The heir, a letterpress printer living in Dublin, appointed James Murdoch, the manager, as his nominee and on 7 February 1881 the Pottery business was formed into a limited company with a capital of £75,000 in 7,500 shares of £10 each. James Murdoch was appointed managing director and Peter Graham, the foreman, was made manager. These two as well as the cashier Joseph Turner, the traveller, Charles Arthur, and the warehouseman, Richard Henderson, all had shares in the company but the principal shareholders seemed to belong to three families of Glasgow merchants and one banker.[28]

James Murdoch was promised 1,500 shares in the company which he had to pay up; whether he could not raise the money or whether there was some other impediment is not clear but most of these shares were eventually divided out amongst four of the other shareholders. The biggest shareholder, with 1,000 shares to his name in 1881, was James Stevenson, a partner in Stevenson, Carlile & Co, manufacturing chemists at Millburn Street Works, Townhead, Glasgow; at least nine of his family also had shares. The next largest shareholders with 700 shares were Montgomery Paterson, merchant, who lived at 2 Clairmont Terrace, Glasgow, his son later also became a shareholder, and Thomas White Brown, of J & T Brown, wholesale coffee and tea merchants and importers of fruit in James Watt Street, Glasgow. He lived at 33 Hamilton Drive, in the same street as John Bell and Charles Arthur, though in a humbler home than the former. At least two of his family also had shares. The banker was Charles Gairdner of Broom, Newton Mearns, general manager of the Union Bank of Scotland, Ingram Street, Glasgow. He had 500 shares.

Just before John Bell's death the Pottery had initiated a series of patterns for dinner ware in keeping with the need for economy and the taste of the times. These were abstract border patterns, always derived from plants. The borders were quite broad and occasionally even dipped down into the centre of plates. Judging by the numbers which survive, these were immensely popular but they were also undoubtedly a retrograde move in terms of quality and the history of the last years of the Pottery is one of growing decadence, with one notable exception.

The decadence is most clearly seen in the production of porcelain, or rather in the non-production of porcelain. Dating from this period one finds china marked with Bell's oval garter mark. It is surprising to find it in association with the Glasgow Pottery since it is not at all in their style, being complex in shape and the decoration being shaded peach ground with gold. Close examination shows that under the Bell's mark is the mark of another pottery, Aynesley's of North Staffordshire. Bell's had, in fact, stopped making china

and were buying it in and remarking it, probably not even decorating it themselves.

The production triumph of this period, however, was a number of plates and rice bowls made for the export market in Burma, Indonesia and Malaysia. These were transfer printed in a series of designs made, so it was claimed, by Chinese artists, although the the borders look thoroughly Scottish. The patterns were printed in blue, red, green or brown and in various combinations of these colours. The originality of the designs and the vividness of the colouring combine to place them amongst the most remarkable pieces of earthenware ever made in Britain. At least twenty-seven patterns are known and can be seen in the People's Palace in Glasgow and the Royal Museum of Scotland in Queen Street, Edinburgh. They were immensely popular in south-east Asia from which large numbers have been returned in recent years.

However popular they were, they were not enough to keep the company profitable in the face of competition from Staffordshire and the dumping of cheap china from Germany at below cost prices and on 28 February 1910 it was decided to put the company into liquidation. The liquidator chosen was Charles Dalrymple Gairdner, a chartered accountant and the son of one of the original shareholders. On the 24 July 1923 the company was duly wound up.[29]

Entries for Bell's Pottery continue in the *Post Office Directory* until 1930 and there is a persistent rumour that the Company was run for a time as a printer of milk bottles but this can not be substantiated. Thus the history of this most illustrious of Scottish potteries ends with a mystery. Can anyone help solve it?

NOTES

1. John Bell's birth from the Gorbals Old Parish Register; his University career from class catalogues preserved in Glasgow University Archives.
2. Matthew's birth from the Gorbals Old Parish Register; his setting up in business from the *Post Office Directories* from 1833 to 1840.
3. For John Bell, Senior's business interests: *Edinburgh Gazette* for 1817, vol. 2463, p. 37 and *ibid.*, 1827, vol. 3597, p. 302.
4. Deed is preserved in the Strathclyde Regional Archives (SRA) in the Mitchell Library - B10/15/8953.
5. For Ocella Perston's marriage see her gravestone in the north transept of Paisley Abbey.
6. The information on Robert Clough and the formation of J & M P Bell & Co is obtained from *Post Office Directories* of the period, 1835-1841.

7. Map preserved in the Library of the Royal Faculty of Procurators of Glasgow in the Hill collection, vol. 2, no. 12, drawn by Thomas Kyle and dated 23 Jul 1839.
8. Abridgements of Sasines for Barony of Glasgow no. 3107, 9 Jul 1844 - the full sasine is preserved in Scottish Record Office, Edinburgh (SRO) RS54/1026/3.
9. Cases decided in the Court of Session etc. 2nd Serie, Dunlop, pp. 332-5, 21 Dec 1847; also documents in SRO, CS311/1511. For a fuller treatment of this subject see an article by the author in *Scottish Pottery Historical Review, No. 14* (1992).
10. The Crystal Palace Exhibition. There were at least two catalogues published in 1851, an official one with few illustrations and a highly illustrated one by the Art-Journal. Copies of both are held in the Mitchell Library, Glasgow.
11. Abridgements of Sasines for the Barony of Glasgow in Strathclyde Regional Archive, T-SA 5/1/5, 1904, 28 Feb 1843; the complete document can be found in SRO, Edinburgh, RS54/978/69.
12. Notice of wedding in *Harrogate Advertiser*, Sat 16 Jun 1855, p. 3; entry of marriage in Scarborough St Mary parish register preserved in Humberside Archives in Beverley; bride's family in census of Bilton with Harrogate for 1851, entry No. 6; Emma's death was reported to Milton District Office and is preserved in New Register House, Edinburgh, 644/7 727.
13. Entries in Donaldson Brothers journals preserved in SRA, TD 49/108 and TD 49/110.
14. Condescendence in cause White v. Clough, Scottish Record Office, CS 311/1511.
15. *Report of the Royal Commissioners on Employment of Children in Trades and Manufactures not Regulated by Law*, First Report, British Sessional Papers, Vol. xviii.
16. *Ibid.*
17. M P Bell's death certificate preserved in Larbert Registry Office; his will in SRO, RD5/1375, folio 327.
18. Sederunt book of sequestration, vol. 1 p. 66, SRO, CS 318/33/16.
19. 1861 Census, 644/738, p. 6 for James Murdoch.
20. *Scottish Pottery Historical Review, No. 11*, cover and note on title page.
21. SRO, RD5/1232 folio 509.
22. *Edinburgh Gazette* 1878, No. 8934, p. 743.
23. Sederunt book of sequestration of John Bell's estates *vide* no. 17.
24. Closed record in *causa* Moore v. Carslaw & Henderson, SRO, CS 246/1281, pp. 4-6.
25. Rangoon, sederunt book of the sequestration, SRO, CS 318/33/16, vol. 1, p. 41 and *passim*.
26. John Bell's death certificate reported in Partick district is preserved in Martha Street Registry Office, Glasgow; funeral arrangements in Wyllie & Lochhead's general order book in Glasgow University's Business Record Centre, HF93/1/46; grave in Glasgow Necropolis, beta 80.

27. *Edinburgh Gazette* 1880, no. 9093, p. 345; no. 9144, p. 893 - no. 9147, p. 925.
28 SRO, BT2/1013 and *Glasgow Post Office Directory*, 1881.
29. For the effect of German potteries on the British trade see an anonymous article in the *Glasgow News* for Mon, 6 Apr 1885, p. 11, 'Typical Industries; Bell's Glasgow Pottery, Port Dundas'.

Sir James Lumsden of Arden and the American Civil War

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The economic impact of the American Civil War (1861-65) on Scotland and Clydeside in particular was far reaching and in many cases, quite dramatic. The cotton industry already in decline from the depression of 1857 was dealt another blow by the cotton famine of 1862, due largely to the Confederate embargo on cotton exports and the Federal blockade of the southern ports proclaimed by President Lincoln in April 1861.[1] On the other hand, the Confederate need for manufactured goods and ships to run the blockade, and indeed serve in the rebel navy, provided a great stimulus to shipbuilding and heavy industry in general. Clydeside firms, such as Scott & Co, J & G Thomson, Kirkpatrick and McIntyre, William Denny & Bros, W Simons & Co and Thomas Wingate & Co produced a great many of the ships which ran the blockade, and four ships which served in the Confederate Navy.[2] These included some of the most famous runners such as the *Stonewall Jackson*, the *Ruby*, the *Robert E. Lee* and the *Lord Clyde*. The exploits of these and other ships were frequently reported in the Glasgow and national press as they made successful runs into southern ports.[3] Shipbuilders were not the only group to benefit from the civil conflict. Ship owners and blockade running houses made massive profits by running the blockade, shipping in vital and luxury goods on the inward voyage and bringing out cotton on the return trip which could be sold at vastly inflated prices in European markets. Many new companies were formed to take advantage of this profitable, if rather risky, trade. Recent surveying work by the Business Archives Council of Scotland, on the Lumsden of Arden Collection, revealed a number of documents linking the renowned businessman and future Lord Provost of Glasgow, Sir James Lumsden, with one of the blockade running companies, the Universal Trading Co, which was formed in the latter half of 1864.[4]

The Universal Trading Co was one of many companies throughout Britain which took advantage of the opportunities afforded by the American Civil War. The Glasgow firm of McLeash and McNutt, owners of the bark *Leesburg* and another ship the *Bermuda*, ran 'ironware' and other vital supplies (including munitions) into Charleston, South Carolina. On one occasion they delivered a consignment of 498 barrels of turpentine and 36 barrels of resin on the schooner *Sue*. For their efforts they received 300 bales of cotton registered at

the British Consulate in Charleston as payment for the goods they had delivered.[5] In England, the merchant firm of Sinclair, Hamilton & Co and the London Armoury Co provided munitions and arms to the Confederates throughout the conflict,[6] and no doubt enjoyed a handsome return for their efforts. The main source of profit, however, came from running cotton out of the Rebel ports, notably Charleston and Wilmington on the Atlantic seaboard and Galveston and Mobile in the Gulf of Mexico.

These ports developed as the main Confederate centres for blockade running, largely due to hydrographic conditions which made obstruction difficult, and the close proximity of neutral ports such as Bermuda, Nassau and Havana. Running cotton out of these and other ports became increasingly profitable from 1862 onwards with the advent of the cotton famine.

At the beginning of the war the South had based its entire foreign policy on the misplaced concept that 'cotton was king'. This theory revolved around the economic fact that the South provided four-fifths of the cotton needed by European mills. It was hoped that by the imposition of an embargo on cotton, Britain and France, by economic necessity, would intervene, break the blockade and recognise Southern independence. This infatuation with 'King Cotton' blinded the Confederacy to the fact that pre-war over-production had left Britain with more than 300 million pounds of manufactured cotton and over a million bales of raw cotton in stock.[7] In this context the embargo on cheap cotton was a godsend to cotton manufacturers, many of whom were facing bankruptcy as a result of the glut in the market. Surplus manufactured goods could be held against a rising market and sold at a greater profit.[8] The expected famine did come, but not until the latter half of 1862. Even then 'the hardship caused by the embargo was not severe or protracted or widespread enough to cause major social disturbances, or serious political embarrassment.'[9] Nevertheless cotton prices soared, blockade running became more organised and profits rose accordingly. Companies such as Patrick Henderson & Co, Glasgow, Alexander Collie & Co, London, William C Bee Co, South Carolina and Cunard & Wilson and Lafour & Co, Liverpool, all owned ships which ran the blockade producing massive profits on each journey. The *Fanny Orion*, probably Clyde built, was owned by the Bee Co and made between ten and sixteen runs. She was reported to have cleared profits worth three or four times the cost of herself on each of these runs.[10] T E Taylor, an agent based in Nassau for a Liverpool firm, commented on the fortunes of the *Banshee* which ran the blockade on nine occasions:

> Some idea of the vast profits accruing from blockade running at this time can be gathered from the fact that, notwithstanding the total loss of the Banshee by capture, she earned sufficient on the eight successful round trips which she made to pay her shareholders 700 per cent. on their investment.[11]

There were obvious risks. As blockade running became more organised from 1862 onwards, the Federal blockading fleet had to become more sophisticated and efficient in its approach. Many Clyde built steamers such as the *Dare*, the *Caledonia*, the *Greyhound* and the *Elsie* made only one or two runs before being captured or destroyed. Nevertheless the enterprise was so profitable that blockade running houses could afford 'a few capital risks'. The *Dumbarton Herald* summed the situation up quite succintly, 'on the whole they have paid their owners very well, some of those being a great source of profit to all concerned.'[12]

