

Site ID: 39 (and 41, 49, 118)

Site Name: Falfield Mills, Weaving Sheds (Mauchline St), Falfield Engine House, and Mauchline Street Works

Condition of the Archaeological Resource

Complex of standing buildings. Although many of the buildings have seen continued and changing use until recently, much of the original fabric survives intact. Parts of the interiors are obscured by modern partitions, which will need controlled removal prior to building recording work. Overall, the buildings appear sound, but a potential Health & Safety risk exists on the upper floors of the main mill building (site 39), which have become infested with pigeons.

Impact

Demolition of larger part of complex of buildings. This group of sites forms part of mitigation Parcel 7, where the maximum area of impact of the motorway is 5000 m².

Significance

Parts of the complex are B-listed, and thus of regional or more than local importance, and this level of significance should be taken to extend to the complex as a whole. Particular aspects of the significance of the site include:

- survival/condition: the fabric of individual buildings within the complex survives well, although many of the interiors have been re-used and stripped of their machinery. The legibility of the buildings as a complex adds to its significance, with many nineteenth century buildings surviving in their original relationship to each other.
- period: Glasgow's early reputation as an industrial city was founded on its cotton industry, and the initial construction of the Falfield Mills took place in a period of significant expansion in the industry. The mills were also built in the first flush of mechanised weaving and thus in a period of significant change in working practices. Subsequent phases were constructed during a period of general decline in the cotton industry, but one in which weaving continued to prosper and in which Walker & Co managed to adapt, expand, and maintain the viability of the firm.
- group value: this site will group with the other industrial sites on the M74 route to allow inter-industry comparison of working conditions and other issues. The complex will also group with the related manager's house (site 40).
- rarity: most of Glasgow's spinning and weaving mills have been demolished and the Falfield complex thus represents a relatively rare and complete survival.
- multi-period/single period: the mills were initially constructed in the 1820s and 1830s and the complex later saw significant phases of expansion. Analysis of the site will thus inform on changing practices through time.
- Documentation: little documentation relating directly to the mill complex or its owners, Walker & Co, has been identified. This makes the standing buildings and any below-ground deposits a valuable resource in furthering our understanding of the firm and its operations.
- the technological or scientific interest: the mills were constructed at an early stage in the development of mechanized weaving and may yield significant information on the early industrialization of the trade. Furthermore, as the mill complex was clearly expanded, altered, and adapted through time, the buildings will yield evidence on changing work operations and practices (machine layout, changing architectural requirements, and other matters).
- social history: the origin of the mills at the outset of the mechanization of weaving gives it a position of importance in the social history of industrialisation. Information on its continued operation and changing character through the nineteenth century will inform on changing working practices and conditions (including not just the layout of work spaces, but also such issues as sanitation, heating, and other matters).
- contemporary consciousness: the cotton industry has acknowledged importance in the early industrialization of the city, and continued as a significant industrial sector through the Victorian era. The Falfield Mills should thus be associated with a particularly significant period in the development

of the modern city and has great potential interest for public understanding of the city's history, as well as to historians, archaeologists, and heritage professionals.

Mitigation Recommendations

Standing building survey and (possibly) small excavation. Standing building survey at Level 3 (cf section 6.3 of Part 1 of this report for a definition of survey levels). This will comprise a fully analytical record. Modern partitions will need to be removed from parts of the complex prior to recording work. Following the survey and demolition of the buildings, targeted excavation may prove valuable in answering outstanding questions (such as relationships between buildings or parts of buildings not clarified by the survey, and the presence, location and character of any structures or features no longer visible above ground). Demolition of the buildings should be undertaken in controlled conditions and monitored to facilitate further recording where significant features are exposed.

Summary History and Historical Context

The Site

The mill was initially built for George Foster in 1821. It was acquired c 1840 by G L Walker & Co, power-loom cotton manufacturers (Hume 1974, 247, H216, H217, H218).

The main block (site 39) is a four-storey-and-attic, 18-bay, red-brick mill building partly cut down. It has a stone façade to Stromness Street, wooden-and-iron-framed windows, a small bellcote finial, cruciform tie plates, and a slate roof. The building is of two phases, with the southern part being the earlier. Ten bays were later added to the north (c.1830). The southern part has two rows of cast-iron columns in the interior, but the northern part is narrower, with one row of similar columns. There is evidence of former shafting in the walls and ceilings and later internal alterations. The first edition OS town plan of 1857/8 states that the southern part of the mill was in use as a warehouse by that time. The ground floor of the building was extended eastwards to Falfield Street c 1860, with thick columns inserted to support the wall. Originally, the engine powering the mills was held on the ground floor at the northern end of the building and a boiler house stood to the north.

