

**THE BANKS OF THE
FORTH: A DESCRIPTIVE
AND HISTORICAL SKETCH**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649448784

The Banks of the Forth: A Descriptive and Historical Sketch by James Lothian

Except for use in any review, the reproduction or utilisation of this work in whole or in part in any form by any electronic, mechanical or other means, now known or hereafter invented, including xerography, photocopying and recording, or in any information storage or retrieval system, is forbidden without the permission of the publisher, Trieste Publishing Pty Ltd, PO Box 1576 Collingwood, Victoria 3066 Australia.

All rights reserved.

Edited by Trieste Publishing Pty Ltd.
Cover @ 2017

This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, re-sold, hired out, or otherwise circulated without the publisher's prior consent in any form or binding or cover other than that in which it is published and without a similar condition including this condition being imposed on the subsequent purchaser.

www.triestepublishing.com

JAMES LOTHIAN

**THE BANKS OF THE
FORTH: A DESCRIPTIVE
AND HISTORICAL SKETCH**

THE
BANKS OF THE FORTH:

A Descriptive and Historical Sketch.

by James Lothian

"Such fields, such woods, such stately piles appear,
Such gardens grace the earth, such towers the air,
That Forth with Roman Tiber may compare."

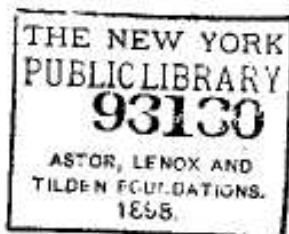
ALLOA:

PRINTED AND PUBLISHED AT THE ALLOA OFFICE.

By JAMES LOTHIAN.

1862.

L.S.



THE SUBSCRIBER has long had in view the publication of the present little work, but other duties have prevented him till now committing his materials to the press.

Deluged though we are each season with every diversity of "guide-book" or "hand-book," the SUBSCRIBER apprehends that justice has not hitherto been done to the BANKS OF THE FORTH. If the present publication shall prove interesting to the dwellers along the borders of old BODOTRIA; if it shall in any degree be useful to tourists and steam-boat passengers; and if it shall find acceptance as a slight souvenir to families abroad to whom the FORTH was as a familiar friend, the aim of the SUBSCRIBER will have been sufficiently attained.

J. LOTHIAN, Junr.

ALLOA ADVERTISER OFFICE,

ALLOA July 1862.

NOV 23 1862
ALLOA
PRINTED

CONTENTS.

	PAGE.
THE VIEW FROM LEITH ROADS,.....	1
A TRIP UP THE FORTH,.....	3
<i>embracing notices of</i>	
Carolina Park,.....	4
Granton House, Cramond Island and Village,...	5
Barnton House,.....	5
Laurieston Castle, Dalmeny Park,.....	6
Barnbogle Castle,.....	7
Aberdour, Incheolm,.....	8
Donibristle, St David's,.....	9
Inverkeithing,.....	10
North Queensferry,.....	11
Inchgarvie, Bemar Rock, South Queensferry,...	12
Port Edgar, Dundas Castle,.....	13
Hopetoun House, Rosyth Castle,.....	14
St Margaret's Hope,.....	15
Blackness Castle, Dunfermline,.....	16
Broomhall,.....	17
Limekilns, Charleston, Crombiepoint, Torryburn,	18
Inzievar House, Carriden House, Bo'ness,.....	19
Low Valleyfield,.....	20
Culross, Kincardine,.....	21
Powfowlis House, Falkirk,.....	22
Kinnaird House, Carron Works,.....	23
Grangemouth, Airth,.....	24
Airth Castle, Kennet House, Kennet Pans,.....	25
Kilbagie House, Dunmore House,.....	26
Clackmannan Tower, Alloa House and Tower,	27
Alloa,.....	28
Alloa Ferry, South Alloa, the Throsk,.....	29
Tullibody House, Bandedath, the River Devon,...	30
Cambus, Abbey Craig, Polmaise,.....	32
Cumabuskeneth,.....	32
Stirling,.....	33
A Boat-Race,.....	34

	PAGE.
CHURCHES AND CEMETERIES,.....	85
<i>embracing notices of</i>	
Cramond Burial-Ground,.....	36
Aberdour, Abercorn, Dalmeny, South Queens- ferry, and Carriden,.....	37
Inverkeithing, North Queensferry.....	38
Rosythe Burial-Ground,.....	39
Grangemouth, Falkirk,.....	40
Culross,.....	42
Airth,.....	43
Dunmore,.....	44
Crombie,.....	45
Clackmannan, Alloa, Dollar,.....	46
Tullibody, &c. (Sir Ralph Abereromby),.....	47
Stirling,.....	48
HOPETOUN HOUSE,.....	49
DUNFERMLINE.....	50
CULROSS AND ITS ANTIQUITIES,.....	54
ST SEEP, ST MUNGO, ST COLUMBA.....	58
CLACKMANNAN CASTLE.....	62
AIRTH CASTLE,.....	66
KINCARDINE,.....	69
DUNMORE PARK,.....	73
TOWN AND TOWER OF ALLOA,.....	74
THE "HILLFOOTS,".....	78
CAMBUSKENNETH ABBEY,.....	81
THE FORTH, <i>from Benlomond to the Bass</i> ,.....	85
THE RIVER STEAMERS.....	95

THE VIEW FROM LEITH ROADS.


MAGNIFICENT indeed is the picture of varied grandeur and beauty comprised within the compass of one's vision from the middle of the Frith, or as the harbour of Leith or Granton is approached from the Fife coast. River and landscape, buoyant with beauty, has each its manifold attractions, but little else will here be attempted than a brief survey and enumeration of some of the more remarkable features of the lovely and picturesque scene.

