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CORRA LINN
82 Feet.

W.H. Lizars
 TAY 110 Miles. CLYDE 100 Miles. FORTH 90 Miles. TWEED 85 Miles. SPEY 85 Miles. DEE 80 Miles. DON 60 Miles. NITH 60 Miles. ANNAN 40 Miles. S. ESK 40 Miles. TYVI 35 Miles.

Introduction

Any place is affected by its immediate geography through the influence of such physical features as structural geology, topography and climate, as well as the long-term impact of those who live and work there. A river is no different but, by its very nature, it is possibly characterised by a greater number of different elements. Scotland has many rivers and there is a serious challenge to any estimation of either their number or length. While the Clyde is recorded as the second longest after the Tay, it is frequently considered to have had a greater impact on the lives of more people than any other water body in the country. This is hardly surprising given the population densities of the authority areas through which it runs in its lower reaches. There is, however, more to its influence than the merely geographical. The Clyde has had a profound effect on the national psyche and its mention still conjures up those images of strength, reliability, ingenuity, enterprise and a determination to succeed against the odds which strike a chord in the minds of many Scots.

Over the centuries, it has played a variety of roles in the history of west central Scotland from recreational playground for those who holidayed ‘doon the watter’ or sailed the estuary to a source of power to drive various industrial mills. The challenges it has posed to those living along its banks have, at times,

disguised the fact that it has never been a particularly useful river for navigation or as a routeway. For much of its early length, it travels through mostly agricultural land and while its flood plain facilitated road links both locally and as the major western route south to the English border, the river itself proved more of a handicap than an asset. The considerable number of fords and ferries which developed along its course is testament to the need to cross rather than travel along the Clyde.

Part of the configuration of the Clyde is the tortuous journey it takes on its way to the sea. After passing Robertson the river swings in a north-easterly direction, running to the east of Symington before commencing a curve westwards at Wolfclyde Bridge. This major loop is caused by the prominent feature of Tinto, a large domed hill of felsite rock lying directly in the river’s path. At Thankerton, local geography in the shape of the Carmichael and Chester Hills influences its course as it turns north to the west of Quothquan Law. On the relatively flat lands surrounding the small village of Pettinain, the Clyde meanders considerably as it swings below Carstairs before heading south towards Crookboat, where the confluence with the Douglas Water results in a hairpin bend north. While the Clyde by this stage is of considerable size, it is more broad than deep and changes in its configuration over time were not only

Opposite. A comparative view of the lengths of the principal rivers of Scotland (1820) from John Thomson’s Atlas of Scotland (1832)

mentioned in the *Statistical Account* of Pettinain parish by the Revd James Ferguson but can also be deduced from the number of oxbow lakes in this extended loop.

As it reaches Bonnington Linn, the combination of a quite sudden change as the river enters a gorge and the first in a series of waterfalls adds to the problems in negotiating it. Beyond Stonebyres, it continues to twist and turn, most notably between Bothwell and Rutherglen. The valley is restricted once again near Bowling where lava intrusions reduce its width to little more than a couple of miles. The Renfrewshire Heights which hindered the growth of those settlements facing the Tail of the Bank have also had an impact on how the river developed. Downriver from Dalmarnock, the changes made to the Clyde's bed and banks have been the focal points of many discussions of the river. The triumph of engineering over the immediate geography of the area resulted in the growth of Glasgow and the development of an industrial ascendancy based largely on shipbuilding and engineering which led to the conurbation's position as the Second City of the Empire.

Times change but geography continues to influence the area's situation in what is a markedly different world where commerce is less reliant on sea transport and focuses on different links. As one of the leading historians of the river has put it, 'the Clyde is in the wrong place in the days of motorways, Europe and speed'. Nonetheless, while Glasgow itself has discovered new ways in which to regenerate its economy, it has yet to find a satisfactory purpose for a river which is, possibly, a painful reminder of a past heritage. Elsewhere, the Clyde is now considered as a recreational and educational asset where the considerable numbers of local residents have opportunities for diversion, relaxation and a reconnection with the environment.