It is no doubt with such considerations in mind that James Lumsden read with interest a letter dated 1 August 1864 from a certain Jas Livingston, who may have been connected to Glasgow cotton broker, Charles S Livingston of 127 Ingram Street.[13] In this letter Livingston strongly advises Lumsden to invest 'a few thousand' in a newly formed blockade running company, the Universal Trading Co. To reinforce the point the letter was accompanied by a prospectus pertaining to the Albion Trading Co, another blockade running company which was registered on 14 January 1864.[14]

The prospectus provides a fascinating insight into the formation and mechanics of a blockade running company, outlining the capital costs involved and the expected high profits. The prospectus indicates that the newly formed company is in the process of purchasing four ships: two Glasgow built screw steamers of 430 tons and 100 HP which could reach a speed of 12 knots and two London built paddle steamers of 770 tons and 300 HP able to run at about 16 knots. The anticipated cost of the two screw steamers, inclusive of working capital (i.e. wages, coal, provisions etc.) was estimated at £35,000. The two paddle steamers, again inclusive of working capital, were estimated to cost about £66,000. The final capital outlay was some £35,000 to obtain bonds from the Confederate Cotton Loan which, when converted into cotton terms, would allow the ships to bring out 7,875 bales of cotton. Unfortunately, the prospectus does not name the ships involved but indicates that they were to run the Atlantic seaboard between Bermuda or Nassau making the short 'dash' to Wilmington or Charleston (depending on the state of the Charleston siege). The cargo on the outward leg was to consist of a Confederate Government

freight at a pre-arranged price or a mercantile freight if the Government could not make up the required cargo. It was estimated on the outward voyage that each screw steamer would bring out around 650 bales and each paddle steamer some 1,200 bales. The cost profit of the trip and freight delivered from Bermuda or Nassau equalled 4.5%. The 3,700 bales of cotton, however, could be sold at an estimated 25% profit at £40 per bale, netting a profit of £148,000 (less £10,000 for expenses of four double trips) equalling £138,000. Such figures tend to justify the commonly held view that on just one trip, many ships could clear their capital and working costs and still leave some profit.[15] In theory two round trips by each ship would net £276,000 for the company. The first part of Livingston's letter however, reveals that the reality of the situation was somewhat different. It would appear that on one round trip, the Albion Trading Co shipped out 3,200 bales of cotton earning a profit of £110,000 but in the process had lost two steamers and one cargo collectively worth £35,000. Two steamers were bought to replace the loss at a cost of £35,000 leaving a profit of only £40,000.

Despite the losses incurred by the Albion Trading Co, Lumsden was impressed enough by the figures and invested £1,000 in the new company.[16] Lumsden's investment was one of many. Other prominent businessmen involved in blockade running included the London financier and shipping agent, Thomas Stirling Begbie, and the Dumbarton ship builder, Peter Denny. Begbie and Denny both owned shares in Denny built ships such as the *Memphis* which ran the blockade into Charleston in May 1862.[17] Begbie also ran two ships on his own account, the *Emma* and the *Gertrude*, named after his two daughters. Both ships were launched in early 1863.[18] Through their collective actions such men helped establish Clydeside as one of the chief ports of the Confederacy. As a shipping agent for William Denny & Bros and Scotts of Greenock, Begbie was heavily involved in the organisation of blockade running from Clydeside, chartering ships for the Confederacy and companies running the blockade. Evidence in the form of a letter addressed to Begbie from the Captain of the *Marmion*, a Scotts built ship purchased by the Universal Trading Co, suggests that he almost certainly had some connection with the new company.

In the midst of all this activity it would be interesting to know what Lumsden's attitude was to this particular venture and to the war in general. He was senior partner of the family firm, James Lumsden, Son & Co, stationers, for forty-two years, and it rapidly grew under his management. Coupled with the family business, Lumsden was also a director of the Clydesdale Bank, the

South Western Railway Company and the Clyde Shipping Company. He also invested heavily in shares and owned extensive property throughout Glasgow. With such a background there can be little doubt that profit was the main motivation behind Lumsden's involvement with the Universal Trading Co. But where did his sympathies lie during the conflict? As an agent for the family firm, Lumsden travelled extensively throughout America during the 1830s and would certainly have witnessed the South's 'peculiar institution' first hand. As a Liberal, Lumsden may well have sympathised with the constitutional arguments of the South, viewing the war as a fight for Southern independence rather than a battle over the preservation of the Union and the abolition of slavery.[19] Certainly men of similar social rank and wealth tended to support the Confederate cause; but this was not always the case. The 8th Duke of Argyll for instance, was an ardent federal supporter. At the other end of the spectrum, the Clydeside labour leaders Alexander MacDonald of the Scottish Miners and Alexander Campbell, a prominent trade unionist, argued for Southern independence through their newspaper, the *Glasgow Sentinel*.[20]

The Universal Trading Co was to be based on that of the Albion Trading Co with the same manager, directors and office. Evidence from a number of sources illustrates that the company purchased three ships, the *Talisman*, the *Kenilworth* and the aforementioned *Marmion*. All three were paddle steamers of 400 tons and 120 HP capable of carrying 600 bales of cotton. They were also built by the same company, Scotts of Greenock, with their engines constructed by the Greenock Foundry Co.[21] In his letter to Lumsden, Livingston names another ship, the *Lady Sterling*, which he estimated was capable of carrying 1,400 bales of cotton. Unfortunately, no evidence has come to light detailing either the construction or subsequent voyages of this particular vessel. This does not necessarily mean that this ship never existed but it does highlight some of the problems involved in attempting to trace blockade runners. Very often in a bid to conceal the true nature of their business and to avoid detection by American Government intelligence agents, the names of ships were frequently changed and re-registered under 'cover' companies or individuals. As the *Dumbarton Herald* illustrates:

> The *Giraffe*, like most of the crack steamers, had her name changed, and was called after General Lee. The *Cornubia* has also been very successful, built by Messrs Denny, of Dumbarton last year and cost about £10,000. She also had her name changed, and it is said was called then Lady Davis, after the President's lady.[22]

Despite the problems in tracing blockade runners, limited evidence exists which allows some comment to be made on the fortunes of the Universal Trading Co's fleet. It can be seen from a number of sources that the *Talisman* ran the blockade successfully on at least three occasions.[23]. Indeed Lumsden received a note from Livingston on 17 November 1864 detailing one of the successful runs, '*Talisman* at Bermuda from Wilmington with 389 bales cotton 212 of which on acct of Co. 177 on acct of Confed Govt.'[24]

The reference to 177 bales of cotton on account of the Confederate Government relates to an Act of Congress passed in February 1864 which attempted to regulate the activities of blockade runners and thus allow the Confederate Government to share in some of the profits from blockade running, which up to this point, had largely been in the hands of private companies such as the Universal Trading Co. This legislation banned the importation of non-essential goods and detailed that half a ship's cargo space was to be allocated for Government use. Unfortunately, no evidence as yet has come to light which details any more successful runs by ships of the Universal Trading Co. However, what does survive is a remarkable letter from the skipper of the *Marmion*, Captain W Russell to T S Begbie describing his first two attempts to get into Charleston.[25]

Due to hydrographic conditions and internal fortifications, Charleston was notoriously difficult to blockade. However, this became easier from 1863 onwards, thanks to a scheme instituted by the Federal Rear Admiral John A B Dalgren which involed positioning monitors moored inside the bar and picket boats which patrolled the harbour entrances at night. A warning system was developed whereby these vessels could signal and alert the main blockading fleet to the arrival and departure of blockade running vessels.[26] The following extracts from Captain Russell's letter illustrate most vividly the effectiveness of this system, and also highlight the very real dangers, excitement and problems of running the blockade.

> I left Nassau on Saturday Nov. 26th and at 11.30pm of the 28th made Charleston bay and had passed seven of the outside blockading fleet, but as we proceeded further inshore, the water became very luminous which was the cause of our being first seen by a small vessel lying close into the beach, he immediately commenced firing rockets over us and making other signals to the fleet and in less than two minutes we were surrounded by their ships, the nearest one opened fire upon us with their muskets, the others trying to drive us inshore or to cut us off from getting to

sea again, finding myself in this predicament I saw the shadow of a chance to save myself and my ship as I fully expected to have been forced to beach her or to surrender. But being determined not to do this till the last, I tried to get my ship head round but they cut me off in all directions. I then stopped engines and let them come towards me, which they did, and as soon as they were nearly up to me I went ahead full speed and passed between four of their ships, they all fired upon me, but I am happy to say that none of their shots struck our ship, and before they could get their ships heads round I was a sufficient distance from the breakers to set on a head again, by this manoeuvre I am happy to say we got our ships head off shore...

I trust in our next attempt we shall be more fortunate, and that my endeavours to get into Charleston, and my proceedings to save my ship will meet with your approval and be satisfactory to the directors. I must by now to state that my own ship and engines are in excellent condition and that it was her superior speed that saved her from adding another to the number of the Yankee price list. I am now ready for sea, and only await further instructions from Mr. Atkinson to proceed, you will observe my provision are rather heavy owing to my lying in Falmouth so long, it interfered with my sea stock, and everything in the port as fearfully dear, but I am in hopes in a short time to make the returns of the ship satisfactory to all concerned in the interests of the *Marmion*. Capt. Baison of the *'Kenilworth'* I am sorry to say met with no better luck than myself on his first trip with her.

The only other reference found relating to the Universal fleet is in the *Dumbarton Herald* of 22 December 1864 in a section reporting on the movement of various blockade runners. It details the arrival of the *Talisman* in Nassau with 400 bales of cotton (presumably the same cargo referred to in Livingston's note) and of the *Marmion* which was 'loading' also in Nassau.

Due to the lack of source material it is difficult to determine how successful the Universal Trading Co actually was and what sort of return Lumsden could have expected from his investment. The main problem for the company was that time was running out for the Confederacy. Sherman was already ringing the jubilee in Georgia in December 1864 and his advance into the Carolinas in early 1865 sounded the death knell for blockade running with the capture of Charleston on 17 February, followed shortly by Wilmington on 22 February.

Nevertheless, we know that in the short time available the *Talisman* ran the blockade successfully on three occasions. Another important point to note is that no reference as yet has been found which details the capture or destruction of any of the Universal's fleet. This then brings us into the realm of speculation and the controversial issue of ships running the blockade in late 1864 and early 1865 and their rate of success. The effectiveness or ineffectiveness of the blockade has long been a matter of debate amongst historians. Frank L Owsley in his study, *King Cotton Diplomacy*, argued for the ineffectiveness of the blockade based on the amount of cotton exported and the number of imports received.[27] Marcus W Price in his study[28] estimated that out of 2,054 attempts to run the blockade, 1,735 were successful. A success rate of 84%. Other studies by Frank E Vandiver and more recently by Richard I Lester tend to substantiate the ineffectiveness of the blockade.[29] Peter Parish, however, sounds a note of caution arguing that figures are not always reliable and tend to overlook the question of ship capacity.[30] For our purposes it is perhaps enough to say that in early 1865 ships were still successfully running the blockade and if the other two or possibly three ships of the Universal Trading Co were as successful as the *Talisman*, then the company would certainly have made some profit.

Sir James Lumsden of Arden was a remarkable and successful businessman by any standards. On his death in 1871, he left an estate amounting to £98,000 which was left mainly in trust to his family.[31] Whether any of this wealth was generated by his involvement with the Universal Trading Co it is, at present, impossible to say. What can be stated and argued most vigorously is that through his actions Lumsden joined an influential group of businessmen closely associated with the insurgent cause.[32] It would be interesting to know, and only further research by others will reveal, the percentage of Glasgow businessmen which formed this group.

NOTES

1. See Peter J Parish, *The American Civil War* (London, 1975) pp. 397-400.
2. R Botsford, *Scotland and the American Civil War* (unpublished PhD thesis, University of Edinburgh, 1955) p. 133.
3. *The Scotsman, The Glasgow Herald, Dundee Courier, Glasgow Sentential* and many other papers reported frequently on blockade running throughout the Civil War period.
4. The documents linking Lumsden with the Universal Trading Co include: a letter, a receipt, a note and a prospectus relating to another blockade running company, Albion Trading

Co. These documents were discovered and listed by Jim Chirrey and now form part of the Lumsden of Arden Collection (Glasgow University Archives. Lumsden Deed Box, 3/C18/2, C28/6-7).