At right angles to the main mill building, in Stromness Street, is a three-storey, nine-bay, ashlar-fronted brick building, probably built in 1861. A building control plan of 1897 states that this building was occupied by a show room, counting house, and other rooms. The ground and first floors of this building are iron-framed and the second floor has iron and timber columns. Two gangways formerly spanned the gap between this building and the main mill to the east (since removed).

A three storey, four-by-five bay brick engine house (site 49) stands to the north of the main mill building on the corner of Falfield and Mauchline Streets (this is not a warehouse as Hume suggests). This was built in 1866-8, replacing an earlier boiler house, and would have housed a boiler room on the ground floor, with a workshop above. The interior displays boiler fittings, a tiled boiler house wall, sliding iron doors, iron columns, and timber beams.

A series of single storey brick weaving sheds, with a 12 bay frontage and low relief arches, extends westwards to the rear of the main mill building (site 41; Hume mistakenly identified these sheds as a glass works). The core of the weaving shed complex, to the rear (west) of the main mill building, is depicted on the first edition OS town plan of 1857/8. Building control plans of 1897 show that the sheds had been extended to the north and south by this time.

The southern part of the main mill building is unoccupied, but was in use relatively recently by a textile company. Some modern partitions have been inserted. The northern part of the building is in use by a printing firm, and some modern partitions have been inserted. The engine house is no longer occupied but, again, some modern partitions have been inserted. The weaving sheds have been in use until recently, or are still in use. No access was gained to the Stromness Street office block.

The Mauchline Street Works (site 118) is not definitely known to have been associated with the Falfield Mills, but lies on land previously owned by the mill owners (ie on the site of Falfield Mill House, site 40; see below). One part of the site (the northern part and that overlying the mill house) comprises a narrow, single-storey building with a chimney. It replaced the house sometime around 1900 and is still standing. The southern part of the site appears on the second edition OS map (1892-4), but not the first, and is annotated 'St Mungo Soap Works'.

Historical Context

The Falfield Mills were built at a time of 'hectic expansion' in the Scottish cotton industry in the period from around 1790 to 1830 (Kim 1994, 76). They were also built in the early years of weaving mechanisation, the 1820s, as hand-loom weaving gave way to power-loom weaving.

From the 1830s, cotton spinning in Scotland went into a period of continuing difficulty (Slaven 1975, 105-109). Spinning technology in the industry had been designed to foster expansion in the medium and coarse ranges of cotton cloth between 1800 and 1820, but in the 1820s there was a rapid increase in competition in the markets for coarse goods. There was a wave of new investment in the 1830s to spin and weave more efficiently in face of this new competition; to increase production at a lower unit cost through the use of new machinery and a move into power-loom weaving.

This action greatly increased capacity in the industry and produced a decade of overproduction in which prices continued to fall and profit margins saw further contraction. The local market proved too small to support continuous experimentation in machinery and the local stake in technical advancement was lost. Of the machinery installed in 1830s, much of which came from America and England, a large amount was for medium and coarse grade production, committing firms to production in the fiercest area of competition.

Labour costs were thus targeted and wages cut with a low-wage policy becoming characteristic of the Scottish industry and sustaining it through the difficult years to the 1870s. The adoption of self-acting mules also accelerated and the traditional reliance on young and female labour increased. In the production of some lines, it proved uneconomic to continue to use hand-weavers and, between 1840 and 1860, Scottish producers added to their power-loom weaving capacity to take up these lines of work. They also increased their stake in novelty, colour, and design to differentiate their products and tended to produce for the upper end of the mass market. The 1860s was a decade of prolonged contraction, with the number of mills contracting by 40% and the number of spindles and the size of the workforce by a quarter. From this time, the industry operated on a new and much reduced scale. However, the spinning sector bore the brunt of the contraction and the weaving sector continued to boom, with new mills being built through to c 1900.

In this general context, the Glasgow Cotton Spinning Co Ltd was founded in 1883 (Kim 1994). This was not a family business and its ownership was in the hands of several local investors, with control in the hands of professional managers. The company wound up in 1928. The establishment of the company was largely possible due to the good state of health in one sector of the textile finishing trade, Turkey-red dyeing, during the second half of the nineteenth century. The main product of the company was a high class of yarn spun from high quality cotton, suitable for Turkey-red dyeing. The company was larger and more efficient than its competitors, and was promoted by five businessmen from the Glasgow area including William James Walker (d.1894; partner in G L Walker & Co).

