

The Nineteenth Century

Michael Moss

This is part of the series *Essays on the Local History and Archaeology of West Central Scotland*, commissioned for the Regional Framework for Local History and Archaeology, a partnership project led by Glasgow Museums, with representatives from the councils of East Dunbartonshire, West Dunbartonshire, Glasgow, Inverclyde, North Lanarkshire, South Lanarkshire, Renfrewshire and East Renfrewshire.

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Introduction

At the beginning and the end of the nineteenth century Britain was at war, in 1800 with revolutionary France and at the close of the century with the Boers in South Africa. The shift during the course of a period of comparative peace from fighting in Europe to defend British freedom to a war to protect colonial interests mirrored the transformation of the Atlantic economy on which Glasgow's wealth had been built in the previous century. Both conflicts made a big impact on the economy of west central Scotland, the first bringing massive orders for war materials and the second driving up freight rates, which stimulated a boom in shipbuilding and engineering.

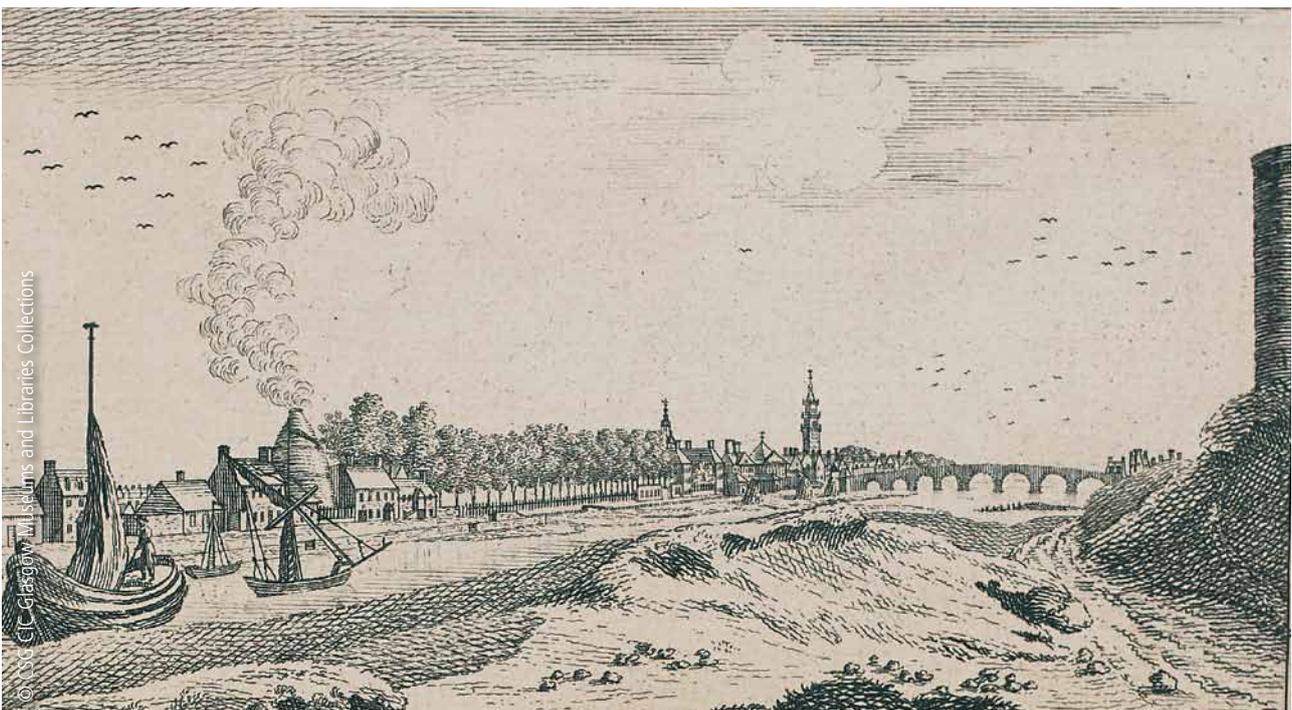
Industrialization and Transport

By the beginning of the eighteenth century Glasgow and the lower Clyde towns of Paisley, Dumbarton, Port Glasgow and Greenock were prosperous merchant communities, which since the American War of Independence (1775–1783) had begun to extend their trading links around the world and to lay the foundations of industrial enterprise both in the towns and in the countryside. Since the Clyde was only navigable by small inland and coastal craft (fig. 1), Glasgow and Paisley were dependent for their access to the sea on Dumbarton, Port Glasgow and Greenock. The earliest textile mills needed to be close to reliable supplies of flowing water to drive their machinery. Industrial villages were established in several places, such as New Lanark and Blantyre on the banks of the Clyde. In the towns nascent engineering trades emerged, while the lower Clyde ports concentrated predominantly on expanding their traditional shipbuilding enterprises to construct

ocean-going vessels that had previously been built mostly in North America. These developments were paralleled by a radical transformation of lowland agriculture as newly rich merchants invested in property, and the rising price of grain following the outbreak of the French wars led to the rapid enclosure of open land into geometric fields surrounded by stone dykes or hedges. Industrial expansion and agricultural improvements required male and female labour on a large scale, and migrants flocked to the region from the Highlands, Catholic and Protestant Ireland and even England. The rapid increase in the population, particularly in the towns, fed demands for political reform, especially amongst handloom-weaving communities. At the outbreak of the French Revolution there was enthusiasm for Jacobin clubs, which was to be tempered by the mass executions of the Terror in 1793 and British Government moves to suppress sedition for fear of revolution at home.

