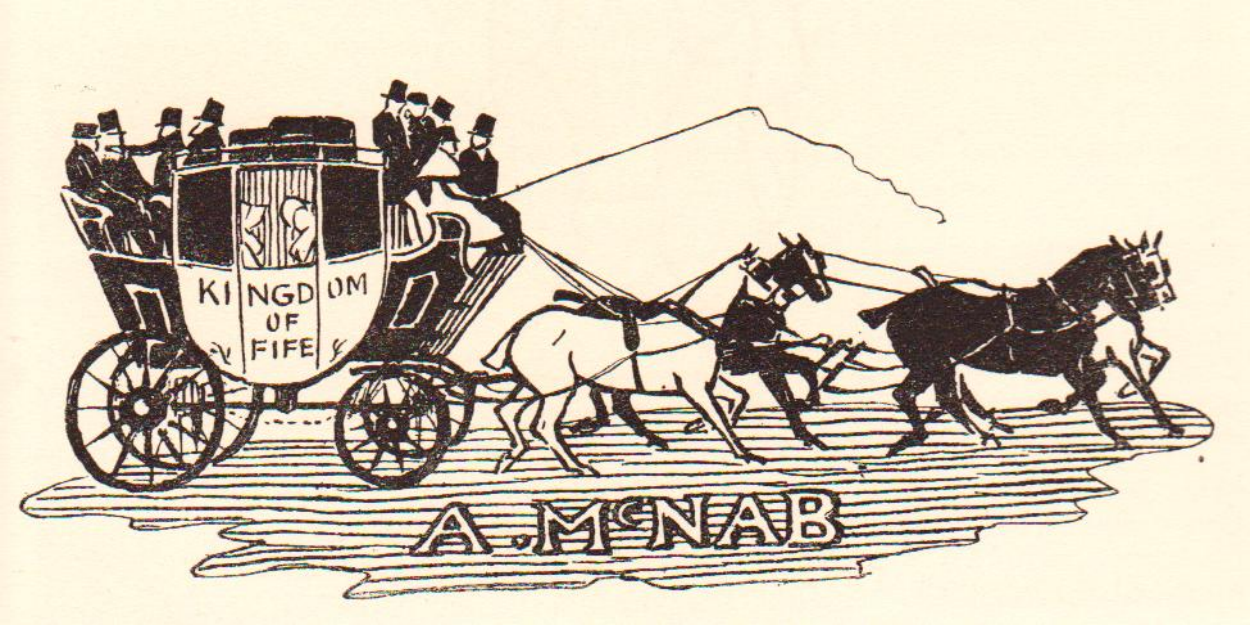
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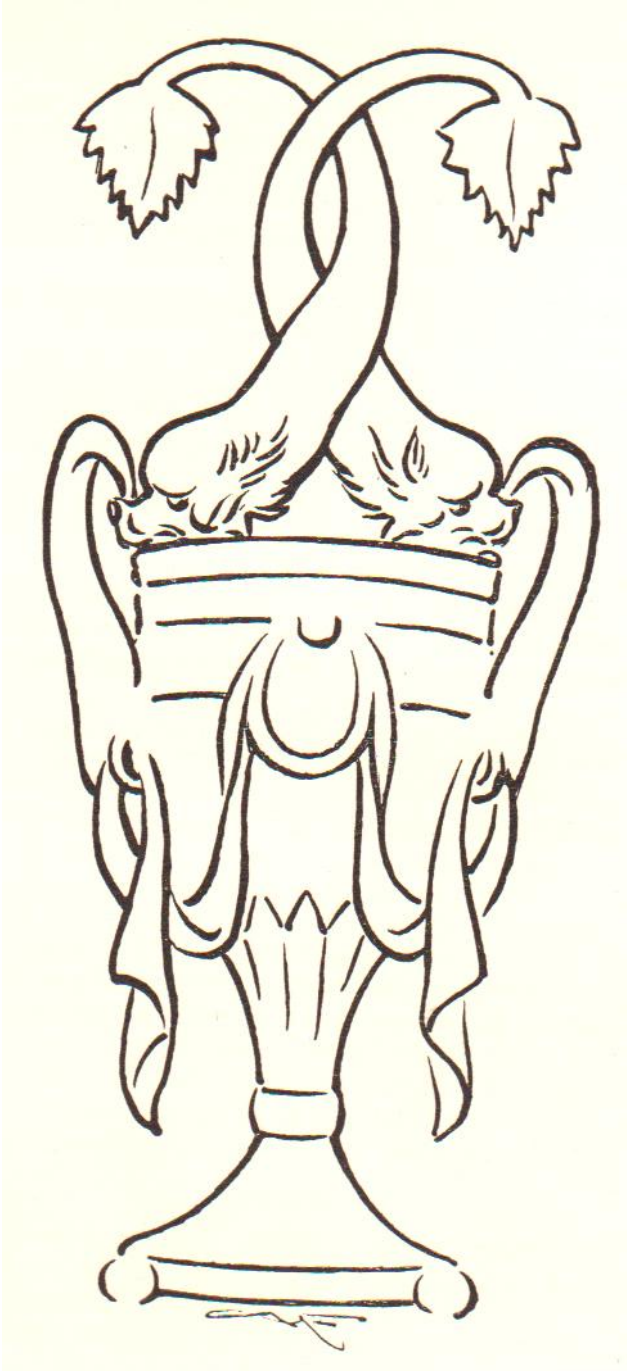