*Non-archaeological Sources**Documentary Sources*

None identified.

Plans

Mitchell Library Archives building control plans (1897, 1901): 1/298, 1/358, 1/424, 1/538
Strathclyde Regional Archives (Mitchell Library) DTC 13/419 (Feuing plan).

Photographs & Illustrations

SCRAN ID 000-000-189-588-C (RCAHMS).

NMRS photos (1996):

- C67967 General view from SE.
- C67969 General view from SW.
- C67970 General view from SSW.
- C67971 General view from NE.
- C67972 View from ENE.
- C67973 View from NW.

C67968CN General view from SE.

NMRS digital images (1966):

SC591617 View from SE.

SC591618 View from S.

SC591619 View from W.

Other

NMRS MS749/4134 J R Hume Industrial/CBA cards filed under Glasgow, Falfield Street (prints attached).

Secondary Sources

Hume, J R 1974 *The Industrial Archaeology of Glasgow*. Glasgow: Blackie. (247, H218).

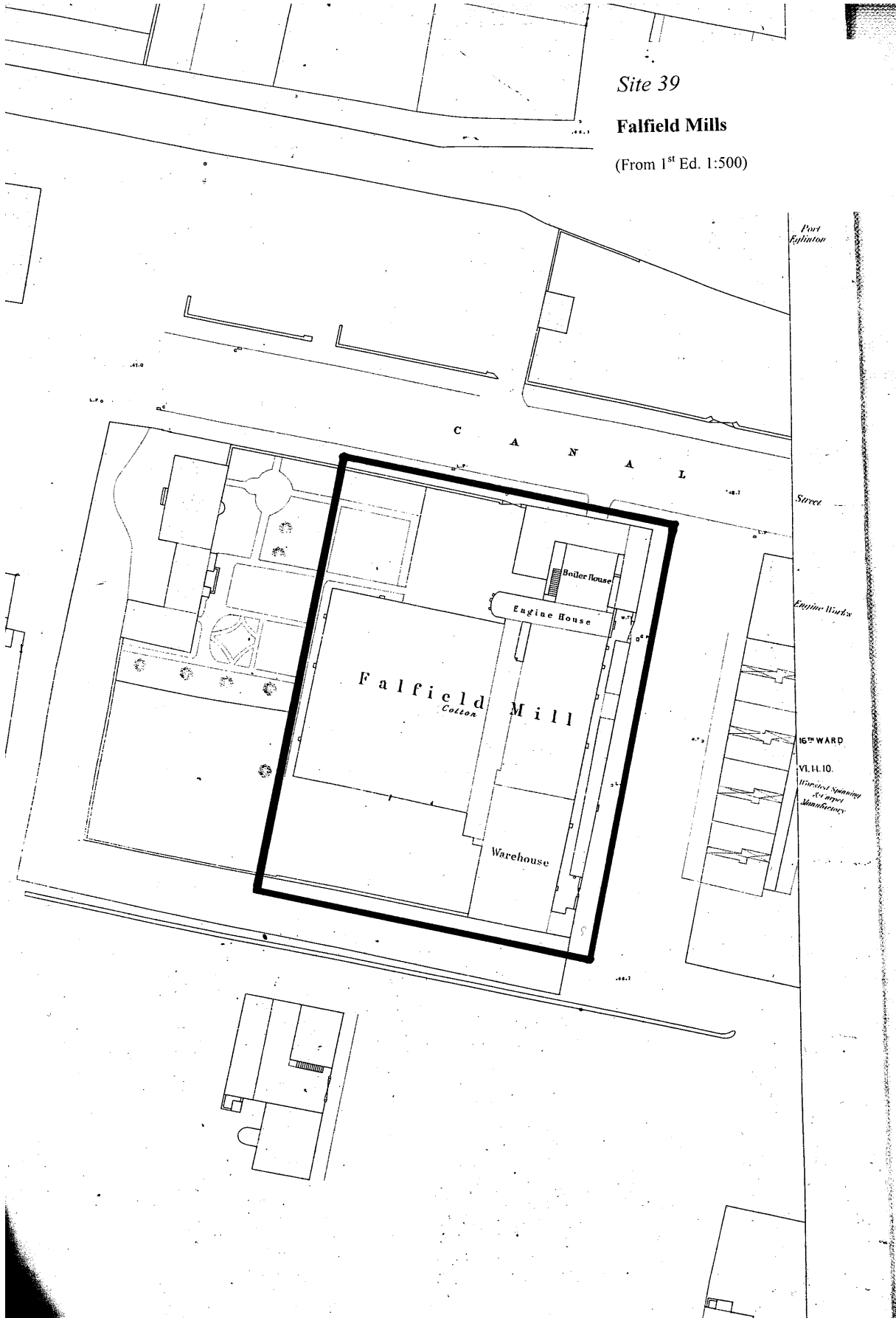
Kim, D 1994 'The Oldham Limited Company in Scotland – the Glasgow Cotton Spinning Co Ltd', *Scottish Industrial History* 17, 76-89.