In many respects there was little to distinguish the mercantile wealth of Glasgow and its hinterland from the other Atlantic ports on the western seaboard, except for the ample resources of coal and ironstone throughout west central Scotland. After the war with France resumed in 1803, following two years of peace, demand for munitions of all kinds accelerated. The Carron Iron Company at Falkirk, which had been established in 1759, manufactured the short-barrelled Carronade cannon, which was highly effective in naval actions, notably at the Battle of Trafalgar in 1805. By the end of hostilities in 1815 the Carron Iron Company was reputedly the largest ironworks in Europe, employing more than

Figure 1. The River Clyde from Govan, on the south bank, with Glasgow Bridge in the distance at the lowest bridging point on the river, which helps explain Glasgow's rise to prominence. Until the river was deepened in the nineteenth century only small coastal craft could get upstream as far as the city centre.



2000 men and subcontracting work to other iron and engineering works throughout west central Scotland. The growth in metalworking was partly stimulated by the introduction of steam power into the textile industry, which led to the erection of mills in towns, where there was a better supply of labour. There was huge wartime demand for cloth for clothes, blankets and bandages for men serving in the army and navy, and for sails and tents. The development of a small compact side-lever engine encouraged experiments with steam propulsion, which reached fruition in 1812–13 with the construction of the first commercially successful paddle steamer – the *Comet*, made for Henry Bell, who owned a hotel at the Clyde resort of Helensburgh. With its hull built by John Wood & Co., traditional shipwrights at Port Glasgow, and its engine by John Robertson and boiler and smokestack by David Napier, both of Glasgow, the *Comet* set an example that was quickly imitated. Within 20 years almost 60 steamboats were carrying passengers on the river, mostly built to the same formula.

Crucial to the development of Glasgow and its hinterland as an industrial centre was the deepening of the Clyde by the Town Council's River Committee and from 1809 by the River Improvement Trust. Work began on this major undertaking in 1770 and by 1812 Glasgow no longer had to depend on its outports at Port Glasgow, Greenock and Dumbarton, as ocean-going vessels could reach the Broomielaw almost in the heart of the city. At the same time, access to the rich Monkland coal fields and to the Carron Iron Works to the east was made possible by canal. The

Forth and Clyde Canal was started in the 1760s and was completed in 1790, linking the western and eastern seaboard. The Monkland Canal was opened three years later and the Paisley Canal in 1811. For the next 40 years the Clyde and canals provided the main means of transporting heavy goods to and from Glasgow, and even passengers travelling to Renfrewshire or Edinburgh.

The peace which followed the allied victory at Waterloo in 1815 was followed by a serious recession, which was made worse by the appalling weather in 1816 – the year without a summer. Alexander Boswell, the son of the diarist James Boswell, reported to a friend, '... there is, comparatively speaking, now neither capital nor credit. I see some men, whom I have seen going to church at the head of their families in decent attire – comfortable sort of people – breaking stones in the high road'. Such hardship fed demands for political reform, which had been suppressed during the war; reportedly more than 40,000 people were present at a rally calling for an extension of the franchise, which took place just outside the Glasgow boundary on the Thrushgrove estate of James Turner in October 1816. During the next two years, numerous radical societies were formed throughout the study area, which led to

Figure 2. The yard of Robert Barclay & Co., later Barclay Curle & Co., at Stobcross Pool in 1845, painted by William Simpson. The shipyard was opened in 1818, the first on the upper river after the Clyde had been deepened. It is now the site of the Scottish Exhibition and Conference Centre.



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the so-called Radical War of 1820 when groups of ill-armed unemployed weavers in Lanarkshire and Ayrshire threatened an uprising. With large numbers of demobilized Irish soldiers working in the towns and countryside, the Government was worried that the trouble might escalate and the rising was forcefully suppressed. Three of the ringleaders were executed and 18 transported to the penal colonies, most of whom were pardoned in 1835. Political protest was accompanied by rising sectarian tension following the rapid growth of the Catholic population and the spread of the Orange Order throughout west central Scotland.

The Beginnings of Clyde Shipbuilding

The economy began to improve in the late 1810s, reflecting a revival in export markets for textiles and demand for steamboats, but was checked in the mid 1820s by industrial action. David Napier moved his business in 1821 from the East End of the city to the Lancefield Quay beside the now deepened Clyde (fig. 2) and began to build marine engines for shipyards on both the upper and lower river. In 1833 two of his foremen, David Tod and John MacGregor, left Lancefield and set up their own engine shop and later shipyard where they constructed the first iron ship on the Clyde in 1836. After a tragic explosion in that year of one of his engines on the paddle steamer *Earl Grey* at Greenock, David Napier left Glasgow for London and leased his Lancefield works to his cousin Robert Napier, who had his own works nearby. This was to be a landmark in the development of

the Clyde's pre-eminence in shipbuilding and marine engineering during the remainder of the century. Over the next two decades Robert Napier trained almost all the men who were to go on to found well-known businesses, such as Charles Randolph and John Elder, who established the Fairfield shipyard, and the brothers James and George Thomson, who set up what was to become the Clydebank yard.