5. Botsford, p. 308.
6. See Samuel B Thompson, *Confederate Purchasing Operations Abroad* (The University of North Carolina Press, 1935) pp. 14-15.
7. For figures, see Botsford, p. 393.
8. See Frank L Owsley, *King Cotton Diplomacy* (The University of Chicago Press, 2nd Edition, 1959) pp. 549-500.
9. Parish, p. 400.
10. Botsford, p. 895.
11. T E Taylor, *Running the Blockade* (London, 1912) p. 85.
12. *Dumbarton Herald*, 21 Jan 1864.
13. *Glasgow Post Office Directory, 1863-1864*, p. 177.
14. Lumsden Deed Box, 3/C/28/26.
15. See Oswley, p. 554 and Parish, p. 423.
16. Receipt from Livingston to Lumsden for £1000, 19 Aug 1864 (Lumsden Deed Box, 3/C/28/7).
17. See David John Lyon, *The Denny List. Part 1* (National Maritime Museum, 1975) p. 73.
18. Grateful thanks to Johnston Robb for providing background information on T S Begbie.
19. See Parish, p. 387.
20. Botsford, p. 425.
21. *Dumbarton Herald*, 5 Jan 1865.
22. *Ibid*., 3 Dec 1863.
23. Botsford through his research concluded that the Talisman ran the blockade on three occasions. Sources he consulted include: *Glasgow Consular Records*; *Official Records of the Rebellion* (Washington, 1880-1901); *Official Records of the Union and Confederate Navies in the War of the Rebellion* (Navy Dept, Washington, 1894-1927); M W Price, 'Ships that tested the Blockade of the Carolina Ports, 1861-65' (*American Neptune VIII, 1948*) pp. 196-241; *Caledonian Mercury; Scotsman; Glasgow Herald;* and *Morning Journal*.
24. Lumsden Deed Box, 3/C/18/2.
25. This letter is to be deposited with Glasgow University Archives Business Record Centre as part of the Scott's collection (GD 319/11/1/12a). This letter was found with another thousand, dating from 1855-66, in the clock tower at Scott's Cartsburn Dockyard by Johnston Robb and Bill Lind.
26. Robert E Johnson, 'Investment by Sea: The Civil War Blockade (*American Neptune, 32*, 1978) p. 52.

27. See Oswley, pp. 229-267.
28. M W Price, 'Ships that tested the Blockade of the Carolina Ports, 1861-65 (*American Neptune, VIII*, 1948) pp. 196-237.
29. The views of Vandiver, Lester and others are discussed in I Beringer & E Richard, *Why the South Lost the War* (The University of Georgia Press, 1986) p. 57.
30. Parish, p. 422.
31. Lumsden Deed Box, 3/C/16/21, Extract Register of Transfer by the Executors of the late Sir James Lumsden in Favour of James Lumsden, Oct 1887.
32. Botsford, p. 395.

The Rise and Fall of Dunfermline Linen

Hugh Walker
Dunfermline Historical Society

> Dunfermline is still best known as the home of the damask linen manufacture. For Dunfermline linen is regarded as an indispensable equipment of every home in the civilised world with any pretension to culture, and delights the artistic eye every time the table is spread.[1]

When the above was written in 1913, Dunfermline boasted ten major linen factories, operating around 6,500 looms and employing more than 7,000 people. Today, eighty years later, all that remains is a small factory of around twenty-five looms (Keltex Towels) in Cowdenbeath weaving lettered linen towels, terry towels and other household textiles.

Linen weaving was an ancient craft in Dunfermline. Some believe it was introduced by the saintly Queen Margaret in the eleventh century and it certainly existed in 1491. Damask weaving started around 1718 following the now legendary story of James Blake who stole the secret from the weavers of Drumsheugh in Edinburgh. The well-known Jacquard machine was introduced around 1825, and by 1836 over 3,500 handlooms were in operation in and around Dunfermline - mostly as a cottage industry based around the weavers' homes.

These craftsmen produced goods to order from the linen merchants who employed designers for the damask patterns and owned warehouses for storing and distributing finished goods and linen yarn. This was the staple industry of Dunfermline and the main source of employment and income for the townspeople.

However, from the late 1830s, the setting-up elsewhere in Scotland of powerloom factories manufacturing plain goods had forced prices and wages down. Many handloom weavers became destitute. In 1842, 700 Dunfermline weavers were idle and in August there was a riot with looting of shops. There were more disturbances in 1845, but by then it was clear that the handloom was doomed and the future lay with steam power.

These were very hard times in Dunfermline. The weavers were craftsmen who were highly respected in the town and in many cases cultivated men who took an interest in matters beyond their profession. In the space of a few years,

their lives disintegrated. Andrew Carnegie's family was only one of many who had to emigrate in order to survive.

The way forward was not clear either. It was one thing to weave simple fabrics on the new steam-powered looms, but could the same techniques be applied to fine damasks requiring many heald shafts and a Jacquard? The control of all these was part of the skill of the handloom weaver. In this time of need, three men emerged who set Dunfermline on a new course and overcame the difficulties. They were Erskine Beveridge and the brothers Henry and Andrew Reid.

Erskine Beveridge, a native of the town, set up a drapers shop in the High Street in 1823 at the age of twenty. This was such a success that by 1833 he had decided to set up as a damask linen merchant and manufacturer himself. His success continued as he built up a reputation for quality and design - he employed the services of the famous Paton family of artists in Dunfermline. He was twice Provost during the 1840s and rapidly became the most powerful man in the town. He also distinguished himself as a political and social reformer and as the founder of a newspaper, the *Dunfermline Press*.

Erskine Beveridge, however, was more than just a successful businessman. He had a vision of the future, he could see beyond current difficulties to a mass textile market for the emerging Victorian middle class. In the late 1840s he built the extensive St. Leonard's Works which opened in 1851 - the first and eventually the largest of Dunfermline's linen factories. The 1855 Ordnance Survey map clearly shows the massive scale of St. Leonard's Works even in its early years - a testament to the man's vision.

Meanwhile, the two Reid brothers were experimenting with powerlooms at their premises in Canmore Street. In 1848 they succeeded in solving the problems of damask weaving on the powerloom:

> They were pioneers of the powerloom, and being pioneers it is impossible to overestimate the value of their labours to the people of Dunfermline sixty-four years ago, when the staple industry of the city was in critical state, or to speak too highly of their enterprise.[2]

Andrew and Henry Reid set up their powerloom factory at the Pilmuir Works in 1849. Pilmuir Works, currently owned by Dunlop Textiles, was greatly expanded around 1901, but the original factory is still identifiable in the north-west corner of the site. Once these pioneers had set the course many new factories sprang up.

In 1860, Henry Reid left his brother at Pilmuir Works and set up Abbey Gardens Works in St. Margaret Street. In 1865, J Mathewson (formerly of Dewars at Harriebrae) built Bothwell Works at the foot of the town. This was followed by J & T Alexander's Canmore Works (1867), Inglis and Co's Castleblair Works (1868), Hay & Robertson's St Margaret's Works (1870), Steel & Co's Caledonia Works (1874), Walker Reid & Co's Albany Works (1874) and Inglis & Co's Victoria Works (1876), the last linen factory. Most of these factories were considerably extended during the next thirty years.

This massive building programme translated into a rapid increase in weaving capacity in Dunfermline. According to *Campbell's Almanac*,[3] 1,005 powerlooms were operating in 1863 (mostly at St. Leonard's Works) rising to 2,670 in 1872. By 1880, according to *Clark's Guide*,[4] 4,000 powerlooms were operating with 5,000 employees, increasing to 5,000 looms and nearly 7,000 employees in 1894. The annual turnover was by then around £1 million. At its peak before the First World War, capacity had reached 6,500 looms to which could be added a number of subsidiary factories outside the town (such as Erskine Beveridge's 500-loom factory in Cowdenbeath). Several miles of cloth were produced every hour.

This was the zenith of Britain's textile industry, when half the world's cotton cloth and yarn were manufactured in Lancashire. In 1913, Lancashire operated 805,000 powerlooms, and produced a 1,000 miles of cloth every hour! But while working conditions were grim in Lancashire's cotton factories, life was better for the workers in Dunfermline's high-quality, high-value linen damask industry - although still noisy and dusty. A somewhat colourful description of working conditions exists in the 1905 *Dunfermline Journal Almanac*.[5] Whereas the handloom trade had been a mainly male occupation, female labour predominated in the new factories. The women were often the main breadwinners in the family:

> From 6 to 6 extends their day's work, and to many of them that service means 13 to 14 hours absence from home every weekday except Saturday when the factories close at 12 o'clock. For adjacent villages send considerable contingents to the factories; some of them travelling on foot from distances of 3 miles or more; others by special trains from colliery communities as far away as Cowdenbeath and Lochgelly.
>
> These country girls must start not later than 5 o'clock in the morning and cannot reach home earlier than 7 in the

> evening. The really trying time for them is the dark cold and wet weather. But, encountered in the early summer morning as they quickly make their way along hedge-lined country roads, answering the lark's song with their own music, they make the welkin ring with their peals of laughter.

And of the factories:

> The cleanliness and orderliness which everywhere prevail, the polished shining furniture of the engine-room, the eager activity displayed in the mechanics workshop, the manual dexterity of the winders and lappers, the eident and vigilant eyes of the women workers in the great weaving shed itself, with machinery in motion under your feet, and machinery in motion over your head - all appeal simultaneously and urgently to every faculty you possess; and your mind and brain carried away by the ceaseless, resistless rush of activity, feel as though they were being driven by steam-power too.
>
> The courteous manager who guides you through the works will probably suggest you take your last view by stepping up a ladder leaning against one of the roof beams. The sight thereby obtained is the most wondrous and impressive of all, with as many as 600 individual Jacquard machines each carrying out, directing and controlling a countless number of motions more or less complicated, and bringing out with unfailing regularity an infinite variety of results. The whole machinery drives on at express train speed.

A very old lady, Mrs. Catherine Campbell,[6] who had worked in St. Leonard's Works around the turn of the century, gave the following account of her work:

> I went to the factory when I was 14 or 15 years old. I had three looms at Erskine Beveridge. I made tablecloths, towels, doilies, sheets, pillowcases - all linen. We were on piecework, and worked from 6 a.m. to 5 p.m. There was no canteen in those days, we took our own food and a tea urn came round at meal breaks. I liked working there .... had lots of friends, friends and neighbours. Oh yes, I liked working there .... we made great wages .... 2/6d a week.

With the outbreak of the First World War, demand for damask linen plummetted, but the Dunfermline factories were kept busy with government orders for tarpaulins, tent duck, canvas and aeroplane fabric. But after the war, the linen factories never again saw full employment.

The hostilities had greatly disrupted the export trade on which Dunfermline depended. Over half the produce had traditionally gone to North America, but this market had switched to home-produced cotton goods. Lifestyles changed, and damask table linen went somewhat out of fashion - embroidered goods became more popular. Fine linen yarn rocketed in price due to the disruption of supplies during the war and linen lost market share to cotton and new artificial silk (or rayon) goods. Added to this were the austerities of the Great Depression in the USA and the slump in the UK during the 1920s and early 1930s which put Dunfermline's great linen industry on the road to ruin. Its dependence principally on one type of luxury product made it peculiarly vulnerable.

Short-time working in 1919 developed into a slump by 1921. In 1926 there were drastic cuts in wages and Victoria Works and Castleblair Works closed. Andrew Reid's Pilmuir Works was bought by Hay & Robertson. In 1928, Henry Reid and J & T Alexander combined operations at Canmore Works, Abbey Gardens Works being demolished and in 1930 Hay & Robertson bought the combined business.

The manufacturers tried many enterprising schemes - including books and publicity shows - for reviving business, but to little avail. In 1933, J Mathewson at Bothwell Works and Erskine Beveridge at St. Leonard's Works went into voluntary liquidation. At this stage only two businesses and three factories were still functioning: - Hay & Robertson at St. Margaret's and Pilmuir Works and Walker Reid at Albany Works.

Provost Gorrie of Dunfermline summarised this desperate situation in April 1933:[7]

> The best illustration, of which I know of the present state of the depression in the industry, is the experience which we have had in Dunfermline. In 1913 we had ten factories, with a total of between 6000 and 7000 looms, with both a large export trade to the United States and the British Dominions, and a flourishing home trade as well. Today, there are three linen factories remaining in operation with between 600 and 700 looms running.

One company, Hay & Robertson Ltd, did seem to buck the trend. Under the excellent management of the Robertson family and with a progressive product development and marketing programme, they survived the slump and in fact dominated the Dunfermline textile industry from the 1920s onwards.

Trading conditions improved slightly in 1934. Erskine Beveridge reopened on a much reduced scale and a new silk industry, masterminded by the Swiss, filled the gap left by linen. The famous Winterthur Silk Mills (1932) at Canmore Works and Dunfermline Silk Mills (1926) at Castleblair built a fine reputation and supplied silk cloth for the Queen's wedding and coronation dresses. Walker Reid's switched to silk and artificial silk in the late 1930s and St. Leonard's Works were partially occupied by Fife Silk Mills. Victoria Works was bought by Wilson & Wightman for manufacturing embroidered goods and lingerie and Hay & Robertson expanded their embroidery department, as did Erskine Beveridge, to satisfy new fashions.

During the Second World War Dunfermline factories were once again called on for many important materials and products including parachute silk. Hay & Robertson continued in the field of industrial textiles after the war.

In the 1950s, Britain's textile industry enjoyed a small boom and St. Leonard's Works were encouraged to completely re-equip with automatic looms, considerably improving productivity and competitiveness. When Hay & Robertson celebrated their centenary in 1954, they could claim to be the largest private employer in the town with 500 looms and over 480 employees.