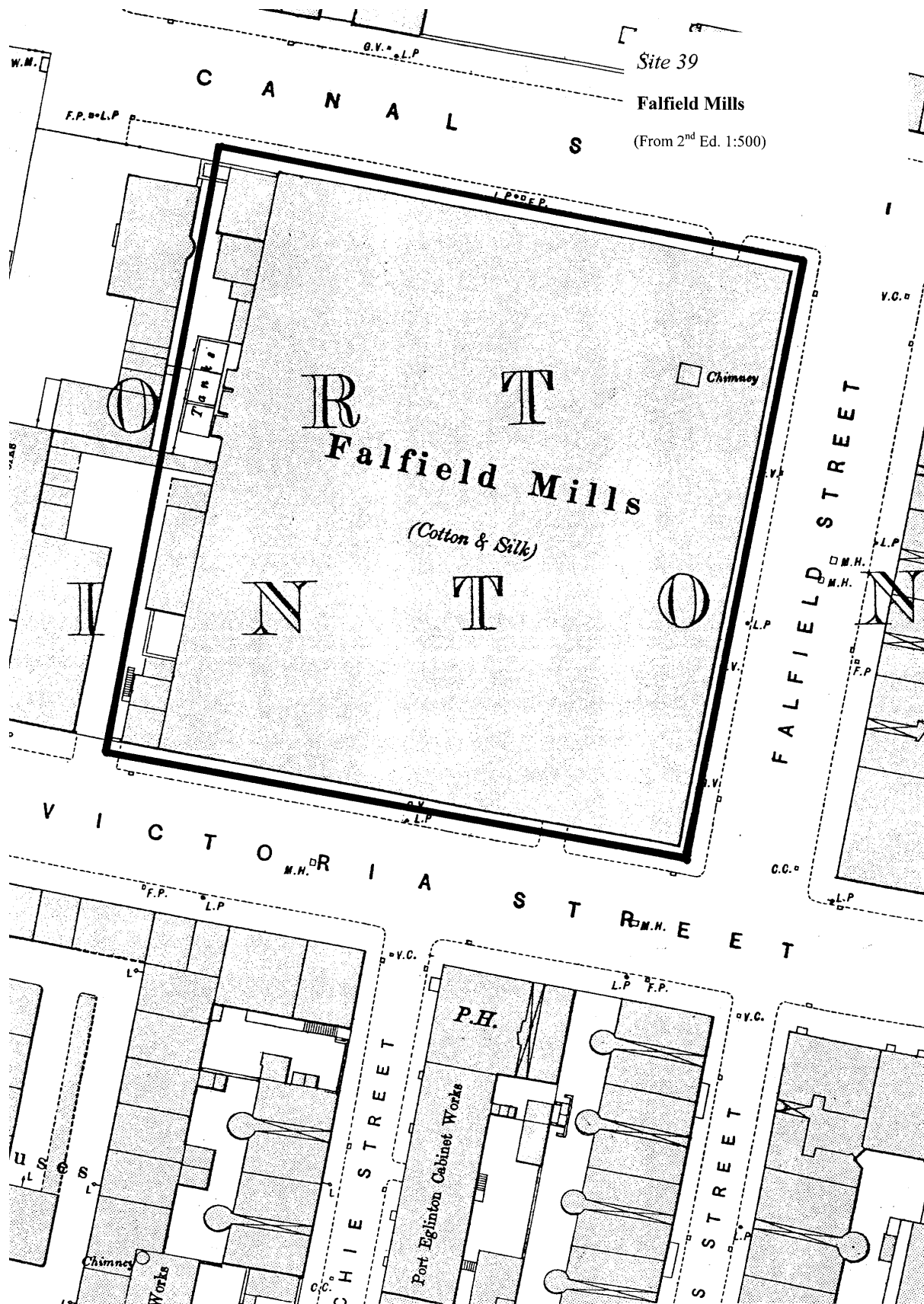
Williamson, E, Riches, A & Higgs, M 1990 *Glasgow: The Buildings of Scotland Series*. London.