From the middle of the 1820s new power-loom factories that later were integrated with spinning mills began to be built across the region, particularly in the Vale of Leven in what is now West Dunbartonshire and around Barrhead in Renfrewshire. Much of their output was in printed calicos for the export market, particularly using a red dye known as Turkey Red for which west central Scotland became famous. Handloom weaving continued for specialist and quality products, such as the well-known Paisley shawls with their distinctive Kashmiri pattern, but its future was uncertain. In the late 1830s demand collapsed and many weavers were left without work. The young Queen Victoria tried to set an example by encouraging the wearing of Paisley shawls amongst the wives and daughters of courtiers to stimulate demand. Spinning and weaving survived and prospered to the end of the century. Paisley also became well known for its thread from the Anchor and Ferguslie mills of the Coats and Clarke families. Although the region's textile industry,

Figure 3. The opening of the Glasgow and Garnkirk Railway in September 1831. Although the wagons are filled with people, the line was designed principally to connect the Monklands coalfield with the city.



like that in other parts of the United Kingdom, was badly hit by the cotton famine caused by the American Civil War (1861–1865), it reacted more quickly in seeking alternative sources of supply in Egypt and the East. Throughout the century it was one of the most important employers of female labour. The ‘scalling’ (going home) of mill girls pouring from factory gates at the end of a day’s work was a common sight in many communities.

Renewed confidence led to the construction of the first steam-powered railway in west central Scotland, the Glasgow and Garnkirk Railway, which opened in 1831 for mineral transport (fig. 3). (There had been several horse-drawn tramways before.) This was quickly followed by the formation of three companies to connect Glasgow with Edinburgh, Greenock, Ayr and Kilmarnock, which opened routes between 1840 and 1842. During the ensuing railway mania Glasgow was linked to the rest of Scotland and south to London. Railway development that dramatically cut both the cost and duration of travel was important, not just for the region’s industries, but also for its agriculture as it gave local farmers ready access to urban markets for their produce. Farming in the region was predominantly in dairying and animal husbandry, with cheese making a vital ingredient that protected landowners and their tenants from the crises that afflicted arable farming in other parts of the country. This was as true in the 1830s as in the 1870s when cheap imports of grain from North America and later frozen meat and dairy products from Australasia caused widespread hardships in areas with less direct access to urban markets.

Urban Development

Economic revival in the 1820s also spurred urban development. The prosperity of the late eighteenth century and the wartime years had brought much new building throughout the region. Glasgow had laid out two new towns at Deanston, centred around George Square, and Grahamston beneath what is now Glasgow Central Station. A start had been made on a third on the lands of Blythswood to the west of the old city. The Shaw Stewart family had begun to lay out the West End of Greenock as a new town around Ardgowan Square, named after their principal seat. New industrial villages, such as Anderston and Bridgeton near Glasgow, were established and throughout the countryside new farmhouses and byres were put up on the newly enclosed farms. A good deal of development was speculative and bankruptcies were common, halting expansion as happened on the Blythswood estate, which was not finally completed until the 1820s. Hand in hand with urban growth and development in the early 1830s came political reform that led to the dominance of the liberals in urban and national politics in west central Scotland for much of the rest of the century.

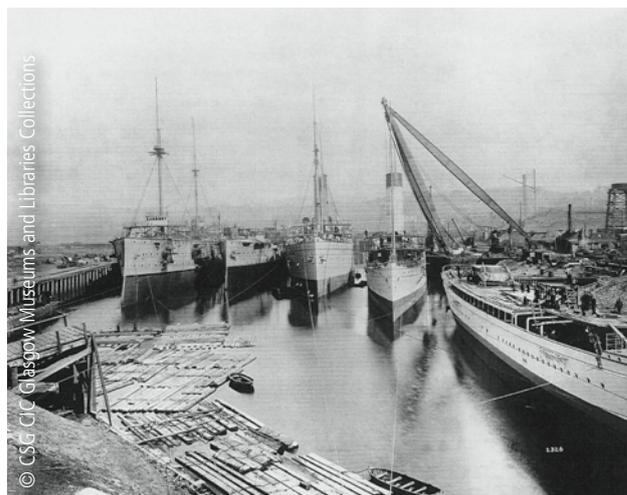


Figure 4. The fitting-out basin of the Fairfield shipyard in Govan in about 1912, showing the ships *Fairy*, *HMS Argonaut*, *Hermes*, *Carisbrook Castle*, *Regele Carol I* and *Atmah*. The yard, which was founded by John Elder in 1864, was one of the most innovative on the Clyde.

Clyde Shipbuilding Flourishes

Although the foundations of the Clyde’s shipbuilding and marine engineering industries had been laid by the 1830s, it was not until the 1850s that the river began to overtake the Thames and the Bristol Avon. In 1852 John Elder joined Charles Randolph in his millwrighting business and two years later they built their first marine compound engine for the ship *Brandon*; it reduced the rate of coal consumption per indicated horsepower from 4½ pounds to 3¼ pounds. Later, by experimenting with James Watt’s proposal for steam jacketing the cylinders, they were able to cut consumption to less than 2½ pounds. Compounding not only reduced operating costs, it also meant ships could travel much further without refuelling, particularly down the long coal-less Pacific coast of the Americas. The partners were careful to patent all their improvements and as a result won large orders and became rich. In 1864 they laid out the Fairfield yard on the outskirts of Govan (fig. 4) to build blockade runners for the Confederate States. These were very fast vessels capable of running the blockade by the Federal navy during the American Civil War of the ports in the south. At much the same time James and George Thomson were also developing their business, opening their Clyde Bank Yard at Cessnock on the upper reaches of the Clyde in 1851 and capturing from Napier the business of the British and North American Royal Mail Steam Packet Company (later the Cunard Steamship Company Ltd). In 1871 they moved their yard to a more-or-less greenfield site near Dalmuir, which was named Clydebank after their yard. During the late nineteenth century these two yards were to dominate the market for liners, particularly for the North Atlantic.