Chief amid the crowd of objects rich in historical associations, the **BASS ROCK** claims mention, situated at the mouth of the Frith of Forth, and rising precipitously 400 feet above the level of the sea. On the south side of this island, but now in ruins, is a castle which, during the reign of Charles II., was converted into a royal fortress and state prison, and many of the Covenanters were here long confined. In the Bass is a natural cavern, dimly dark in the centre, but which may be passed through in safety at low water. Like Ailsa Craig, the Bass is largely frequented by Solan geese, whose snow-white plumage imparts a fine effect to the precipitous cliffs of the great rock. The **ISLE OF MAY**, opposite to the Bass, was formerly the seat of a small religious establishment; some remains of a priory are still to be seen here; and the lighthouse, known to all mariners, was in its building one of the most expensive edifices of the kind, as it is certainly one of the most useful, in Scotland. On the summit of the isle is a fixed bright light, and an additional light has been placed on the north-east side. Steam-boat pleasure excursions were wont to be made to these islands, but such trips are now seldom, in consequence partly of the landing of passengers being prohibited, and because of the Admiralty restrictions as to passenger-steamers voyaging beyond certain limits down the river. Further up the Frith is **INCHKEITH**, which, from its commanding position has oftentimes been suggested as an appropriate point from whence, if efficiently fortified, to defend the coast on either side in the event of the approach of a hostile fleet. It was during the protracted French war, and when there were fears of invasion from the foreign foe, that the **MARTELLO TOWER** at Leith was erected, and that at an expense of £16,000. Leith road-stead not only commands a view of Inchkeith, Cramond, Inchcolm, Mickery, and grassy islets of lesser magnitude,—on either

side of the Frith, bordering the coast, appear the undulating landscape, with its verdant plains and meadows, and fields teeming with fertility ; prosperous trading and commercial towns, and sea-bathing villages with their joyous population. The river itself presents a scene of splendid animation. A tribe of fishermen chiefly belonging to Leith and Newhaven is here almost constantly employed ; steamers laden with passengers are crossing and re-crossing the Frith, others breasting the breeze up and down the river ; sailing vessels may be seen scudding along under canvas, others reposing at their safe and ample anchorage ; while, it may be, the eye descries the London and continental steamers just dipping below the eastern horizon.

LEITH, with its old and new piers, its spacious docks, its harbours, and shipping, is a seaport of high antiquity and importance, but from its roadstead the view of the "city of palaces" itself is more attractive and commanding. Edinburgh—by no means inaptly designated "Modern Athens,"—with its hills and crags, its battlemented castle, its temples for worship and schools for education, its splendid monuments, palatial buildings, and noble institutions, will be admired for its beauty—beauty of situation and beauty of architecture—while the National Monument, even in its fragmentary state, must be allowed to lend its own peculiar charm to the exquisite picture.

While, in the view from Leith Roads, is embraced the ancient castle whose glory has long since passed away ; the renowned but now tenantless mansion ; the strong old keep but now ivy-mantled tower ; the rich but now ruined monastery ; many similar objects of historic value, fitted to arrest the attention of the inquiring tourist, or exploring antiquary, will be met with along the banks or on the islets of the beauteous river we purpose to ascend. Could but the silent walls of those once stately buildings speak, what sorrows, what joys, what crimes, they could unfold to us ! Think of all the struggles and agonies they have witnessed, such as would excite wonder and amazement ; trials that would at once call into existence the deepest sympathies of our nature ; triumphs over temptation such as would elevate our idea of frail humanity. The walls of the sacred, but now desecrated chapel no longer look down upon the piety that for ages had knelt there in solemn form. All is now changed, save that sun which for centuries has shone through the ancient windows, and that silent eloquence time and eternity, which still reigneth over all.



A TRIP UP THE FORTH.

BEFORE commencing this trip, and making the splendid pier of Granton the starting point, it may be worth while to remark that within the memory of many still actively engaged in the business of life, the time was when there was neither Newhaven pier, Chain Pier, nor Granton Pier, at which to land and embark passengers travelling by steamboat betwixt Stirling and Edinburgh. The steamer in those days (1814 to 1818) lay off Newhaven, at the most accessible part of the beach, and passengers were conveyed to and from the vessel by means of a small boat. A primitive gangway having rude wheels was propelled a short way into the water to meet the boat,—this contrivance saving passengers the pleasant performance of skipping ashore on the rocks, or of being carried to land on the shoulders of the boatmen. Newhaven pier afterwards became for a few years the place of arrival and departure, and the completion in 1822 of that goodly specimen of mechanical skill, the Chain Pier, allowed passengers to be landed and embarked there comfortably during the period of nearly 20 years. Thereafter, for those purposes, the steam-boat company availed themselves of the more commodious pier at Granton,—a pier which owes its existence to the patriotic munificence and liberality of the Duke of Buccleuch. Granton is now one of the best equipped ports in the kingdom, and large enough to shelter a fleet, while there are extensive wharfing for mineral traffic, an admirably worked patent slip, shipbuilding yards, (Menzies of Leith), locomotive engine works (Hawthorns & Co.), a railway from the wharf for the conveyance of minerals and goods to Slatford on the Caledonian line, and grain to the Caledonian distillery, and, generally, all the desiderata of a first-class port. The years, too, are ended during which passengers at both piers were afflicted by having to listen to the boisterous altercation of drivers of rival coaches and omnibuses, drivers who pertinaciously importuned ladies and gentlemen (a little of the physical force argument sometimes accompanying the moral suasion,) to be allowed the pleasure of conveying their luggage to Croall's "Sovereign," or Henderson's "Invincible." The railway from Granton to Edinburgh has ended all unseemly contention between rival whips, and Jehu is seldom now-a-days to be seen, save when rattling along the spacious pier with the phaeton of some private party, in nick of time to "catch the steamer."