Site 39

Falfield Mills

(From 1st Ed. 1:500)





Site 39 – Falfield Mills



View from south-east



View from east



View from south-west

Site 118 – Mauchline St. Works



From north



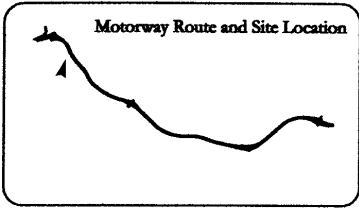
From north-west



From north



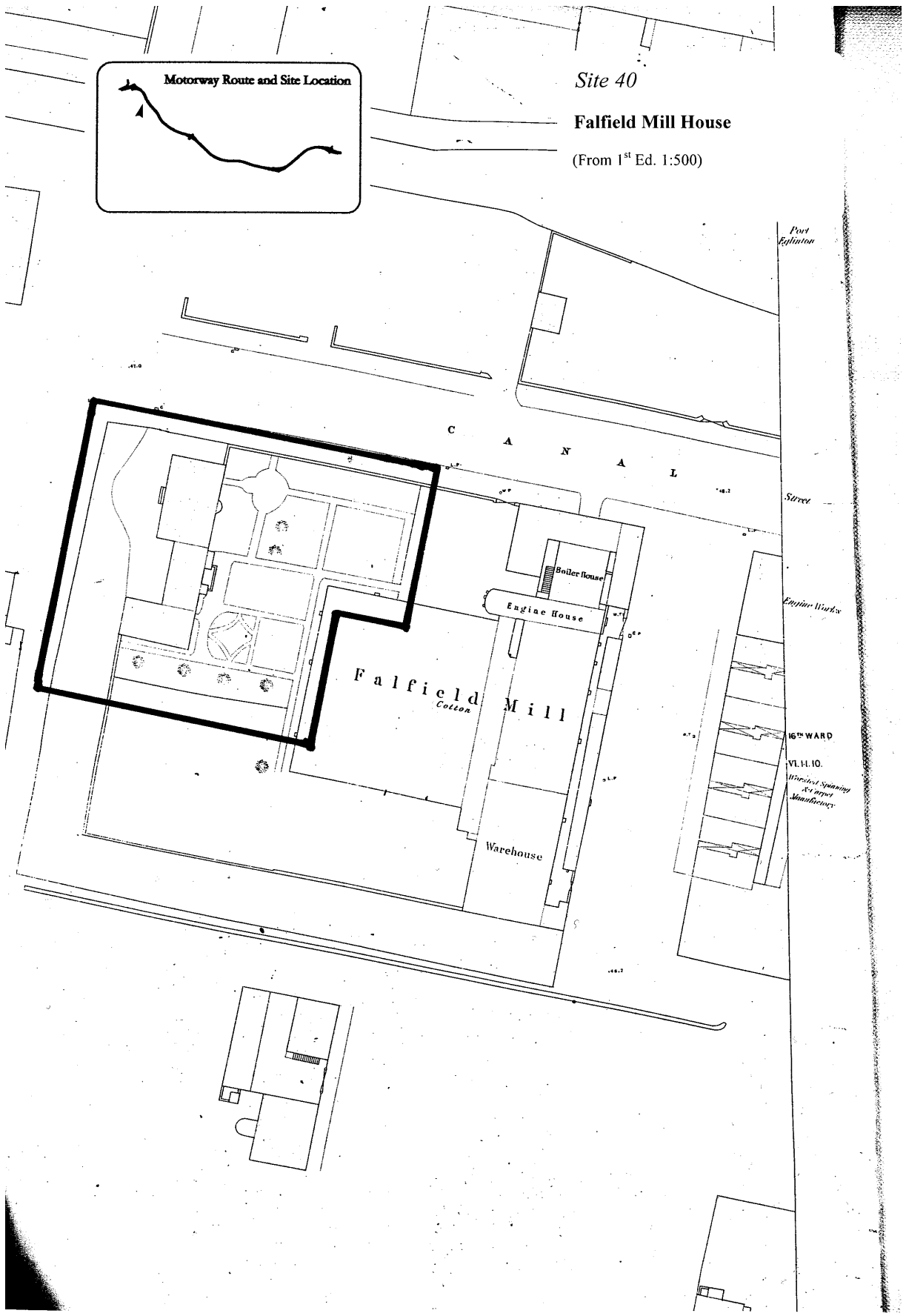
From south



Site 40

Falfield Mill House

(From 1st Ed. 1:500)



Site ID: 40

Site Name: Falfield Mill House

Condition of the Archaeological Resource

No upstanding remains, house and gardens are partially under later building (Mauchline Street Works, site 118; Weaving Sheds, site 41). Presence or absence of archaeological remains is unknown as there has, as yet, been no opportunity to evaluate the below-ground potential of this site.