The lower Clyde shared in this rapid development. At Greenock John Scott & Sons, a traditional shipbuilding company whose origins went back to the beginning

of the eighteenth century, began building paddle steamers in 1816 and opened an engine works in 1824. By 1829 the yard was described as the most complete in Britain apart from those of the Admiralty. It built ships for the long routes to southern Africa, India and the Far East, developing a special relationship with Holt's Blue Funnel Line and the China Navigation Company. Unlike other yards on the river, Scott & Sons had a long-standing relationship with the Admiralty, building its first naval ship in 1803 and first steam frigate in 1849. At Dumbarton William Denny, whose family had been connected with shipbuilding for many years, opened a yard in 1845 and an adjoining engine works in 1850, but it was his brother Peter Denny, trained by Napier, who was the architect of the firm's remarkable success. He formed close links with the Paddy Henderson line and collaborated in the foundation of the Irrawaddy Flotilla and Burmese Navigation Company, building a large number of vessels for both concerns.

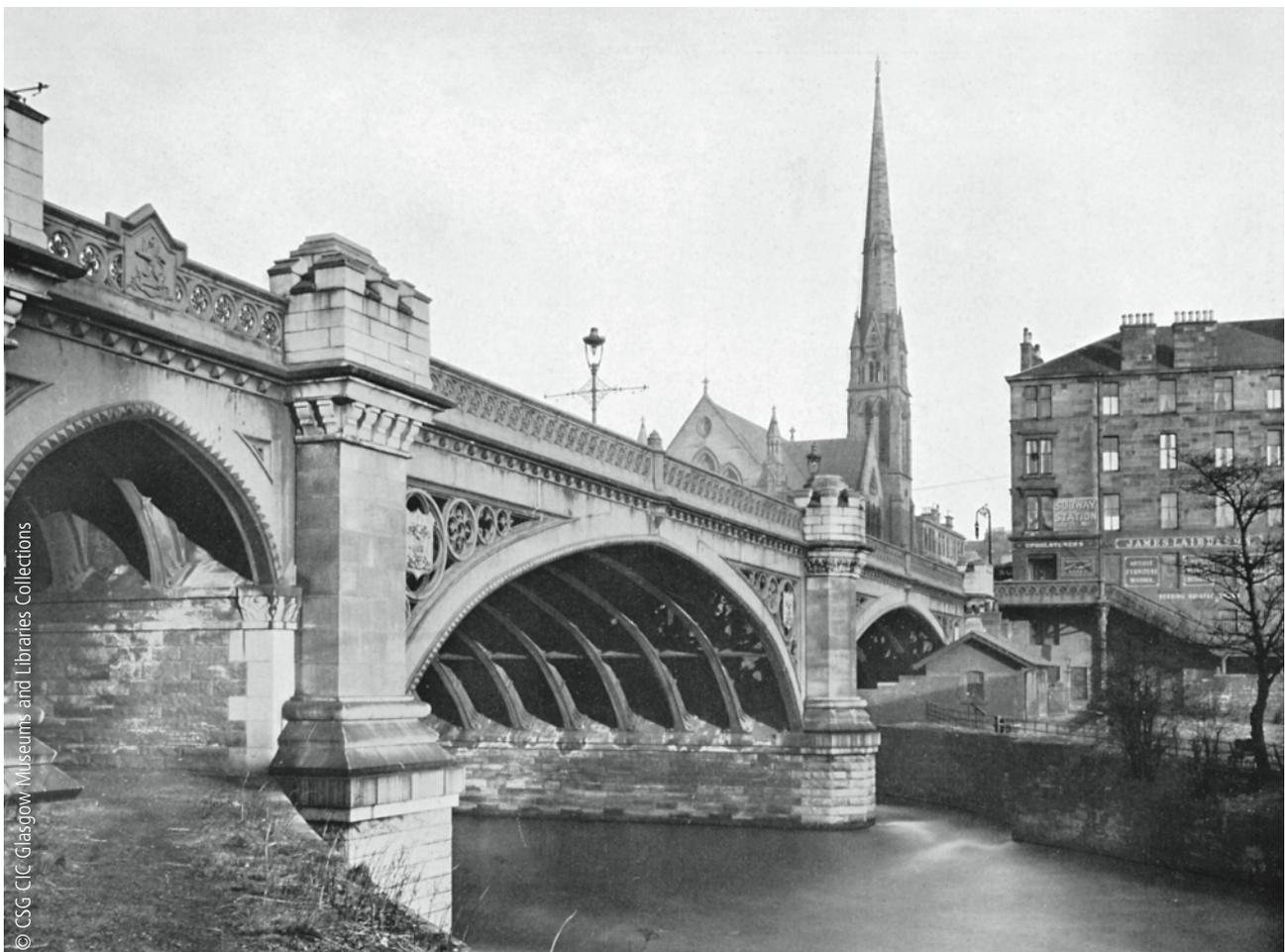
These four businesses are just examples of the numerous shipyards and engine shops that flourished up and down the river during the second half of the nineteenth century, which could build everything from the largest Atlantic liner to the smallest vessel for inland waterways, such as the *Lady Nyasa* that was constructed in 1861 by Tod MacGregor for the missionary and explorer David Livingstone. It was

dismantled and crated so it could be carted overland to Lake Nyasa. The reputation of the Clyde extended to sailing vessels that were built in large numbers on the river to carry bulky low-priced goods, such as wool, coal and grain, by yards such as Thomas Wingate at Whiteinch and Russell & Co. at Port Glasgow. Shipbuilding supported many ancillary trades engaged in fitting out – sanitary-ware manufacturers, upholsterers and cabinetmakers, sail and rope-makers, carpet makers, china makers and so on. Enterprises of varying sizes with links to the shipyards were scattered across the region and beyond.