APPENDIX

Note I. (see p.2). – The population of Limekilns in 1791, as we learn from *Fernie's History of Dunfermline*, was 658 – males 307; females 351. In 1812, inhabitants of both sexes and of all ages numbered 921. In 1814 we hear of there being in Limekilns, '1 schoolmaster, 1 baker, 1 officer of excise, 1 officer of customs, 1 smith, 2 wrights, 2 carpenters, 5 tailors, 4 shoemakers, 4 masons, and 3 coopers' – there was a brewery there then. In 1891, according to the *Ordnance Gazetteer of Scotland*, the population was 582, 'of whom 17 were in Inverkeithing.'

The following are the figures given in the Census of Scotland, 1921 (Vol. I. – Part 16, p.802, County of Fife): -

'In Limekilns Special Drainage District – both sixes 781, males 356, females 425; separate occupiers 208; houses occupied 207, houses unoccupied 12; windowed rooms (occupied houses only) 729.'

A comparison of population between the years 1791 and 1921 (an interval of 130 years) is interesting. The total assuming the area to be approximately the same in both cases, has increased at an average rate of one person per year, while the proportion of male to female has remained much the same. Further it will be observed that at Limekilns the average is nearly one room to each inhabitant – a circumstance that might cause the curious to wonder how it is the figures relating to the population have been so well maintained.

NOTE II. (see p.2). – Except during the Great War, the regatta has been held regularly for many years past. It is always a lively proceeding, and some good and speedy boats of the smaller class have frequently been set going from off the pier of this old Fife seaport. No records have been kept of the early regattas. The function has existed probably for about thirty-two years, no more; and has frequently ben organised by visitors – often English people such as naval officers, living temporarily in Limekilns or, in more recent times, connected with the Rosyth Dockyard. It used to be the rule, in order to get local people to take a interest in the 'show,' that any cash surplus from the last regatta went to stimulate the mind of the next regatta committee in the form of refreshment at the village 'pub' during their meetings. The committee, therefore, was very popular and met frequently! But since the

War things have been more seriously attended to, and the Limekilns regatta seems to be on a safe enough financial footing to carry on for many a year. There is just one factor that mitigates against the regatta ever being a complete and triumphant success; for the rowing races a flat calm is ideal, while the sailing races demand a good spanking breeze.

NOTE III. (see p.12). - How long the harbour gates have been called the *ghauts* is not known. No book published earlier that the latter half of the nineteenth century mentions the name in connection with this harbour. *Ghauts* is a Hindoo word, not Gaelic, and it may be that some old master-mariner from the East Indian trade is responsible for the christening.