Impact

The motorway will pass directly over this site and is likely to encompass the entirety of the house itself and part of its grounds. This site forms part of mitigation Parcel 7, where the maximum area of impact of the motorway is 5000 m².

Significance

In the previous evaluation, this site was accorded regional importance, and this is still considered appropriate considering the identification of its connection to the Falfield Mill. Specific aspects of this importance include:

- group value: this site groups with the other elements of the Falfield Mill complex (sites 39, 41, 49, and possibly 118) and will allow consideration of the relationship of the industrial operations to the manager's residence. The site also groups with the other domestic sites on the M74 route to allow a comparative investigation of domestic life across a relatively representative profile of the population.
- documentation: very little documentation specifically associated with this site has been identified. Any surviving archaeological remains will thus represent the primary resource for historical understanding of the site.
- historical, cultural and social influences: the close association of the house and mill developed at a time before significant suburbanisation and the movement of the middle classes out of inner city and industrialized areas. It thus represents a specific historical development that would benefit from more study. It will be important to consider the factors dictating the abandonment of the house and the reasons for its earlier close association with the mill.
- historical association: the house is associated with the firm of Walker & Co, a prominent nineteenth century Glasgow textile firm.

Mitigation Recommendations

Large excavation. Any area to be affected by the motorway and associated works should be investigated. Reference should be made to sections 5.4 and 6.2 of Part 1 of this report for detailed information on the valuable deposits and other remains that may be found on domestic sites and their proper treatment in excavation. Structures and features may relate to the house itself or to pits, privies, wells, and other structures in the surrounding grounds. Other remains may include significant artefact assemblages, environmental remains, extensive deposits containing evidence of backlot and garden landuse (and perhaps covering much of the backlot/garden area), and other evidence of sanitation and health and domestic life. It is necessary to establish the presence or absence of significant remains across all areas affected by the development and, should significant remains be encountered, these should be carefully excavated and rigorously recorded (as outlined and explained in section 6.2 of Part 1 of this report).

Summary History and Historical Context

cf entry for Falfield Mills complex (sites 39, 41, 49, and 118 above) for general history of the Falfield Mills and G L Walker & Co.

The first edition OS town plan of 1857/8 shows a large house, with two substantial buildings appended to the south, lying west of the Falfield Mills. To the east of the house, in between the house and the mill complex, there were a series of formally laid out gardens. It is not known when the house was built, but it appears on Martin's map of 1842 and also first comes on record in the 1840s when it is associated with the adjacent mill complex. The Post Office Directory for 1844/5 lists three properties/residents in Canal Street: the Falfield Factory at number 14; a carpet factory at number 4; and John Hendry at number 20 (ie Falfield Mill House, west of the mills). The listing for Hendry elsewhere in the directory reads: 'Hendry,

John at G L Walker & Co's house 20 Canal Street, Port Eglinton'. Hendry is also listed under G L Walker's office at 117 Candlerigg Street. This all confirms that the house was owned by Walker & Co, the mill proprietors. Hendry was certainly an employee of the firm, and probably manager of the mill.

The house also appears on the second edition OS town plan of 1892-4, by which time the mill complex to the east has expanded into the gardens. The house is absent from the third edition OS, implying that it was demolished in the last years of the nineteenth century or the first decade of the twentieth. The site of the house was later partly taken over by the Mauchline Street Works (site 118; see above).

Non-archaeological Sources

Documentary Sources

Apart from the Post Office Directory entries detailed above, no sources specifically relating to this site have been identified.