Heavy Engineering

In the second half of the nineteenth century Glasgow and the Clyde were equally well-known for a whole range of heavy-engineering products: locomotives for the railway systems of the Empire, bridges and other engineering structures, sugar machinery, heavy machine tools, boilers and architectural ironwork (fig. 5). In many of these sectors the region dominated world output by a long measure. The nameplates of many West of Scotland firms can still be found

Figure 5. Great Western Bridge, which carries Great Western Road across the River Kelvin at the boundary between Blythswood and Hillhead. The final ornamental ironwork was supplied by Walter Macfarlane's Saracen Ironworks in Possil Park, which was renowned throughout the world for the quality of its ornamental ironwork.



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scattered across the world: companies as diverse as the bridge builders P & W MacLellan, the sugar machinery makers Mirrlees, Watson & Yaryan, the locomotive builders Dubs, the deep-mining gear makers Fullerton, Hodgart & Barclay and the architectural ironwork makers Walter Macfarlane. The Scottish engineer sent out to supervise the erection or management of such plants became so ubiquitous that in many parts of the world it was assumed an engineer must by definition be Scottish. Such a concentration of engineering production in west central Scotland depended on rich supplies of coal and ironstone and a rapidly expanding metal-processing industry, located largely to the east of Glasgow in the Lanarkshire coalfields. As in any newly industrialized region, pollution of the air and waterways was intense, with iron-working towns such as Coatbridge and Airdrie more or less permanently blanketed in smog.

Banking

Manufacturing success required finance on a large scale, particularly long lines of credit as ships and other large engineering products could take well over a year to manufacture. The banking system in west central Scotland was already familiar with such a need from the experience of financing the tobacco and sugar trades in the eighteenth century. New joint-stock banks were formed in Glasgow in the 1830s, replacing the old country banks – the Union Bank of Scotland in 1830 that acquired several older partnerships, the Western Bank in 1832, the Clydesdale Bank in 1838 and the City of Glasgow Bank the following year (fig. 6). The Paisley Banking Company was acquired by the Edinburgh-based British Linen Bank in 1837. The nineteenth-century economy was very cyclical, with an upward trajectory regularly punctured by deep recessions over which regions had almost no control. The Western Bank that had overextended and borrowed heavily in the London discount market collapsed in 1857 with enormous debts. The City of Glasgow Bank was also forced to suspend payments and collapsed in 1878. Both failures sent shock waves

Figure 6. A cheque issued in 1875 by the Sandyford Branch of the City of Glasgow Bank, which was one of Scotland's leading joint stock banks and provided lending facilities that helped fuel Glasgow's economic growth. Three years after this cheque was written, however, the bank was forced to cease trading with debts of over £6 million, resulting mostly from overseas speculation.

through the regional economy, bringing down firms and ruining families. In much the same way as the problems of Northern Rock in 2007 wounded the pride of Newcastle and the north-east of England, these failures were a blow to regional confidence, although, just as in the case of Northern Rock, they were largely a consequence of wider problems in global markets. The housing market was particularly badly affected in 1878 as the City of Glasgow Bank had an extensive mortgage book and house prices did not recover for decades. Nevertheless business confidence itself recovered quite quickly and new firms formed to take the place of those that had failed.

The growth of joint-stock banking was accompanied by the equally rapid development of savings banks following the establishment of the first bank at Ruthwell in Dumfriesshire by the Reverend Henry Duncan in 1810. During the second half of the nineteenth century the City of Glasgow Savings Bank, established in 1836, became the largest savings bank in the United Kingdom, promoting thrift and providence.

Society and Religion

John Dunlop, who was convinced that drink, particularly dram taking, was a social evil, attracted huge crowds to his temperance rallies in the 1830s (fig. 7). The Abstinence Union was formed in the 1850s with adherents signing 'the pledge' not to take alcohol and often sending their children to Band of Hope Sunday schools to be warned of the dangers of drink. Savings banks played a vital role in this mission by taking steps to prevent husbands getting access to family savings for drink and gambling. These movements, which flourished throughout the nineteenth century, fulfilled a real social need, and

churches of all denominations played an active role in welfare and education.

Thrift chimed with Glasgow's evangelical churchmanship that characterized the eighteenth century and carried over into the next. It is difficult from the secular consensual perspective of twenty-first century Europe to conceive the intensity of the debates over religious questions in nineteenth-century Scotland. Thomas Chalmers, a Glasgow minister, was committed to the moral mission of the church to encourage sobriety and thrift amongst the poor and was one of the leaders in the Disruption that split the Church of Scotland and divided communities in 1843. In nearly every community new Free Churches were built over the next 20 years. As the towns sprawled, so new churches, quite often pastiches of ancient religious buildings such as St Chappelle in Paris or the Parthenon in Athens, were built everywhere, invariably with recreation rooms and schoolrooms attached. The most spectacular of these in towns of west central Scotland were often those of congregations of the United Presbyterian Church that was formed in 1847 by the amalgamation of the Secession Church and the Relief Church that had broken with the Church of Scotland in the eighteenth century. The United Presbyterian Church merged with the Free Church in 1900 to form the United Free Church.