This halt to the decline, however, was only short-lived. By the late 1960s most silk production had ceased and during the 1970s Hay & Robertson and Erskine Beveridge contracted further. Around 1982, Hay & Robertson folded up and their residual damask business was swallowed up by a Lancashire firm. A large part of St. Margaret's Works was demolished in 1984.

Erskine Beveridge struggled on through the 1980s making mostly lettered-linen towelling on contract and a variety of other interesting products - canvasses, jute matting and even cotton damask until around 1985. In 1988 there were bought by Sidlaw plc and the weaving section ceased operation in December 1989.

So, by a curious twist of fate, Dunfermline's linen industry died in the same place that it began 140 years earlier - St. Leonard's Works. The remains of the weaving shed were demolished in 1990, but the handsome office and warehouse of 1860 survives, as do a number of fine buildings in the Pilmuir Street area. The buildings are all that remain. The buzz of industry, the deafening roar of machinery in the weaving sheds, the countless jacquard

powerlooms with their mesmerising complexity of movement and shuttles streaking back and forth across the lay, have all disappeared. Gone also are most of the know how and skills that made Dunfermline damask capital of the world.

Fortunately it is still possible to see and hear a group of shuttle powerlooms operating at Keltex Towels in Cowdenbeath where David Ritchie (an ex-Erskine Beveridge employee) runs a successful weaving business. It is to be hoped that one day Dunfermline itself will have one or two operational powerlooms in an enlarged museum so that future generations can see and hear the exciting machines that made the town famous 100 years ago and which were almost a way of life for many of its inhabitants.

NOTES

1. *Dunfermline Journal Portrait Gallery* (1913) pp. 6-9, 'Erskine Beveridge, Esq. LL.D.'
2. *Dunfermline Press*, 31 Jan 1914.
3. *Campbell's Dunfermline and West Fife Family Almanac* (1872) pp. 4-5.
4. *Clark's Guide to Dunfermline and its Antiquities* (1880) pp. 65-67.
5. *Ibid.*, (1894) pp. 61-63.
6. 'The Home of the Damask Trade', *Dunfermline Journal Almanac* (1905) pp. 10-17; Hugh Walker, *The Story of Erskine Beveridge and St. Leonard's Works 1833-1989* (Carnegie Dunfermline Trust, 1991) p. 21; and record of interview with author.
7. *Dunfermline Press*, 8 Apr 1933. Speech made to annual Convention of Royal Burghs in Edinburgh.

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1. Hugh Walker, *The Story of Erskine Beveridge and St. Leonard's Works 1833-1989* (Carnegie Dunfermline Trust, 1991)
2. P K Livingstone, *Flax and Linen Through the Centuries* (Kirkcaldy, 1952)
3. 'The Home of the Damask Trade', *Dunfermline Journal Almanac* (1905) pp 10-17
4. Erskine Beveridge & Co Ltd, *Weave Trust with Truth* (1928)

Archive Report Number 9

The Royal Bank of Scotland

Vicki Wilkinson
The Royal Bank of Scotland plc

The Royal Bank of Scotland was established by Royal Charter on 31 May 1727 and opened for business in Ship Close, Edinburgh, on 8 December 1727. The new bank had its origins in the ill-fated Darien Scheme, the Scottish attempt to colonise Panama during the closing years of the seventeenth century. King William III had been induced in 1695 to give his consent to a Scottish Act of Parliament to promote a counterpart to the London East India Company, the Company of Scotland Trading to Africa and the Indies, but, when it was realised that the new venture would compete with that enterprise, English money and the King's support were withdrawn. When the colony at Darien failed in 1699 many lives and one quarter of Scotland's liquid assets were lost. The country was impoverished and resentment focused on England and its withdrawal from the scheme. Accordingly, after the Scottish and English parliaments were joined by the Act of Union in 1707, England agreed to pay Scotland a pecuniary 'Equivalent' in compensation for Darien and other losses and debts. Only part of the sum could be paid in cash and debentures were issued. The debenture holders formed a society, later known as the Equivalent Company, to collect interest, purchase more debenture stock and grant loans to members. Its directors soon wished to extend their banking services beyond their own membership and so sought a banking charter. The name 'Equivalent' was dropped and a Charter, incorporating the new Royal Bank of Scotland, was granted on 31 May 1727 under the Great Seal of Scotland.

The new bank had an authorised capital of £111,347 and eight staff whose combined annual salary totalled £476 13s 4d. It immediately issued its own notes, agents or circulators being employed to distribute them as widely as possible. In 1728 the Bank introduced the concept of the 'cash credit', the forerunner of the present day overdraft. A merchant of good standing backed by his own bond and that of two or more responsible friends, could draw up to a given amount from the bank without having cash, deposits or collateral security.

Despite the upheavals of the mid-eighteenth century the new bank grew steadily. Initially, rather than establishing a branch network, the Royal Bank

concentrated on developing connections with provincial banking companies. However, without branches increasing the circulation of the bank's notes proved difficult and on 3 September 1783 it was decided to open a branch in Glasgow for 'discounting bills, and purchasing bills on London and Edinburgh, and circulating their notes in Glasgow and the neighbourhood'. This office was to remain the only branch of the bank for fifty years.

In 1825 the Royal Bank bought Dundas Mansion, the town house of Sir Lawrence Dundas of Kerse, with a view to creating a prestigious new head office for the business. The premises were altered to make them suitable for the purposes of banking, a porch being added and a parapet wall removed. The building was opened for business on 24 April 1828 and is now the registered office of The Royal Bank of Scotland plc.

The early 1830s was a period of expansion for the Royal Bank, with five new branches being opened in Dundee, Paisley, Perth, Rothesay and Dalkeith by 1836. Talks were also held with a number of private banks with a view to merger, but none proved fruitful and the growth of the branch network was itself checked by the recurrent financial crises of the first half of the nineteenth century. However, after the collapse of Western Bank in 1857, a number of its branches were acquired and in 1864 Dundee Banking Company, a sound banking concern with five offices and a capital of £100,000, was absorbed. Some ten years later, in 1874, the Royal Bank followed the example of other Scottish banks and opened an office in London at 124 Bishopsgate Street.

From the 1920s The Royal Bank of Scotland embarked upon a policy of expansion in England, acquiring in 1924 Drummonds Bank of London, established in around 1717, and William Deacon's Bank of London and Manchester, established in 1771, and the Bank of England's Western branch in Burlington Gardens, London, in 1930. In 1939 the purchase of the London private bank Glyn, Mills & Co was negotiated. Fifteen years earlier Glyn, Mills had itself absorbed Child & Co which had been founded as a goldsmith's shop during the late sixteenth century. The Royal Bank and its two English subsidiaries, William Deacon's and Glyn, Mills, continued in business as separate entities under the title of the Three Banks Group.

During the late 1960s the economic climate was unfavourable for banking with constraints on bank lending, devaluation of sterling and hire purchase controls encouraging further consolidation. In 1968 talks began on a proposed merger between the Royal Bank and National Commercial Bank of Scotland Ltd. The latter had been formed in 1959 by the fusion of Commercial Bank of Scotland Ltd, established in 1810, and National Bank of Scotland Ltd,

established in 1825. It occupied a dominant position in Scottish banking with assets of some £300 million and over 400 branches. It pioneered investment management services, introduced a 'Boat Bank' to serve the Orkney Islands in 1962 and launched a ladies branch, staffed by ladies for ladies, in Edinburgh in 1964. In 1966 it acquired the English and Welsh offices of National Bank Ltd, established in 1835. The merger talks between the Royal Bank and National Commercial Bank of Scotland Ltd were successful, and a new bank, The Royal Bank of Scotland Ltd, was formed with effect from 1 April 1969.

The Royal Bank of Scotland flourished in the 1970s, playing a leading role in lending to businesses that served the north sea oil and gas industry and launching Royal Bank Leasing Co and Royal Scot Finance. In 1970 the three English constituent banks, which had hitherto continued to trade under their own names, combined to form Williams & Glyn's Bank, which introduced a new range of services, such as the Access credit card, savings accounts and automated cash tellers, and developed merchant banking activities.

By the 1980s the Royal Bank decided to seek a merger with a British bank with a strong overseas presence. Talks were opened with Standard Chartered Bank Ltd, but The Hongkong & Shanghai Banking Corporation made a rival bid and both offers were referred to the Monopolies and Mergers Commission, which decided that both proposals would operate against the public interest. Within 9 months, The Royal Bank of Scotland announced a new corporate strategy and, in the following year, plans were unveiled for the merger of its business with that of Williams & Glyn's Bank. From September 1985 the businesses traded under a single banner, The Royal Bank of Scotland plc, both north and south of the border.

The Scottish section of The Royal Bank of Scotland's Archive is based at 36 St Andrew Square, Edinburgh, and forms part of a larger Archive Department responsible for the management of the historical records of the Bank and all its operating divisions in Scotland, England and Wales.

The Archive section in Edinburgh currently holds a substantial collection of records dating back to 1696. It includes the minutes of the directors of the Company of Scotland Trading to Africa and the Indies and letterbooks, stock registers, accounts and dividend warrants for the related Equivalent Company for the period 1707 to 1727. In addition, a complete set of minutes of The Royal Bank of Scotland itself, dating back to 1727, is held, together with staff records (including some photographs, staff rules and staff magazines) branch photographs and plans, and a large collection of bank notes. Material is also held for the constituent banks, including the minutes of both Commercial Bank

of Scotland Ltd and National Bank of Scotland Ltd. Surveys are currently being carried out to establish the whereabouts of other records with the aim of centralising all material of historical interest in Edinburgh.

A computer database describing all the records held in Edinburgh is currently being built up, alongside a historical database detailing the histories of each bank, branch and department. In addition, the section is connected through a remote computer link to the database of the England and Wales Archive section in London.

The office is open to the public daily, by appointment, although access to the Archives and records is at the discretion of the Assistant Manager, Archives. The section offers a wide range of services, including the provision of information on the history of the Bank, its staff and services, the supply of historical leaflets on a variety of subjects ranging from the history of money boxes to the development of the cash point machine and the mounting of exhibitions on everything from the development of a branch to the growth of the Bank in a particular geographical area. All enquiries should be addressed to Vicki Wilkinson, Assistant Manager, Archives, The Royal Bank of Scotland plc, 36 St Andrew Square, Edinburgh EH2 2YB (Tel: 031-523 5925 or 031-556 8555 ext. 25925).

Canals, Insurance and the Scottish Council: Report of the Business Archives Council Surveying Officer, 1992-93

Since the commencement of the Business Archives Council of Scotland Survey in 1978, the prime responsibility of the Surveying Officer has been to contact businesses throughout Scotland with the aim of locating business records of historical value. This is still very much the case with 30 surveys carried out during 1992-93. The focus, however, has shifted in that much time is now spent assisting archive institutions in listing and surveying collections, reflecting the need for increased resources and archive provision in Scotland at local and national level. These factors are evident in the surveying activity over the last year, with a variety of companies having been surveyed ranging from woollen mills in the Borders to civil engineering firms in the Highlands. Surveying work has also been thematic concentrating on such areas as private education, life assurance and British Waterways records in Scotland.

A number of major surveys have been undertaken and much time has been spent at the head office of the Scottish Widows' Fund and Life Assurance Society in Edinburgh, resulting in a major listing and surveying operation. The Society's collection of non-current records, similar to those surveyed at Scottish Amicable during 1991-92, provide an almost complete and continuous series of life assurance records dating back to the company's origins in 1811 and its evolution into the first mutual office in Scotland. Current surveying work is concentrating on the records of the largest mutual life office in Scotland, Standard Life Assurance Co, which date back to 1825. On completion of this listing operation, the Business Archives Council of Scotland Survey will include all the major life assurance companies in Scotland.

These major listing commitments have not prevented visits to smaller companies. These have included R W Forsyth, outfitters of Glasgow, Edinburgh and London; A R Miller & Co, iron founders of Edinburgh; Reid & Taylor, tweed manufacturers of Langholm, and David Blennie & Son of Springburn, Glasgow, which produced square cut nails. A week was also spent at the Macallan-Glenlivet Distillery in Craigellachie, Speyside, continuing the very enjoyable tradition of surveying distillery records.

In a bid for greater diversity, much work has been concentrated on private educational establishments such as Fettes College and Edinburgh Academy, Edinburgh, and Hutchesons' Grammar School, Glasgow. These have produced

excellent records detailing not only the business and educational development of each school, but also the part such schools played in the wider community.

A recurring theme over the last few years has been the paucity of archive provision in Scotland and the problems facing archive institutions due to general lack of resources. In a response to this situation a week was spent at the Angus District Archive in Montrose listing the records, dating back to 1840, of Francis Webster & Son, the second oldest spinning mill in Angus. The records of the Campbeltown Coal Company, deposited with the Argyll and Bute District Archive at Lochgilphead, were also listed and some two weeks have been spent in Inverness carrying out surveys initiated by Bob Steward, the Highland Regional Archivist. These included: the Inverness Harbour Trust, Scottish Highland Omnibuses Ltd, Mott MacDonald, civil engineers, the Harris Tweed Association, and the Caledonian Canal.