Plans

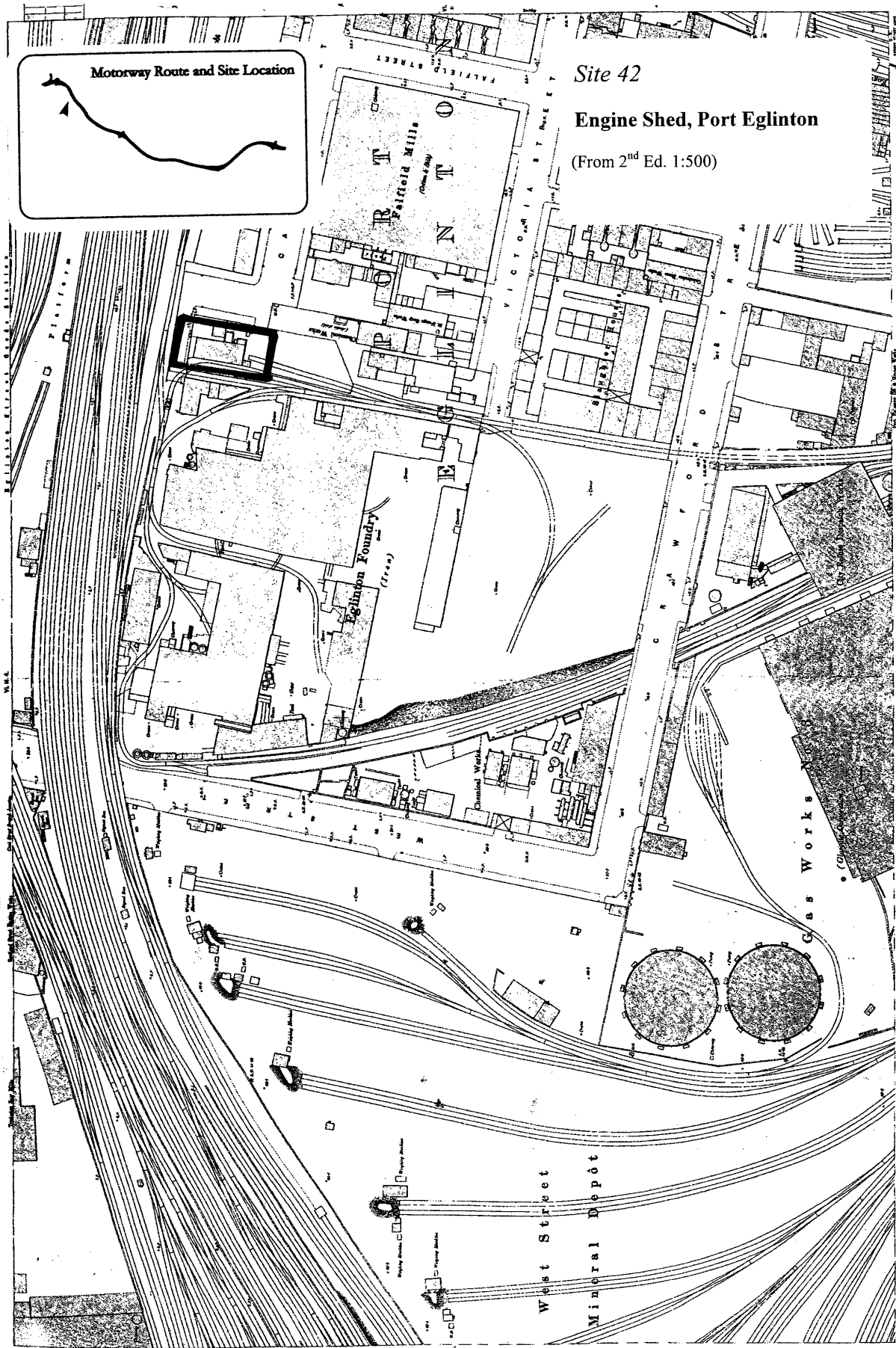
Beyond the OS maps, no plans specific to this site have been identified.

Photographs & Illustrations

SCRAN ID 000-000-137-326-C.

Secondary Sources

None specifically relating to this site have been identified.



Site 42
Engine Shed, Port Eglinton
(From 2nd Ed. 1:500)

Site ID: 42

Site Name: Engine Shed, Port Eglinton

Condition of the Archaeological Resource

No upstanding remains. As there has been no opportunity for sub-surface archaeological investigation, the presence or absence of significant archaeological remains is unknown.

Impact

The motorway will pass directly across this site. This site forms part of mitigation Parcel 6. The maximum area of impact of the motorway is 264 m².