NOTE IV. (see p.20). – In the *Bannatyne Club Proceedings* of 1842 are to be found the names of the Abbots of Dunfermline from the earliest times. In 1331 Alexander Ber was appointed to the Abbacy, and held the post for twenty-two years. He went to Rome to solicit 'a grant of a general indulgence.' And on his return home he and his whole company died (apparently of the plague) in Lombardy in 1353. This brings us near the date of the charter printed in this book. (See page 36)

The Convent elected in his room John Blak, their cellarer. But John of Stramiglaw, a young monk of the Abbey, then studying at Paris, got wind of this and 'turned to Avignon, so we are told, and 'obtained a Papal presentation to the Abbacy, which Blak did not think proper to resist, but accepted a pension from his rival and a Priory in Moray instead.' It was this John of Stramiglaw who was Abbot at the time the Abbey was granted by David II, a port at the Grange of Gellald.

In the same Society's *Proceedings* we learn that Robert Pitcairn, a future Abbot who was so closely associated with Limekilns, 'joined the party of the Regent Moray, became secretary, and was much trusted and employed in many of the negotiations of that distracted period! In 1583, the year before he died, Pitcairn was 'denounced a rebel for his share in the Raid of Ruthven and in 1585 Patrik, Master of Gray, had a crown grant of the Abbey,' which eventually passed to the Earl of Huntlie. The date of these appointments given by various authors does not agree. One says tht the Earl of Huntlie was Commendator of the Monastery in 1584, and another that he became Commendator in 1587.

NOTE V. (see p.51). – Lord Elgin possesses a plan showing the route of the old horse-railway from the Elgin and Wellwood coal-pits to the older of the two harbours at Limekilns. It shows 'Lord Elgin's Garden' (the Broomhall garden of to-day), but is not dated. It has been suggested by Lord Elgin that this plan indicates that the garden was in the possession of the Bruces of Broomhall before 1815, seing that the collieries were developed by Charles

5th Earl of Elgin, previous at least to 1771, the date of his death. As an interesting reminder of those far-off days, it may be noted that one of the parks at Broomhall through which the horse-drawn 'hutches' passed is still known as 'The Horse Park,' because the horses were turned out in it on Sundays. An unbroken link with the same period is furnished by the present lease under which the coal of the Elgin and Wellwood collieries is being worked by Messrs Spowart & Co. It is dated 1815, and is probably one of the oldest leases in existence.

If the plan were made in 1815, 'Lord Elgin's Garden' would naturally be included in it. Previous to that date the garden was probably owned by a Halkett, and there must have been a garden somewhere else (not below the cliff) for Broomhall. There are certainly no remains now of such a garden; but Thomas, Lord Elgin, was a great builder, and he probably 'improved' away the original Broomhall garden – as has been done in many other places, without anything at all being left behind to tell the tale.

NOTE VI. - For the early history of Fife the reader is recommended to dip into 'A COLLECTION Of *Several Treatises In Folio* CONCERNING SCOTLAND, As it was of Old and also in later Times, 'by Sir ROBERT SIBBALD, M.D., a curious old book published in 1739. Part of what he has to say has since been disputed, and some of it proved to be incorrect, yet there is much in the folio that is both interesting and true. Sibbald quotes freely from the Classics, and tells us what Tacitus, son-in-law of Agricola, has written. We gather from this authority that the Picts, or Caledonians, as they afterwards were called, who inhabited Fife, were 'Germans from Habit of their Body' – they were 'red headed and big limbed, which speaks of a German extraction,' in other words, genuine Goths. The Venerable Bede was of the same opinion, and called them European Scythians or Northern Scythians – and the Germans were known as Scythians. From the marking of their bodies they got the name Picti, and in the old language their name was Veach, which signifies painted – they stained their skins. They were probably clothed like the Britons and no doubt fed like them too: Caesar tells us that the latter 'sowed no corns' (*frumenta non serunt*), but lived upon milk and upon flesh, and were 'clothed in 'a loose coat not joined together with a broach, but for want of them with a thorn.' The wealthiest of them were 'distinguished,' he says, 'by a garment close-fitting and representing every joint.'