It is appropriate that with 1993 designated 'Canal 200', in celebration of the 'canal building mania' of 1793, much time and effort has been spent at the British Waterways offices in Glasgow, Ardrishaig and Inverness listing records. All three offices produced excellent archives relating to the Caledonian, Crinan, Monkland, Forth & Clyde and Union Canals. The records at the Caledonian Canal office in Inverness produced the most interesting find of the year, when correspondence relating to Thomas Telford and the canal's construction came to light.

One of the most important surveys undertaken in this or previous years was that of the Scottish Council (Development and Industry) (SCDI). Since its conception in 1931, the main objective of the Scottish Council has been the promotion of the industrial and economic development of Scotland. This is actively pursued at present through three key areas: 'public policy', 'business development' and 'training'. 'Public policy', includes consultation with industry, economic research and analysis, submissions to government and participation in economic seminars. 'Business development' takes the form of trade missions, seminars, research and information services and numerous business publications. 'Training' has an obvious importance for industry in order to attain competitiveness in the industrial market, so that the concept of educated manpower through school projects and consultative papers has become another important element of the Council's work. As the Council is the only non-political body actively concerned with the general economic well-being and prosperity of Scotland, its archival records afford a fascinating insight into the changing industrial climate, the prevailing attitudes of the business community and government, and the general economic development of the country over the

last sixty years. The following notes provide a guide to the Council's development, achievements and activities.

The Scottish Council (Development and Industry) has its origins in the Scottish National Development Council created in 1931 by the joint initiative of some of the key figures in industry, commerce, finance, trades unions and local authorities in Scotland. The Council's formation was a response to mass unemployment and economic recession which necessitated the creation of an independent, non-political body to operate outside government, promoting and developing the industrial, commercial and economic interests of Scotland. This was to be achieved by co-operation with any association, chamber of commerce, council or body. The prime movers behind the Council were the Earl of Elgin, its first President, Sir Henry Keith, chairman of James Keith Ltd, merchants, Hamilton, William Watson, National Union of Scottish Mineworkers, and Sir William Lithgow, shipbuilder, who become the first chairman of the executive committee of the Council.

The most notable achievement of the Council during the 1930s was the development of the concept of industrial estates; an idea initially rejected by the government. This resulted in the Scottish Industrial Estates Corporation, originally run from the Council's offices and headed by the Council's then President, Sir Steven Bilsland. The first industrial estate opened in 1937 at Hillington where Rolls Royce established their first Scottish factory. The Council was also instrumental in promoting the 1938 Empire Exhibition.

In 1942, the Scottish Council on Industry was established by the then Secretary of State for Scotland, Tom Johnston, as an advisory committee to ensure that Scotland got a fair share of the strategic dispersal of industry. The 1944 Distribution of Industry Act boosted this activity and the growth of industrial estates in Scotland. Immediately after the Second World War, the Scottish Development Council (the word 'National' was dropped after its first year of operation) amalgamated with the Scottish Council on Industry and a new constitution was drawn up for The Scottish Council (Development and Industry) as an independent, non-governmental body, continuing in the spirit of the original Scottish Development Council.

The Scottish Council was the first organisation in the world to enter the field of overseas promotion/attraction of industry . This activity began in 1948 with promotion concentrated on two areas, the USA and the south of England. There was an obvious need to create jobs in Scotland, but the Council also recognised that Scotland had no science based industries which were essential if Scotland was to diversify and thereby reduce dependence on the declining

traditional heavy engineering industries. The Council's notable success was boosted by the dollar shortage which encouraged overseas investment by US companies. Concurrently, the Scottish Council lobbied government to adopt a scheme to encourage indigenous Scottish industry to enter the new field of electronics. Willie Robertson, Chief Executive of SCDI, and Jack Toothill, then head of Ferranti in Scotland, put forward a proposal to the Scottish Office that Ferranti be given government defence contracts and to act as 'mother hen', training engineers from other companies in the new discipline of electronics. As a result the Scottish Electronics Scheme was born.

The Council in the late 1940s evolved the concept of the trade mission which today is very familiar. Since 1973 the Council, working in association with Board of Trade, has been running trade missions to major markets overseas, many of which were UK firsts, including China and the former Soviet Republics. The Council promoted the Scottish Industries Exhibition held in the Kelvin Hall, Glasgow, in 1949 without any government support. The profit from this major exhibition (the public attendance figure was over 500,000) enabled the Council to purchase new offices in Castle Street, Edinburgh.

In 1951/2 the Council published the Cairncross Report which argued that growth should be the objective not simply the relief of unemployment. Little headway was made in persuading government to accept this philosophy and mounting frustration led to the establishment of the Toothill Committee in 1959, whose report advocated a growth strategy for Scotland and was to provide the basis for government regional policy. In February 1970 the Council published its first Oceanspan study which was described as a maritime-based development strategy for a European Scotland 1970-2000. A second Oceanspan study was published in October 1971. In these studies the Council identified Hunterston as the finest deep water site in Europe and argued the case for a multi-user maritime terminal. The concept was of a manufacturing land-bridge across Scotland into Europe, an argument strengthened by congestion in the English Channel. In the 'Future for Scotland' report, published in September 1973, the Council identified the growth potential region by region and pointed out the West/East access of industrial activity would tilt because of oil-related developments in Aberdeen.

Since its foundation, the Scottish Council has campaigned vigorously over the years on a number of individual issues of vital importance to the Scottish economy. These have included the National Engineering Laboratory at East Kilbride, for government investment in a new strip mill at Ravenscraig (this was a combined campaign with the STUC), for the bridge at Ballachulish, for

the pulp mill at Corpach and for an aluminium smelter at Invergordon. The Council has also battled successfully to stop government closure of Prestwick Airport and was directly associated with the campaigns to get Rootes to Linwood and to construct the Tay and Forth road bridges. The Kessock Bridge campaign was spearheaded by Pat Hunter Gordon, the Council's Highlands Area Chairman. The Council also supported the notion, advanced at its 1969 Forum and its Research Institute Devolution study, to create a body to co-ordinate the government's industrial development activities in Scotland and therefore subsequently welcomed the creation of the Scottish Development Agency.

The Council was also the first organisation to bring to the notice of industry in Scotland the potential represented by the discovery, in a commercial quantity, of oil and gas in the UK sector of the North Sea. A major conference was held in Renfrew in 1972, which was followed by a series of oil and gas reports, researched and produced by the Council's Aberdeen office, including a world survey of the potential for future developments of oil and gas resources and the first analysis of the opportunities in inspection, maintenance and repair.

The archives of the Council summarised below are available to researchers at its office in Edinburgh. Contact Alan Wilson, General Manager, Scottish Council (Development and Industry), 17 Park Circus, Glasgow for further details of access.

Scottish Development Council and **Scottish Council for Industry.** Minutes and executive committee papers, 1931-46; committee papers and reports, 1942-49; correspondence, 1942-46.

Scottish Council (Development & Industry). Annual reports, 1947-83; financial records, 1932-77; committee papers, 1946-83; correspondence and general working files, 1948-85; SCDI/Government records, 1963-74; Scottish Council Research Institute records, 1974-84; publicity and publication records, 1966-84; exhibition competition records, 1964-82.

The following summaries of companies surveyed during the year demonstrate the range and type of records located and listed. Any approaches to companies and institutions should be made through the National Register of Archives (Scotland).

Armitage Shanks, bathroom manufacturer, Barrhead. Catalogues, 1907-68; patents, 1877-1951; production records, 1943-46.

David Bennie & Sons Ltd, nail manufacturers, Springburn, Glasgow. Minute books, 1899-1964; share ledger, 1951-67; annual returns and accounts, 1945-75;

business and correspondence files, 1932-66; inventory and valuation records, 1898-1971; agreements/assignments/patents, 1884-1933; business diaries, 1936-55.

Brechin Bros Ltd, butchers, Glasgow. Annual reports and accounts, 1967-90; share records, 1904-87.

British Waterways Head Office, Glasgow. Minute books, 1768-1815; canal reports, 1803-1917; canal and railway acts of parliament, 1760-1867; accounting records 1792-1946; chartulary records,. 1771-1947; land registers and deeds, 1776-1980; tolls and charges records, 1820-1957; sailing records, 1946-48; miscellaneous records, 1770-1960.

Caledonian Canal, British Waterways, Inverness. Annual reports, 1903-67; canal acts and regulations, 1860-1966; financial records, 1877-1977; toll records, 1887-1965; property and rent records, 1930-82; correspondence and business files, 1904-67; photographic material, 1850-81; miscellaneous records, 1802-1979.

Campbeltown Coal Company, Argyll. Ledgers, 1900-21; financial records, 1905-23; wage records, 1917-26; production records, 1902-26; customer and supply books, 1914-16; letter books and correspondence, 1909-26; plans, c.1920; miscellaneous records, 1903-27.

The Chartered Institute of Bankers in Scotland, Edinburgh. Minutes, 1872-1990; annual reports, 1875-1973; financial records, 1862-1980; business and correspondence files, 1853-1991; letter books, 1875-1934; examination records, 1874-1990; prize essays, 1854-1909; CIBS journals and publications, 1850-1974; printed texts, 1642-1960; banking magazines, 1895-1964; photographs, 1875-1975; miscellaneous records, 1876-1981.

Craigclowan Preparatory School, Perth. Minutes, 1965-92; financial statements, 1985-91; miscellaneous records, 1952-90.

Crinan Canal, British Waterways, Argyll. Canal acts, 1793-1867; canal commissioners' reports, 1797-1920; financial records, 1915-71; wage books, 1908-64; day books, 1921-59; correspondence, 1795-1943; business files, 1899-1972; plans/tracings/drawings/charts, 1805-1970; miscellaneous records, 1833-1967.

Dollar Academy, Clackmananshire. Minutes, 1818-93; financial records, 1846-1919; prospectuses, 1901-90; registers, 1823-1993; library records, 1827-1880; miscellaneous historical material, 1800-1993; school magazine, 1881-1993; plans, 1812-1950; film and video records, 1932-93; miscellaneous records, 1897-1991.

Edinburgh Academy, Edinburgh. Annual reports, 1825-1939; financial statements, 1849-1928; ledgers, 1823-1936; cash books, 1829-1930; account books, 1823-91; fee books, 1890-1929; registers, 1825-1911; enrolment books, 1892-1907; class lists, 1879-1991; prospectuses and fee notices, 1890-1966; staff records, 1901-63; letter books, 1850-1927; club records, 1868-1971; miscellaneous records, 1825-1965.

Fazzi Bros Ltd, Italian grocers and wine merchants, Glasgow. Board papers, 1952-75; cash/sales analysis, 1987-91; stock books, 1966-82; miscellaneous property records, 1939-90.

Fettes College, Edinburgh. Minute books, 1836-1947; financial records, 1818-1973; wage records, 1960-73; registers, 1864-1946; college application records, 1870-1965; reports, 1887-1958; college lists, 1872-1979; college magazine, 1878-1992; examination papers, 1871-1908; miscellaneous records, 1873-1958.

R W Forsyths Ltd, outfitters, Edinburgh, Glasgow, London. Ledgers, 1872-1953; salary books, 1881-96; correspondence, 1886-1981; publicity and advertising material, 1900-80; newspaper cuttings, 1889-1980; printed material, 1891-1979; photographic material, 1890-1972; miscellaneous records, 1845-1981.

Highland Scottish Omnibuses Ltd, Inverness. Minute books, 1951-90; board papers, 1966-91; financial records, 1952-1989; marketing and corporate planning records, 1982-90; correspondence, 1955-84.

Hutchesons' Grammar School, Glasgow. Minutes, 1885-1987; financial records, 1883-1967; statistical returns, 1876-1908; log books, 1913-56; prospectuses and reports, 1885-1954; letter books, 1878-1963; roll books, 1877-78; registers, 1876-1956; class index books, 1877-1942; daily record of places in class, 1866-1987; attendance records, 1880-1907; examination material, 1887-1965; sports records, 1870-1935; newspaper cuttings, 1861-1991; historical files, 1870-1980; Hutchesonia material, 1887-1990; photographic material, 1860-1960; school magazine, 1894-1950; plans and tracings, c.1960; printed material, 1747-1990; correspondence, 1913-57; miscellaneous records, 1869-1976; artefacts, 1922-76.

The Insurance and Actuarial Society of Glasgow. Minute books, 1953-87; presidential addresses, 1949-87; addresses to the society, 1936-87; miscellaneous records, 1903-90.