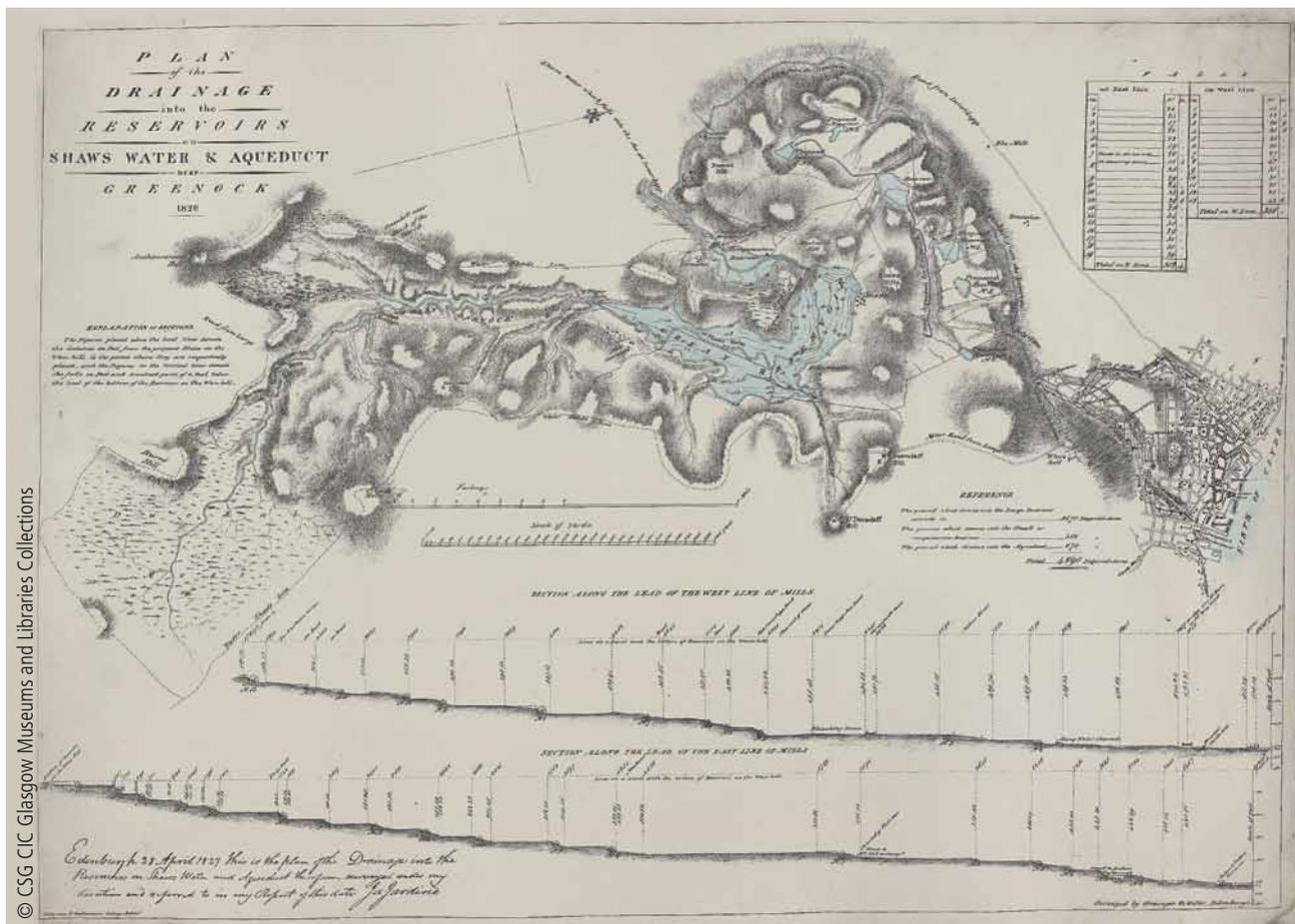
Figure 7. A Temperance Pledge signed by James Owens of Balfour Street, Maryhill, in 1914. The Scottish temperance movement began with the founding of societies in Maryhill and Greenock in 1829. The objective of its adherents was to combat drunkenness. Members of temperance organizations were originally urged to abstain only from strong spirit beverages, such as whisky and rum, but 'teetotal' temperance societies soon arose which opposed the consumption of all alcoholic drinks.



Health and Housing

Throughout west central Scotland, as in any fast-expanding region, poverty and poor housing was widespread as people flocked from the rural Highlands and Ireland in search of work in the new industries. A consequence of the Disruption was that the Church of Scotland was no longer able to provide poor relief, which was transferred in 1847 to parochial boards with elected representatives, who were often reluctant to incur expenditure. By the 1840s Greenock was reputed to have some of the worst slums in Europe with no clean water and appalling sanitation. Typhus was endemic, but it was cholera epidemics, which hit the middle class as much as the poor, that led to action to improve water supplies in towns across the region. The ingenious Shaws Water Scheme was begun in 1825 to bring fresh water to Greenock from the Renfrewshire Hills, and also provide water power for factories (fig. 8). It was extended in 1845 to meet the growing demand for power and domestic water. The most ambitious scheme was to bring water from Loch Katrine in the Trossachs to Glasgow by gravity, which involved huge engineering works and was finally opened by Queen Victoria in 1859. Seven years later Glasgow Town Council secured legislation to form the City of Glasgow Improvement Trust to widen streets, open out squares and to replace the worst slums with better-quality tenements. By the end of the century the Trust had laid out over £2million on buying up and replacing bad housing. There are still many tenement blocks in the city that bear the initials CGIT. In other towns it was left largely to private developers to take the initiative.