It was in the neighbourhood of Burntisland, Aberdour, and Kinghorn, and west of this again where Agricola first landed his soldiers. 'I take the first landing to have been,' says Sibbald,' at these Bayes, where now stand the North Ferrie and Inverkeithing (Innerkething, Inverkeithing), this is the shortest passage.' Where the old castle of Rosyth (now embraced by the twentieth-century docks) is to be seen the Romans, so he thought, had an out-

look tower (*turris speculatorum*). The same author was a prophet when he wrote the following:-

'To the east of Rosyth (Rosyth) is St. Margaret's Bay, separated by a small neck of land from the bay of Inverkeithing; which if cut, would make the hill able the North Ferry and island, and this hill, which has a promontory stretching south into the Firth over against Inch-Garvie, if it were fortified, and Inch-Garvie, and the south, shoar [*sic*] opposite to it, it would secure all the western parts of the Forth above that and give great opportunity for Docks, for building and repairing ships and that with safety, and for laying up vessels of the greatest price and burden during the winter season.'

About 170 years after the above was published the Admiralty took I hand the making of a dockyard in this particular spot, and the newspaper files of the period when these were in course of construction afford most of the information the general reader requires to know concerning this gigantic Naval Base, which Sir Robert Sibbald had already roughly planned out for use in his own wise head. During 1911 and 1912 and for some years afterwards, a good many engineers and their pupils and others connected with the dockyard resided in Limekilns and at Charlestown and went daily to their work from thee places.

About that time and during the Great War, the Elgin Hotel at Charlestown was full to the ceilings. The Visitors' Book for several years shows the names of the wives and relatives of very many distinguished officers, who also periodically visited the hotel, though most of their names do not appear, for the reason that their whereabouts was 'By Order' not to be known.

NOTE VII. (see p.69). – It was after these line, 'A Durham in Miniature,' were written that the late P. Macgregor Chalmers, with the permission of His Majesty's Board of Works and assisted by the Carnegie Dunfermline Trust undertook certain excavations at the Abbey. He found in the floor of the Abbey the foundations of the eleventh-century church, and also what he thought might be part of those of the still earlier Celtic church in which King Malcolm and his queen were married. Mr. Chalmers also discovered the rood altar before which th remains of Queen Margaret were interred.

NOTE. VIII. According to the late W. B. Blaikie, LL.D.: 'Brigadier Mackintosh of Borlam embarked his main fore – some 1100 officers and men – in open boats at Elie, Pittenweem, Anstruther, and Crail, and landed a large portion of them at North Berwick, Aberlady, Gullane, and other East Lothian ports. Some were prevent from crossing by King
George's ships. One detachment of 300 under Lord Strathmore was driven on to the Isle of May.

‘Mackintosh seized Leith citadel and marched thence to Kelso to join the Lowland Scots and English Jacobites, and thence to Preston.’ It will be remembered that the Chevalier de St. George had landed at Peterhead, 22nd December 1715. He left Scotland with the Earl of Mar from Montrose on 4th February 1716. The former, then, never crossed the Forth; but the latter, with or without troops is sure to have done so at some time or other.

Dr. Blaikie adds that ‘the Jacobite reinforcements cross the Firth of Forth at Alloa, 8th to 10th January 1746. All boats had been removed from the ordinary ferries on both sides of the Firth of Forth by Government orders.’ We apparently, then, have no knowledge of ‘Prince Charlie’ in disguise, or otherwise, making use of the *Passagium Reginae*.

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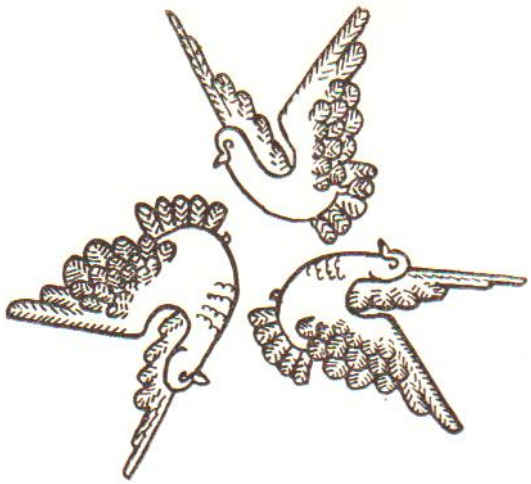
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