Inverness Harbour Trust, Inverness. Minutes, 1896-1980; financial records, 1848-1970; letter books, 1847-1980; harbour log books, 1880-1981; harbour master report books, 1900-81; acts of parliament and bye laws, 1847-1990; specification/reports/estimates, 1894-1926; miscellaneous records, 1910-81.

Macallan-Glenlivet plc, distillers, Craigellachie. Minutes, 1940-82; board papers, 1946-82; ledgers and journals, 1893-1969; cash books, 1893-1950; account books, 1941-79; wage books, 1934-77; invoice books, 1893-1965; invoice day books, 1914-76; sales day books, 1910-75; letter books, 1893-1938; correspondence files, 1948-76; miscellaneous files, 1940-77; warehouse registers, 1945-79; bonded warehouse registers, 1893-1947; duty notes, 1891-1919; store books, 1928-72; cask registers, 1893-1971; compare registers, 1906-72; malt and barley registers, 1893-1970; private

stock books, 1901-82; records of Highmac Ltd, 1968-75; Macallan farm records, 1936-75; premises books, 1950-77; miscellaneous records, 1879-1958.

James McCaig & Sons Ltd, wool merchants and importers, Galashiels. Private ledgers, 1890-1929; journals, 1890-1929; credit and debit ledgers, 1890-1928; cash books, 1890-1973; invoice books, 1890-1954; invoice return books, 1908-29; general balance books, 1890-1945; letter books, 1890-1932; stock books, 1890-1928; day books, 1890-1925; order books, 1902-55; sales and purchase books, 1927-60; sales note books, 1893-1929; miscellaneous records, 1890-1928.

A R Miller, iron founders, Edinburgh. Financial records 1889-1974; letter books, 1967-84; wage records, 1902-34; order books, 1909-35; estimate books, 1890-1933; sales books, 1906-55; day books, 1945-85.

Morris Furniture Ltd, cabinet makers, Glasgow. Board records, 1914-53; financial records, 1935-76; business files, 1940-80; title deeds/leases/contracts, 1833-1938; production records, 1941-56; order and delivery records, 1933-53; inventory and valuation records, 1942-43; drawings/plans, c.1940-70; catalogues, 1909-55; newspaper cuttings, 1924-48; glass negatives, c.1940-70; miscellaneous records, 1877-1951.

Reid & Taylor Ltd, woollen manufacturers, Langholm. Board papers, 1939-75; financial records, 1902-74; salary books, 1946-66; share register and certificate books 1869-1919; correspondence, 1882-1977; office order books, 1913-56; customer records, 1933-56; production records, 1935-87; ranges books, 1916-42; photographic and advertising material, 1903-80; miscellaneous records, 1900-65.

St. George's School for Girls, Edinburgh. Minute books, 1886-1965; annual reports, 1886-1928; prospectuses, 1888-1910; school registers, 1886-1961; school reports, 1887-1989; letter books, 1885-1956; examination and syllabus records, 1893-1962; school magazines, 1892-1957; scrap books, 1888-1964; holiday association records, 1895-1921; miscellaneous records, 1891-1989.

Scottish Clerks Association, life office, Glasgow. Minutes, 1886-1963; letter books, 1890-94; agent books, 1941-45.

Scottish Widows' Fund and Life Assurance Society, Edinburgh. Board papers, 1812-1969; financial records, 1815-1963; committee records, 1862-1955; policy records, 1814-1970; investment records, 1884-1968; actuarial records, 1907-57; circulars and correspondence, 1812-1971; legal records, 1853-1970; marketing and advertising material, 1928-78; agency and branch records, 1844-1924; historical files, 1912-71; photographs, 1890-1965; miscellaneous records, 1810-1972.

G & R W Smith of Crowmallie, ship owners. Letter books, 1844-1923; diaries, 1858-63; accounting records, 1821-1928; family and estate papers, 1880-1934; ship papers, 1910-60; photograph albums, 1880-1950.

David Strathie & Co, chartered accountants, Glasgow. Private ledgers, 1904-34.
Francis Webster & Son Ltd, spinners and manufacturers, Abroath. Board papers, 1929-84; accounts and annual reports, 1980-84; ledgers, 1892-1955; order and delivery records, 1892-1990; day books, 1846-1937; customer records, 1840-1949; consignment books, 1879-1935; shipping books and lists, 1878-79; letter books, 1851-1934; travellers' books, 1881-94; costing note books, 1902-36; production records, 1873-1961; inspection books, 1946-67; stock records, 1938-76; valuation records, 1924-52; correspondence, 1800-1957; staff records, 1941-81; miscellaneous records, 1862-80.

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Business Archives News

1. Survey of the Records of Architectural and Related Practices

Glasgow University Archives in collaboration with Historic Scotland, the Royal Commission on Ancient and Historic Monuments in Scotland and the Royal Incorporation of Architects in Scotland has recently secured some £100,000 of grants, principally from Leverhulme and Carnegie Trusts, to complete over the next three years a survey of architectural records in professional and public hands.

During the first year of the project, which began in July 1992, ninety-one architectural practices have been surveyed. The proceeding three years will encompass visits to the offices of quantity surveyors and civil engineers and an examination of the collections of the Dean of Guild Courts throughout Scotland. The aims of the project are five-fold, namely to chronicle the history of each practice or collection, to record an overview of what each collection contains, to save those collections threatened, to make detailed lists of the most important collections, and to develop a new methodology for the listing of collections of architectural drawings and supporting documents to provide a structure and guidelines for archivists in the future.

The principal surveying officer is Rebecca Bailey, a graduate in the new honours degree in Architectural History from the University of Edinburgh, who is based in Glasgow University Archives Business Record Centre. She is shortly to be joined by an archivist who will be instrumental in the development of the new methodology.

The initial response form the architectural profession has been overwhelming, with 90 per cent of those approached agreeing to a survey request. It has been discovered that major destruction of architectural records has been carried out by 19 per cent of those offices surveyed, including several nineteenth century collections which have been completely destroyed. An encouraging 68 per cent of practices (spread throughout Scotland), however, retain the majority of their records, with 18 per cent having large collections of drawings dating from before 1950.

Rebecca can be contacted at the Scottish Survey of Architectural Practices, Business Record Centre, 13 Thurso Street, Glasgow G11 6PE (Tel. 041 339 8855 ext. 6494).

2. British Steel Corporation

The British Steel Corporation has completely changed its policy concerning its historical records. The Historical Manuscripts Commission and the Scottish

Record Office have been invited to inspect the material held at Irthlingborough in Northamptonshire. The Commission were able to compile a list of the material and the Scottish Record Office was able to arrange for the transmission of the entire Scottish holdings at Irthlingborough to Edinburgh. The material consists of business and production records of Colville's Ltd, Redpath Brown & Co Ltd and Stewarts & Lloyds Ltd and their subsidiaries. These records were transferred to the Scottish Record Office's Granton Record Store at the end of January 1993. Since then further material has been transferred from Ravenscraig, Motherwell, and contact is being established with British Steel's other record centre at Shotton in north Wales. The material is an outright gift to the Scottish Record Office, but the question of where the material will be held has still to be discussed. Strathclyde Regional Archives has expressed an interest in taking custody of the material, either at its headquarters in the Mitchell Library in Glasgow or in a possible proposed facility in the Motherwell area. The Scottish Record Office would not be averse to this material being held in the West of Scotland, provided it remained under the charge and superintendence of the Keeper of the Records of Scotland.

3. British Rail Records

The most important issue regarding the records of British Rail at present is that of privatisation. The Scottish Record Office has been represented in discussions with both British Rail and the Department of Transport regarding the inclusion of a clause on records in the new legislation to replace section 144 of the Transport Act 1968. The legislation provides for the replacement of the present advisory panel on records and for the operation of a 'scheme' for the disposal of records and relics. The National Railway Museum have expressed some disquiet that they are not specifically mentioned in the legislation (unlike the PRO and the SRO which both have specific statutes to refer to). However, they have been assured that the intention of the drafters of the Bill has been to keep the record provision as general as possible, since section 144, which was much more specific in its tenor, eventually ceased to reflect the true situation. The National Railway Museum's position would be safeguarded by detailed arrangements embodied in a Statutory Instrument following on the new Act.

In addition, the Scottish Record Office has taken custody of a further large consignment of plans from ScotRail House. It is hoped that the Muniment Room there, which has been out of bounds for the last year owing to a court case, will be opened to Scottish Record Office scrutiny again soon. When this

happens, it will be possible to make recommendations to ScotRail as to material suitable for disposal or transfer to the Scottish Record Office.

4. British Coal

There has been considerable disquiet both in the Scottish Record Office, in the British Geological Survey (who already hold non-coal mine abandonment plans) and in private industry concerning the intention of the British Coal Corporation to move the Scottish collection of plans of abandoned mines, at present held at the British Coal Record Centre at Newtongrange, to Bretby in Nottinghamshire. This has already caused an outcry in Wales and resulted in a report by the Parliamentary Committee on Welsh Affairs. The plans were nevertheless transferred. British Coal have learned enough from the Welsh experience to invite consultation with representatives of the Scottish Office, including the Scottish Record Office. It is possible that even if British Coal insist on carrying out their intention to centralise plans of abandoned mines, that some of the material held at Newtongrange will prove to be of no further value to the Corporation, and might therefore be transferred to the Scottish Record Office, who would in turn be prepared to allow the material to go to the Geological Survey under charge and superintendence.

5. International Business Archives

The Steering Committee of the International Council on Archives Section on Business and Labour Archives met in Munich 15-16 April 1993. Nine archivists, including Lesley Richmond, Archives and Business Record Centre, Glasgow University, attended the meeting which was held at the headquarters of the Bayerischer Sparkassen- und Giroverband (Bavarian Association of Savings Banks). The principal topics dealt with were the drawing up of a programme of committee meetings and open meetings leading up to the next ICA Congress in Bejing in 1996, and the finalisation of an introductory brochure for the Section.

The open meetings planned are to cover the records of the international oil industry (Stavanger 21-22 August 1994) and overviews of business and labour records in Eastern and Central Europe (Autumn 1994) and Asia and the Far East (1995). It is hoped that the last two meetings will provide material for the second and third publications in the series of overviews of the position of business archives in different regions of the world. The first overview on the situation in Western Europe, edited by Lesley Richmond, is in draft form and it is hoped that it will be published in the early summer of 1994.

Further details about the Section and its open meetings can be obtained from the secretary of the steering committee, Dr Hans Eyvind Naess, The NDNO Foundation, Kirkebakken 10, 4012 Stavanger, Norway. (Fax 47-4-891994)

Summary Lists of Archive Surveys and Deposits, 1991-92

1 National Register of Archives (Scotland)

Full details of the surveys are available from the National Register of Archives (Scotland). All enquires and requests for access should be addressed to the Secretary, The National Register of Archives (Scotland), Scottish Record Office, HM General Register House, Edinburgh EH1 3YY.

ACCOUNTANTS

3316 **Glasgow University Archives**. Mann, Judd, Gordon & Co, chartered accountants, Glasgow. Accounting records 1829-1941; letterbooks 1826-1920; register of clients 1932; correspondence and papers concerning executives and various commercial and other concerns 1880-1958; photographs of staff and printed pamphlets on accounting matters 1891-1977.

AGRICULTURE, ESTATE, FORESTRY AND FISHING

1162 **Cluny Castle, Alford**. Architectural plans and related papers concerning farm and other buildings on the Cluny, Slains, Buckie, Kebbaty and other estates 1860-1936.

2177 **Duke of Hamilton, Lennoxtown**. Legal and financial papers concerning Brandon Investment Co Ltd and Hamilton and Kinneil Estates Ltd 1893-1968; with minutes, correspondence and other files, including file on Outer Hebrides spinning industry 1953-56. Architectural and estate plans 1709-20th cent., including plan of Kinneil estate by Alexander Edward 1709; plan of Biggar estate 1827.

2839 **Strathclyde Regional Archives**. Mackenzie of Dolphinton papers. Notes on plantations 1779-1877; architectural drawings of Dolphinton House, agricultural buildings and plans of farms 1850-1966.

3263 **Johnstone of Alva**. Estate and related papers 1778-1921; specifications for offices at Alva 1846; estate letterbook 1849-60. Johnstone of Alva correspondence, chiefly concerning estate and social matters 1778-1860, including letters from Sir John Sinclair on proposed 'Scottish Mining Company' 1825.