During the nineteenth century only the well-to-do owned their own properties, the majority of the population rented their homes, which in the towns were chiefly tenement flats of different sizes to suit different circumstances. In the villages and the countryside they were more often cottages, and many of those that were homes to colliers and weavers, who had their looms in their houses, still survive – converted to middle class occupation that betrays their origins. The better-off who owned their homes lived mostly in terrace houses and villas, which were built in great numbers in the West End and the south side of Glasgow, the West End of Greenock and in Castlehead in Paisley, which was laid out from 1861 by William Witherspoon. Most of these developments owed their origins to developers who would progressively feu (sell) ground to builders with strict instructions to construct the exteriors to a uniform design, often by a leading architect. Unlike modern development, much quality building was piecemeal and depended on a purchase, and so often the design and fittings of the interiors reflect personal preferences. As a



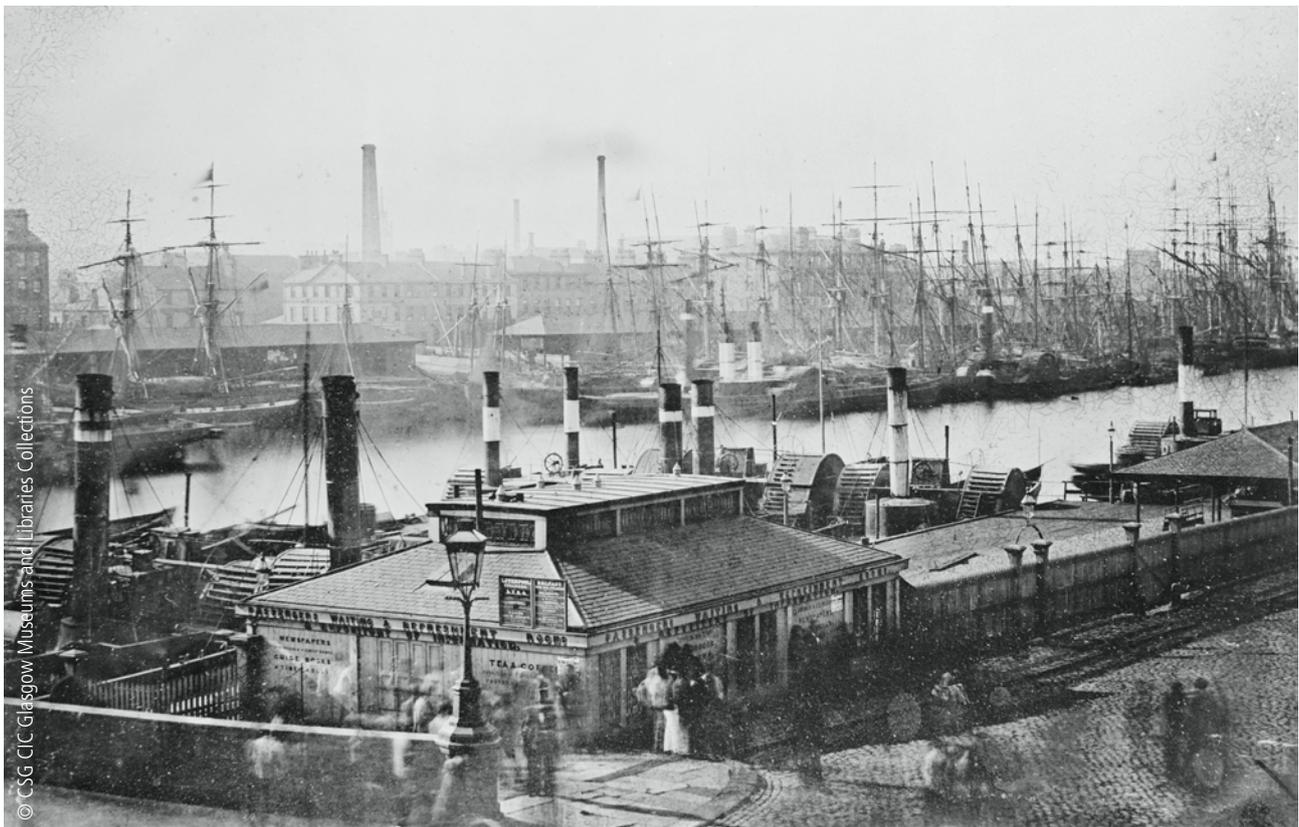
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result, even in terraces, interiors can be radically different. Many fine examples of the flowering of Scottish domestic architecture in the late nineteenth century survive. As the principal public rooms were usually divided between the ground floor, where the dining and business rooms were situated, and the first floor, which typically held the drawing room and sitting room, the ornate plasterwork of the ceilings can often be glimpsed from the road. House building was as subject to the economic cycles as other industries. Failures were common, particularly after the collapse of the Western Bank in 1857 and the City of Glasgow Bank in 1878 – events which have left their mark to this day in uncompleted terraces and half-finished developments.

Nevertheless west central Scotland shared in the extraordinary prosperity of the late nineteenth century, which shaped its townscapes as in many other parts of Europe, leaving a legacy not just of domestic architecture but also of fine public buildings, churches, hospitals and most spectacular new town and county halls, such as those in Dumbarton, Glasgow, Greenock and Paisley that dominate the skyline. These buildings reflected growing civic pride and a confidence that municipal and county authorities could care for members of their communities from the cradle to the grave. Often referred to as municipal socialism, this outlook led local government to provide an

Figure 8. The Shaws Water Scheme, supported by the local landowner Sir Michael Shaw Stewart, brought fresh water from the Renfrewshire Hills to Greenock through a channel called the Cut, and along the route provided water power for factories. It was designed by Robert Thom from Rothesay; Loch Thom, the reservoir created by damming the Shaws Water stream and from which the water was drawn, was named after him.

increasing range of services either directly or indirectly, such as the supply of essential services – water, power and light – as well as parks and open spaces, and to take measures to prevent infections through the appointment of medical officers. Glasgow boasted the United Kingdom's first medical officer of health, appointed in 1872, who campaigned tirelessly for improvement in social conditions, as did his successors. After the passing of the Education Act in 1872, school boards were established, charged imaginatively with providing non-denominational schools. Many new schools were built, with inscriptions proclaiming their origins carved into their facades – several of these can still be read to this day. The concept of local action began to be challenged at the end of the century by the Independent Labour Party, formed in 1893, that argued there was a need for national initiatives to address such issues as health, education and unemployment. Although the ILP gained representation by the end of the century, it would not be until the interwar years that the Labour Party dominated Scottish politics.