There is need, however, for a more vigorous, coherent and imaginative approach to its integration as it passes through the city with which it is so closely associated.

In other ways, there have been considerable improvements in the river. Population change and the decline in heavy industry have had an impact on pollution levels. Following European Union legislation, domestic sewage is no longer dumped in the estuary. In addition, significant investment by Scottish Water and regulation by the Scottish Environment Protection Agency have contributed to marked improvements in water quality. The return of Atlantic salmon to the river system in 1983 has been regarded as a major indication of its improving health, while the work of the Clyde River Foundation, a charity dedicated to research and education throughout the catchment area, has done much to improve fish stocks and invertebrate habitats, as well as raising public awareness in local communities.

This book considers an assortment of maps, plans and other documents which either depict the Clyde itself or indicate some particular aspect of the places, industries or other features closely associated with it. Like others in this series, the choice of what is discussed has proved challenging and is inevitably affected by availability, a need for a degree of variety but, particularly, personal preference. Many books have been written about the river, its towns and trade but little on its cartography. This work provides only a limited selection of the vast heritage of images of the river but, once again, I have drawn on an extensive range of resources to bring their availability to the attention of a wider audience. The Clyde has posed many challenges and it is left to the reader to decide how ably this text has been equal to meeting the task.

Acknowledgements

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A considerable number of institutions have provided illustrative material to support the text. A full list of picture credits can be found on p. 273.

I would like to offer my thanks to all for their help and assistance. Their generosity has been both heartening and encouraging. It is my hope that this work is a testament to their own expertise. However, any errors in the text are of my own making for which I take full responsibility.



West Longhaugh
East Longhaugh

Cockhill
Stateford
Wraistland

West Porton
Bishopston
North Porton

Cartimpar
Ford Rosland
Rosland Castle

Gleashinnoch
Ditch Craighen
Burn

Dargavell
Maxwell Esq.

Harshaw
Rannochshiel

Stotterie
Netherfield

Freeland
Dryknow
Ritchieston

Kirktown of Erskine
Meadowhead

Back o' the Hill
Drumcross

South Porton
West Rolland

Rosland
Ale House

Barangry
Craighead

Little Craighen
Auchamain

Harshaw
Rannochshiel

Fulwood Townhead
Fulwood Mill

Erskine House
Lord Blantyre

Manse
Moss side

Manse
Moss side

Hillhead
Dumbraes

Barloch
Bargarran

Shilton
Mountainhead

Little Craighen
Auchamain

South Barr
Alexander Esq.

Reddan Lodge
Wardhouse

Mickle Commonsie
Wheelburn

Little Commonsie
Barnhill

Fulwood Townhead
Fulwood Mill

Killpatrick
Relief Meeting House
Mill

Spouts Green
Park

North Barr
Buchanan Esq.

Rashylee
Old Castle in ruins

Mountainhead
Craighead

South Barr
Alexander Esq.

Reddan Lodge
Wardhouse

High Park
Barnhill

Looking
Greenhead

Freeland
Greenhead

Wardhouse
Mickle Commonsie

Little Commonsie
Barnhill

Fulwood Townhead
Fulwood Mill

Upper Dalnotter
Reddan

Mount Blow
Donald Esq.

Dalnotter
Great Dalnair Canal

Scap House
Garnyland Mill

Park
Fulwood Esq.

High Park
Barnhill

Looking
Greenhead

Freeland
Greenhead

Wardhouse
Mickle Commonsie

Little Commonsie
Barnhill

Fulwood Townhead
Fulwood Mill

Barnhill
Barnsford Toll

Barnsford Toll
Barnsford Bridge

Barnsford Bridge
Barnsford Toll

Barnsford Toll
Barnsford Bridge