3273 **Clan Donald Lands Trust, Skye**. Estate papers 1626-1949; tacks and leases 1626-1935, chiefly concerning lands in barony of Macdonald. Rentals 1656-1946, including rentals of North Uist 1656-

1826 and Strath 1738-1886. Factors' and other accounts, including factors' accounts for North Uist, Skye, Sleat and Trotternish 1656-1927. Accounts, correspondence and other papers concerning kelp 1744-1850. Papers relating to tenants 1783-1906. Surveys, estimates and other papers concerning building of roads and bridges, chiefly on Skye 1789-1905. Papers concerning timber and plantations 1796-1921. Papers concerning packet boats, ferries and posts 1796-1903. List of inhabitants of North Uist 1799. Minutes and other papers concerning administration of Macdonald estates by commissioners 1800-22. Papers concerning emigration 1802-82. Reports and valuations 1811-30. Papers concerning steamboat *Maid of Islay* 1826-42 and steamer *Lady of the Isles* 1879-86. Papers concerning repair and maintenance of Portree and Armadale piers 1852-1944. Papers concerning railways 1864-1902. Papers concerning crofters' agitation 1795 and 1880-89; Crofters' Holdings (Scotland) Act of 1886, 1885-88 and Crofters' Commission 1888-1911. Papers concerning estate curatory 1900-28. Reports and papers concerning Skye marble 1903-13. Estate letterbooks 1888-1947; Macdonald rentals and rent ledgers (Skye, North Uist, etc) 1735-1949; game books 1894-1947. Correspondence, accounts and other papers concerning architecture and building work 1735-1920. Papers on proposed new town of Kyleakin and other papers concerning James Gillespie's work on Skye 1800-18; papers concerning Portree Waterworks 1871-75. Correspondence 1657-1931, chiefly on domestic and estate matters, including letters concerning fisheries 1925-28. Justice of Peace court case against woodcutters 1811. Paper concerning Broadford Hotel, Skye 1888-1930. Plans of piers and harbour at Portree and Broadford 1863-1929; Portree and Broadford feuing plans 1889-1910.

3276 **Edinburgh City Archives**. Miller of Craigentinny Papers. Estate and family papers 1753-1965, including: estate management correspondence and rentals 1802-29; printed report on Edinburgh sewage meadows 1840; agreement concerning Westbank Brickworks 1876; architectural and estate plans c.1748-1932.

3283 **Maclean-Clephane of Torloisk and Carselogie**. Fife legal and estate papers 1695-1889, including correspondence 1815-22 and estate vouchers 1882-89. Papers concerning the lands of Powguild 1595-1822. Papers concerning coal on the lands of Powguild and Kirkness 1701-1844. Papers concerning River Leven Improvement Trustees

1828-45. Fife estate volumes 1834-67. Torloisk legal and estate papers 1682-1889, including estate correspondence 1809-72; papers concerning Statute Labour roads on Mull 1840-42; accounting records and rentals 1799-1875; papers concerning factorship of Torloisk estate 1827-39. Papers concerning crofting 1848-85, including report on crofters and crofting on Torloisk 1848 and list of crofters on Torloisk estate 1885. Legal papers concerning Glebe of Kilninian 1808-22. Papers concerning Torloisk and Laggan Ulva Marches 1749-1866. Torloisk estate vouchers 1839-89.

CHAMBERS OF COMMERCE

1567 **Dundee City District Archives and Record Centre**. Dundee Chamber of Commerce, Forfarshire Chamber of Commerce and Manufacturers sederunt book and letterbook 1819-31 and memorials and petitions relating to sailcloth manufacture c.1818. Papers of Dundee Chamber of Commerce 1850-1972, including: minutes 1850-1920; letterbooks 1859-71; specifications and estimates for Dundee Royal Exchange 1852; miscellaneous papers, including inventory of writs 1851, vouchers relating to International Exhibition Fund 1861-63.

3255 **Aberdeen Chamber of Commerce**. Minutes 1853-1954; journals 1919-1982; annual reports 1872-1935; financial records 1936-85.

CHEMICAL

3306 **Strathclyde Regional Archives**. Nobel's Explosive Co Ltd. Chemical and fuse specifications 1912-67; manufacturing method book 1955-66; operators' instructions, safety fuse department 1989; plan of Boghall and Regent works, Linlithgow 1925; photographs of staff and processes c.1940-60.

CONSTRUCTION

3287 **ORKNEY ARCHIVES**. Papers and photographs of A Gordon Nichol, civil engineer, Aberdeen, relating to the construction of the Churchill Barriers off Orkney 1940-45.

ENGINEERING

3174 **Strathclyde Regional Archives**. Sir William Arrol & Co Ltd, engineers, Glasgow. Share records 1900-20; staff salaries books 1921-44.

3230 **Strathclyde Regional Archives**. Wickman Bennett Machine Tool Co Ltd. Architectural drawings of Johnstone works 1940-74.

3283 **Thomas Hudson & Co Ltd, boilermakers, Coatbridge**. Minute books 1903-33; accounting records 1876-1986; wages books 1894-1980; time books 1877-1980; estimates and costing books 1880-1980; miscellanea, including catalogues 1897-1930.

3298 **Strathclyde Regional Archives**. Mavor & Coulson Ltd. Minutes 1897-1927; directors' reports and accounts 1948-61; shareholders' records 1897-1964; accounting records 1887-1966; inventories and valuations 1950-58; letterbooks 1888-1929; register of patents 1891-1950; files 1930-49. Papers concerning Mavor & Coulson (South Africa) Ltd 1929-61. Accounts and other papers of Mavor & Coulson Switchgear Ltd 1931-52.

3310 **Strathclyde Regional Archives**. West of Scotland Engineers' Association. Minutes 1897-1984; membership lists 1897-1974; accounting records 1937-58; attendance books 1931-77; photographs of members 1897-1950 and n.d.

FOOD AND DRINK

2644 **Glasgow University Archives**. Whyte & Mackay Ltd, distillers. Jarvis Halliday Ltd: minutes 1928-67; stock book 1891-1914. Fettercairn Distillery Ltd: accounting records 1968-75. Sutherland-Buchanan Ltd: accounting records 1951-68. Campbell Maclean & Co Ltd: accounting records 1954-56.

2750 **Glasgow University Archives**. Papers, correspondence and accounting records relating to Glenglassaugh, Glenrothes, Highland Park and Tamdhu Distilleries 1884-1954. Highland Distilleries Co plc: shareholder records 1887-1963; whisky stock records 1887-1958; photographs and trademarks 1897 and n.d.

3254 **Glenfarclas Distillery**. Letterbooks 1872-1955. Accounting records 1870-1986; including warehouse books 1898-1984 and sales day books 1909-1965. Whisky stock books 1881-1946. Sales correspondence 1976-1985. Miscellaneous records, including newscuttings 1898-1988 and diaries of George Grant 1852-93.

GLASS

2410 **Strathclyde Regional Archives**. Guthrie & Wells Ltd. Plans, drawings or designs for decoration and glasswork in cinemas and

theatres, including: Green's Playhouse, Glasgow; Paisley Picture Theatre; Palace Cinema, Alexandria; Rialto Picture House, Kirkcaldy; La Scala, Glasgow and others 1920-37 and n.d.

HARBOURS

461 **Strathclyde Regional Archives**. Clyde Port Authority records. Ardrossan Harbour Co: minutes 1886-1931; accounting records 1887-1966; arrivals and sailings books 1950-1966. Clyde Lighthouses Trust: minutes 1757-1804, 1897-1965; accounting records 1871-1966; newscutting books 1901-64; monthly returns of Cumbrae lighthouse keepers 1848-52; Clyde Pilotage Board: accounting records 1856-1960; byelaws and regulations 1859-1928; reports and memoranda 1882-1939; register of measurers, weighers and porters 1900-31. Clyde Port Authority: statutes and parliamentary minutes of evidence and proceedings relating to Clyde Navigation matters 1840-1957; photographs and etching of shipping scenes and related matters c.1776-c.1912; newscutting books 1845-1915; papers concerning dredging operations c.1850-61. Greenock Harbour Trust: minutes 1801-1912.

1653 **Dundee District Archives and Record Centre**. Dundee Harbour Trust plans 1770-1886; technical drawings of fitting out crane 1916-79; Dundee Port Authority minutes 1988; Dundee Pilotage District minutes 1984-88.

3273 **Clan Donald Lands Trust, Skye**. Broadford Harbour Trust papers 1847-1941, including: minute books 1888-1935; accounting records 1888-1940; correspondence, reports and other papers 1847-1941.

INSURANCE

3275 **Strathclyde Regional Archives**. Glasgow Salvage Corps. Fire Insurance Committee letterbooks 1847-86. Fire record books 1873-1945; occurrence books 1874-85; report books 1873-1941; accounting records, including salaries and pensions 1873-1961. Glasgow Rate & Salvage Association minute books 1910-52. Correspondence 1873-84. Photographs 1886-1908 and n.d. Plans 1874-78.

3305 **Strathclyde Regional Archives**. Association of Underwriters and Insurance Brokers in Scotland. Minutes 1818-1979; claims books 1880-1937; registers of shipping 1804-33.

3307 **Strathclyde Regional Archives.** Glasgow Rate and Salvage Association. Report and accounts 1878-1968.

MINING

2177 **Duke of Hamilton, Lennoxlove.** Letters concerning Lanarkshire Miners' disturbances 1848. Petition from inhabitants of Bo'ness concerning delays in construction of harbour 1715. Colliery papers 1730-1857, including papers relating to Polmont coal 1773-80. Papers concerning coal and salt works at Bo'ness 1746-58. Letters to John Christie, clerk at Bo'ness Coal and Salt Works 1776-79. Papers concerning Bo'ness canal 1789-1815. Colliery correspondence and statistics 1838-57. Plans of coal seams at Bo'ness, late 18th cent.

2473 **Glasgow University Archives.** William Baird & Co Ltd. Ordnance Survey and other plans of mineral workings in Ayrshire, Clackmannanshire, Dumfriesshire, Inverness-shire, Lanarkshire, Renfrewshire, Ross and Cromarty, Stirlingshire, West Lothian, and Cumberland 1824-1974.

SHIPBUILDING

1374 **J J Waterman, Esq, Aberdeen.** Detailed list of ships built by John Lewis & Sons Ltd, Aberdeen 1917-66.

3280 **Dundee City District Archives and Record Centre.** Kestrel Marine Ltd. Company profile, describing firm's history and business 1986.

3312 **Glasgow University Archives.** Clydebank Engineering. Accounting records 1978-81; contracts and tenders 1977-84; newscuttings 1988; photograph of construction of Govan No.3 graving dock 1890.

TEXTILES

2518 **Dundee City District Archives and Records Centre.** James Scott & Sons, jute manufacturers, Dundee. Accounting records (Dura Works) 1904-54.

3225 **Robert Noble Ltd, cloth weavers, Peebles.** D Ballantyne Bros & Co Ltd: minutes 1948-80; accounting records 1884-1954; factory inventories and valuations 1880-1948; photographs of mills 1947, 1970 and n.d. Henry Ballantyne & Sons Ltd: minutes and agendas 1904-50; accounting records 1904-70; registers of shareholders 1904-44; pattern books 1960-71; plans of Tweeddale and Tweedholm Mills, Walkerburn 1931-70. William Brown, Sons & Co Ltd: minutes 1913-

38; accounting records 1965-78; Robert Noble Ltd: accounting records 1888-92; letterbooks 1879-1907; estate game books 1888-1928; pattern books 1877-1959. Wilson & Glenny Ltd: minutes 1921-58; accounting records 1931-76; plans of Ladyslaw Mill, Hawick 1970; pattern books 1973-78 and n.d.

3292 **Dundee City District Archives and Record Centre.** Photographs and films made by Louis Gorrie, photographer to Urquhart Lindsay & Robertson Archer Ltd, Blackness Foundry, Dundee c.1910-56, including: technical films of jute machinery c.1935-56.

3293 **Dundee City District Archives and Record Centre.** Victori Spinning Co, Dundee. Wages books 1893-1971; bills payable boo 1937-78; report on visit of director to Pakistan, Burma and Thailan 1962; training manuals and trade directories c.1900-60.

TRADE UNIONS

3278 **Dundee City District Archives and Record Centre.** Three United Trades of Dundee: sederunt books 1770-1885; accounting records 1741-1934; membership records 1806, 1835-1929; rules and regulations 1891. Dundee Mason Trade: sederunt books 1736-1852; accounting records 1706-1933; membership records 1659-1779; letterbook 1831-46. Dundee Slater Trade: sederunt books 1806-31; accounting records 1708-80; membership 1684-1811. Dundee Wright Trade: sederunt books 1766-1883; scroll minute books 1806-47; accounting records 1706-1875; poor pension books 1802-1915; rules and regulations 1875; letterbooks 1833-46.

3285 **Glasgow University Archives.** Papers of S Barr, UCS Yard Convenor. Papers, minutes and correspondence concerning trade union matters 1969-78; papers concerning health and safety at work legislation 1973-79; socialist and trade union publications 1978-79; miscellaneous papers relating to the daily running of the UCS Yard 1969-75. Papers relating to trade union affairs in the C Connell shipyard 1957-85.

TRANSPORT

396 **Strathclyde Regional Archives.** Miscellaneous small accessions. Aircraft movement log books (Glasgow, Prestwick, Islay, Tiree and Abbotsinch) 1966-85. Glasgow Joint Bridges Committee minutes

1882-1973: financial records 1889-1974 and correspondence 1886-1930.