Leisure

Increased prosperity was reflected particularly in urban life styles. By the late nineteenth century the town centres of west central Scotland had ceased to be occupied by the homes of the wealthy, but were now filled with department stores, banking halls, theatres and music halls, all competing for custom. Glasgow reputedly had more department stores than any other city in Europe. Theatres on the whole staged shows by touring companies from the south, while the music halls and ‘penny geggies’ kept alive the vernacular tradition of entertainment that had flowered earlier in the century and had bridged the social divide. A ‘sing of Scottish songs’ remained a feature of social gatherings, particularly all male events such as Burns suppers and dinners of Masonic Lodges, incorporations of trades and merchants. Leisure and recreation were affordable and accessible in ways in which they had never been before. The steamboat and railways had dramatically cut the cost and duration of travel. As a result by the time of the Great Exhibition of 1851 it was possible for quite ordinary people from all parts of the United Kingdom to travel to London. It was also possible for the first time for people to begin to take holidays, even if for most there was no holiday pay. Resorts began to spring up all around the Clyde Estuary, beginning with Helensburgh. Others quickly followed, notably Dunoon, Millport on the Isle of Great Cumbrae and Rothesay on Bute. It became fashionable for the better off to take long vacations

Figure 9. This famous photograph taken by John Kibble, the builder of the Kibble Palace in Glasgow Botanic Gardens, shows the quayside at the Broomielaw in the 1850s, with several paddle steamers moored behind the shipping office. In the background is a great fleet of sailing ships berthed at the Windmillcroft Quay, built in 1839, on the south bank of the river.

in such resorts to avoid the urban pollution and for the head of the household to commute by steamer. Holidaymaking also presaged retirement to the countryside, something almost unknown at the beginning of the century. Consequently these resort towns became microcosms of the region, with churches of every denomination and their own burgh halls.

For those who could not afford the luxury of a holiday, there was an abundance of new recreational opportunities, such as trips on the Clyde steamers or railway excursions to the Borders or the Highlands (fig. 9). By the end of the century many works organized such expeditions for their whole workforce, hiring steamers or special trains. In most localities in the summer bowling was popular and there are still many clubs that have nineteenth-century origins. It is perhaps surprising that cricket was possibly the most-well-patronized game in the middle of the century, with over 40 clubs playing on Glasgow Green. As in most other parts of the United Kingdom football became one of the most popular sporting attractions, and by the end of the century sectarian rivalries were played out on the pitch. Rangers Football Club was formed in 1872 and Celtic in 1887. Over 100,000 spectators witnessed the opening of the new Hampden Park

in 1902. Recreational educational opportunities for self-improvement were integral to the campaigns for moral reform, particularly museums and libraries. By the end of the century Glasgow, Greenock and Paisley all had museums and libraries with fine collections mostly donated by local people. Despite the best efforts of the moral reformers the public house remained for many the most popular place of recreation, where the sort of entertainment common in the eighteenth century survived – fiddle music and singing. Efforts were made by licensing courts to improve the behaviour of landlords and with the development of tied houses and chains of pubs the quality and furnishing of interiors changed out of all recognition.

Conclusion and Further Research

The Boer War that closed the century exposed the fragility of British Imperial power (fig. 10), on which west central Scotland had come to depend for the market for much of its products, and was a harbinger of the eventual decline of its industrial base. The early success of the Boers stunned society and led to the first mass mobilization of volunteers since the French wars a century earlier. Surveying the history of west central Scotland through the lens of the long period of decline and de-industrialization that began in 1914,

Figure 10. At Park Gate, the entrance to Kelvingrove Park by Park Circus, is the magnificent equestrian memorial to Lord Roberts (Bobs) of Kabul and Kandahar, on his famous charger Volonel. It is a 1916 replica of the original monument erected in Calcutta in 1898. Roberts was one of the most successful British military commanders of late nineteenth century.

it is easy to overlook the astonishing successes of the nineteenth century that shaped the landscape we live in today. This essay has attempted to introduce the reader to the broad outline of that achievement. Much remains to be discovered through the exploration of archives, libraries and museums whose resources are becoming more and more accessible thanks to better catalogues, some of which are beginning to appear online. Compared to many parts of England, local history in Scotland is still in its infancy, partly because Scottish history has tended to be written from a national viewpoint and partly because there was a lack of effective guides to resources that are often fragmented and widely distributed. This is no longer the case and the study of localities in west central Scotland is now coming of age with a steady flow of publications and online resources that are well founded on research in local collections. This should be further encouraged by this series of articles and the range of support provided by individual local authority services. As with everything else these will only continue to improve if communities take advantage of these opportunities to understand their past and affirm their identity.



Further Reading

The Development of the West of Scotland, 1750–1960, by Anthony Slaven (1975, Routledge) – the only, now rather dated, history of the region.

Workshop of the British Empire, by John Hume and Michael Moss (1977, Heinemann) – this is dated but covers the history of the shipbuilding and engineering industries.

Glasgow 1813 to 1912, by W Hamish Fraser and Irene Maver (1996, Manchester University Press) – this and the following title are among the few recent scholarly accounts of Glasgow.

Glasgow, by Irene Maver (2000, Edinburgh University Press).

Online resources

- www.theglasgowstory.com
This website provides the most comprehensive easily accessible treatment of the history of Glasgow.
- www.britishnewspaperarchive.co.uk
Provides access to digitized newspapers, including those from west central Scotland, from the British Library archives.