2405 **Lord Palmer, Manderston**. Photographs of the construction of the first Tay Railway Bridge c.1871-79.

2839 **Strathclyde Regional Archives**. Mackenzie of Dolphinton papers. Papers concerning Leadburn, Linton and Dolphinton Railway 1862-1866.

3269 **Dundee City District Archives and Record Centre**. Thorntons, WS, Dundee. Precognitions taken by Thomas Thornton during Tay Bridge Enquiry 1880; papers concerning North British Railway (New Tay Viaduct) Bill 1881-88.

3299 **Strathclyde Regional Archives**. Scottish Railway Development Association. Correspondence, reports and newscuttings, including papers of Glasgow Group 1964-74.

3309 **Strathclyde Regional Archives**. Airdrie and Coatbridge Tramway Co: accounting records 1911-21. Caledonian Omnibus Co Ltd: accounting records 1927-49. W & R Dunlop Ltd: accounting records 1944-50. Greenock and Port Glasgow Tramways Co Ltd: accounting records 1901-49. Rothesay Tramways Co Ltd: accounting records 1902-49. Scottish General Transport Co Ltd: accounting records 1913-31. Western SMT: accounting records 1920-77; registers of rolling stock 1928-35; register of licenses 1949-64; papers concerning Gourock Pullman service 1930-31.

MISCELLANEOUS

396 **Strathclyde Regional Archives**. Miscellaneous small deposits. Glass plate and other negatives of Glasgow housing schemes, including Royal visits 1883-1953. Photographs and lantern slides, subjects include Ayrshire buildings, etc 1895-1961 and n.d.; Glasgow transport 1949-63; views of Gorbals 1917; Child welfare schemes 1922 and n.d.; Civil defence 1939-45; housing 1907-31; Clyde Paddle steamers 1865-1906; Glasgow industrial estates 1942-79; Rutherglen Octocentenary 1926; various Glasgow Corporation groups and events 1890-1980; and miscellaneous postcards (mainly views) 20th cent. Postcards and photographs of Girvan 1900-40. Clyde shipbuilding photographs (Thomas collection) 1920-69. Rigging plan of PS *Duchess of Hamilton* 1890. RMS *Cameronia* passenger list 1915. Ship drawing collected by W Weynding 1926-74. Ship drawings of TSMY *Blue Bell* 1938.

General Arrangement drawing of Renfrew Ferry n.d. Papers concerning William Harris, engineer, 1867-1908. Photograph album of Thomas Lang, seaman, 1920-30. Glasgow Tontine Society regulations (1817) and other printed Glasgow miscellanea 1817-1953. Scottish Provision Trade Association records 1861-1990. Sederunt books and other trust records of Ferguson, Murdoch & Ross, solicitors, 1866-1960. Papers concerning Mechan & Sons, Scotstoun Iron Works 1886-1947. Cockburns Ltd patent books 1906-57. Shanks Sanitary catalogues 1931-39. Minute book and papers of Renfield Street Proprietors' Association 1965-80. Correspondence and other papers of Local Enterprise Advisory Panel 1975-87.

1739 **Dundee City District Archives and Record Centre**. J & J Hunter, solicitors, Dundee. Letterbooks 1820-1914; accounting records 1832-1926; papers relating to the Nelson Ice Cream Co Ltd and Mudie's Exosac Ltd, manufacturers of patent medicines 1926-68; papers concerning joint supply of water for Carnoustie and Panbride 1880-85.

2311 **Strathclyde Regional Archives**. Records of the Stirlings of Keir and Cawder. Letterbook of James Stirling in Jamaica 1764-72; accounts for sales of rum and sugar and valuations of slaves 1764-93; plans of Hampden estate n.d.

3266 **Strathclyde Regional Archives**. Peden and Patrick, solicitors and notaries, Glasgow. Papers relating to various trust estates 1886-1961, including David Walker Bavaird, marine engineer, Glasgow 1915-22; John Cameron, ironfounder, Kirkintilloch 1899-1900; David Gilmour, yarn manufacturer, Duntocher 1913-15.

2 The Scottish Film Archive Acquisitions, 1992

Applications for access should be made to the Curator, Scottish Film Archive, 74 Victoria Crescent Road, Glasgow G12 9JN.

Highway over the Clyde (1967). Kingston Bridge project deposited by Museum of Transport, Glasgow.

Herd Family Films (1940s and 1950s). Family life and business (Herd's Corner House Cafe) Aberdeen. Deposited by the Herd family.

Spinning (1955). Demonstration of carding and spinning wheel techniques. Deposited by Louise Annand.

Dundee Architecture (1967-69). Unedited scenes of the city's streets, housing and people. Deposited by Fred Smith and Jimmy Howie.

A Deeside Industry (1965). Lavender growing and processing.

Strathdee Stable (1963). Restoring veteran cars.

Horn Carving (1963).

Linen Weaving (1963). Luthermuir, Angus. Punched card system.

Farewell to Steam (1963).

Highland Line (1962.) Inverness to Kyle. Deposited by the estate of the late Ron Miller.

Estate Operations, Haddo (1953-67). Deposited by Lady Aberdeen.

Wickman Single Spindle Automation (1974).

Single Spindle Application (1974). Wickman Bennett Machine Tool Co Ltd Deposited by Strathclyde Regional Archives.

Reviews

PETER L PAYNE, ***Growth and Contraction, Scottish Industry, c.1860-1990*** (The Economic and Social History Society of Scotland, 1992, pp. 49, pbk. £2.50).

This is the second of a series of pamphlets to be produced by The Economic and Social History Society of Scotland, the first having been Malcolm Gray's *Scots on the Move*. This latter undertaking by Peter L Payne is an excellent study of the progress of the major industrial staples over the past 130 years.

The conversion of the textile industry from one of numerous companies in the earlier period is traced through liquidations and mergers to the conglomerates of present years. Professor Payne skilfully demonstrates the need to diversify to survive amidst a climate of competitiveness where technical innovation and both English and overseas competition eventually supersede native Scottish ability. An exception was the giant J & P Coats Ltd, sewing manufacturer, which merged with others at the end of the nineteenth century but retained control in Glasgow until the post-war period when overseas nations obtained their independence. Carpets, jute, fancy woollens and hosiery are assessed in a similar fashion within the textile aegis.

Conversely whilst arguing a similar demise in the Scottish coal industry, less than a dozen coalmasters are named and no argument put forward for the relative progress of individual companies. The Scottish coal industry as a whole is analysed. Its successes of the pre-1914 era, maintained only by intensive mechanisation in the inter-war period led to a phasing out after 1945 when the National Coal Board was unable to operate even one Scottish pit at a profit. In the main this was due to the exhaustion of accessible coal seams and the difficulties experienced in extracting deep deposits thus escalating costs and making mining uneconomical.

In examining iron and steel it was soon apparent that any emphasis of success lay in the inter-war period although rejection of innovative processes at that time escalated decline later. In the pre-1914 era, the disinclination of any form of integration between iron and steel founders retarded advancement, although malleable iron manufacturers realised that if they did not convert to steel manufacturing they would close down. Thereafter steel production was inexorably linked with shipbuilding to such an extent that shipbuilders owned many of the steel companies several of whom are mentioned by name. Payne treats their business mergers in much the same way as he does the textile industry. Finally, he explores the reasons for demise in the post-war era where, in a similar manner to coal, he instances the inability of nationalisation to revive a costly Scottish steel industry long dependent on overseas sources for its raw material input.

The author concludes his survey of the heavy industries by examining shipbuilding and engineering, the former from the late nineteenth century 'boom' years to its virtual demise 100 years on, the latter only up to 1914. Innovation in marine engineering propelled Clydeside

shipbuilding to world supremacy by the 1880s, but after 1914 over-capacity in British yards coupled with increasing overseas competition resulted in the Clyde losing this supremacy. An opportunity to modernise empty yards was lost due to the organisational nature of family run business lacking the foresight - in Payne's view - that specialist managerial staff might have engendered. By the time large tankers were being built in Japan and elsewhere the Clyde and other British shipyards were dogged by the restrictive practices of their craft-skilled workforce and the limitations of old yards to expand on congested site locations. Apart from mention of marine engineering the author also reflects on the rise and fall of machinery manufacture, locomotive works and related railway engineering and the Scottish native car industry up to the 1920s. Success was due to the remarkable ability of men to develop the new skills required and of entrepreneurial spirit. Failure came about by the classic example of second generation members of business families having neither the finance nor the foresight to expand existing enterprises to meet new market demands. There was a lessening requirement for the small family firm in heavy industry as the twentieth century progressed.

Professor Payne completed his survey without the aid of graphs. Admirable as this is, such visual models might have helped the generally underinformed to a better understanding of changing trends. At times the booklet reads like a catalogue of events listing textile and engineering companies but analysing them in depth along with coal, shipbuilding and iron and steel. As the treatise is on 'Growth and Contraction' it has few human strands. One exception on the opening page highlights the problems created by 'a recalcitrant (female) workforce and management lacking motivation'. There are others.

Scant mention is made of the role of government to revitalise a flagging economy of the inter-war period and later, particularly by the Scottish Development Council and Scottish Industrial Estates or to the incentives to overseas companies to establish branch factories in Scotland. One cannot help feeling some disappointment that an opportunity was missed to lay emphasis on these initiatives. It is, however, too early to proffer any form of criticism of developments of the past ten to fifteen years as an overall effect has not yet had time to manifest itself.

The select bibliography indicates an almost exclusive reliance on secondary sources in particular the *Dictionary of Scottish Business Biography*. The omission of primary sources is encouraging to student researchers. For such existing sources together with the wide ranging information on business companies within the pamphlet act as a platform from which much archival research could be carried out. If it was only for this fact alone, Professor Payne must be commended for opening up opportunities for primary sourcing to the researcher of business histories.

Did the author complete what he set out to do and give a survey of current thinking on the subject? He certainly gave his view. His reasoning that Scotland is more healthy in 1990 is

difficult to understand in the light of mass unemployment and his own introduction. Perhaps a definition of 'Industry' would explain. This apart, most would agree with his analysis.

Neil Earnshaw — Johnstone

JANET CARDING, TIMOTHY BOON, NICHOLAS WYATT and ROBERT BUDD, ***Guide to the history of technology in Europe*** (Science Museum, London, 1992, pbk. pp. 142, £8.00)

The history of technology is an area of historical inquiry which has only recently begun to receive the academic attention its importance merits. This guide is intended as the first of several, to 'point to networks, new colleagues and scholarly resources across Europe', primarily as an aid to researchers working in the field.

The first 90-page section of the book identifies researchers according to research interests, and this is followed by lists of journals and institutions, both arranged by country. An index of institutions, and another of researchers, completes the guide. In every case, addesses are included along with fax, E-mail and telephone numbers.

Inevitably, in what is a preliminary listing, the work is incomplete. Scotland's own John Hume, for example, is missing, and it is surprising that the Mitchell Library, with its excellent collection of books and papers on science and techology, should also be absent. The compilers freely admit that this volume is not the finished article, however, and invite researchers and institutions to submit names for inclusion in future editions.

To complain about omissions would be churlish: this is a first and very important step on the road to establishing a definitive research guide for historians interested in technology transfer, the histories of individual companies, industries and industrial processes, and all other subjects which can be classified under the general heading of the history of technology in Europe. Reasonably priced and clearly laid out, it seems certain to become an essential research tool.

Iain Russell — University of Glasgow

STUART M NISBET and THOMAS C WELSH, ***Robert Allason and Greenbank***, Eastwood District Libraries, 1992, 64 pages.

Many people, who visit the gardens of the National Trust for Scotland's Greenbank House on the south side of Glasgow, will have wondered about the history of the fine Georgian mansion. This book describes how Robert Allason came to build the house in the Mearns in 1765 on land with which his family had long been associated. Robert Allason made his money as a

baker in Port Glasgow, a property developer and in the tobacco trade. In creating Greenbank estate out of a series of small holdings and constructing a fine country home, Allason overstretched himself and by the early 1770s was contemplating the sale of the land. Instead he borrowed heavily on the property which his creditors took over in 1782 and sold at a knockdown price. The estate then passed through a succession of scarcely solvent owners before being purchased by the Hamilton family in 1796. They lived there for over 150 years, making a living in the twentieth century by developing parts of the property for Glasgow's rapidly expanding suburbs. The house and what was left of the estate were sold in 1961 to William P Blyth who fifteen years later donated it to the National Trust for Scotland. Stuart Nisbet and Thomas Welsh are to be congratulated on the thoroughness of their research, making good use of the remarkable sequestration (bankruptcy) papers available in the Scottish Record Office. Unfortunately for anyone interested in the eighteenth and nineteenth century their account only serves to whet the appetite. On every page this reader would like to have been told more. It is to be hoped they might find other avenues for publishing the fruits of their research - the pages of this journal for instance. For the visitor to Greenbank, shortly to be the West Regional Offices of the National Trust for Scotland, they have done an excellent job.

Michael S Moss

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