Significance

This site was identified during the original evaluation as being of local importance. However, should any significant archaeological features or deposits survive (a possibility that remains to be proven), and should this site indeed be shown to relate to the Pollok & Govan Railway, then the importance of the site should be re-assessed. This is for the following reasons:

- Historical association: the association with the Dixon dynasty is significant. The Dixon enterprises were at the forefront of the Scottish iron industry at its peak, in the period from the second quarter of the nineteenth century. The Dixons were recognised by contemporaries as amongst Glasgow's most notable industrialists. Their business was also key to the development of the West of Scotland and to Scotland as whole, with the Scottish iron industry focusing in the west. The firm was also an international exporter. The Dixons continue as a major focus of interest for industrial, economic, and business historians. If this site is an early, private railway, then this will add to our understanding of the overall operation of the Dixon enterprises.
- Group value: this site groups with the other Dixon enterprise sites (22, 23, 25), allowing an analysis of this firm that will undertake to understand both industrial production, transport logistics, and the home life of the firm's owners and workers. The shed also groups with other specific railway-related sites (7, 24, 46, 92).
- Multi-period/single period: if a relic of the Pollok & Govan, this site represents a very early railway development that may have seen subsequent alteration/re-use in the Caledonian Railway period.
- Rarity: should archaeological remains be found and shown to relate to the Pollok & Govan Railway, then these would represent a rare survival from a very early phase of railway development.
- Technological interest: because of their potential rarity and early date, any such remains would be of great interest to the history of railway development.

Should significant archaeological remains survive, and should these relate to the Pollok & Govan Railway, then they should be considered to be of at least regional importance and, considering the historical significance of the Dixon dynasty and the lack of knowledge of such early railway development, may even be of national importance (depending on other factors such as the character of the remains, the level of their survival, and the types of information they may yield).

Mitigation Recommendations

Small excavation. A limited excavation should be undertaken to establish the presence or absence of significant archaeological remains and to characterise and record any remains encountered.

Summary History and Historical Context

The first edition OS map of the 1850s, and the second edition of the 1890s, show this site as lying on a branch line of the Caledonian Railway, sitting adjacent to the canal basin at Port Eglinton. The shed is absent from the third and fourth edition OS maps, implying that it was removed sometime around 1900.

It is possible that this shed and branch line, although connected to the Caledonian Railway line by the 1850s, was a relic of the early Pollok & Govan Railway. Glasgow's earliest railways included one from the Govan collieries to wharves on the Clyde, built by John and William Dixon in the late eighteenth century. This would have originally had wooden rails, presumably after the Newcastle pattern. William Dixon II had rail-served coal depots in Hutchesontown and Tradeston and the Caledonian Railway is known to

have later used the Pollok & Govan and other railways to reach temporary termini at South Side and Buchanan Street stations (cf Hume 1974, 118-119). It may be that a later legal dispute involving Dixon and the Glasgow & South-Western Railway confirms the identification of this engine shed as part of the Pollok & Govan Railway (cf *Summary History and Historical Context* for site 71).

Non-archaeological Sources

Documentary Sources

Cf site 22 (Foundry, Govan Iron Works) for fuller description of archive sources relating to the Dixon enterprises. Potentially relevant are:

GUAS ref UGD191/6/11 Titles, dispositions and tacks concerning various lands, inc conveyance in favour of Caledonian Railway Co Ltd 1867.

UGD191/7/3 Titles and dispositions concerning Pollok & Govan Railway Co 1800-1871, inc plan of 1871.

UGD191/19/5 (1776-1954) Titles concerning various lands, inc agreements with Caledonian Railway Co, with plans, 1876-1911.

Other potentially relevant archives:

Govan Colliery records:

GUAS ref UGD1 (1849-1958) financial records, output, sales, and wages books, lists of shareholders, technical and legal papers etc.

Pollok and Govan Railway records:

GUAS ref UGD 8/16 Act allowing the construction of the Clydesdale Junction Railway from the Pollok & Govan Railway at Rutherglen to Hamilton 1845.

UGD 16/2 Act for making a railway from the Pollok & Govan Railway to the harbour at Broomielaw with amending act 1830.

UGD 16/4 amending act to above 1831.

UGD 16/3 Act for maintaining the Pollok & Govan Railway 1837.

Caledonian Railway records:

GUAS ref UGD8/7. Of these, the following are of potential interest:

UGD8/7/3 Directors' half-yearly report, with details of expenditure, balance sheet, and list of directors 1855.

UGD8/7/5 1845 The Caledonian Railway Bill: evidence heard by the Select Committee of the House of Commons.

UGS8/7/9 1864-71 Printed half-yearly directors' reports.

Plans

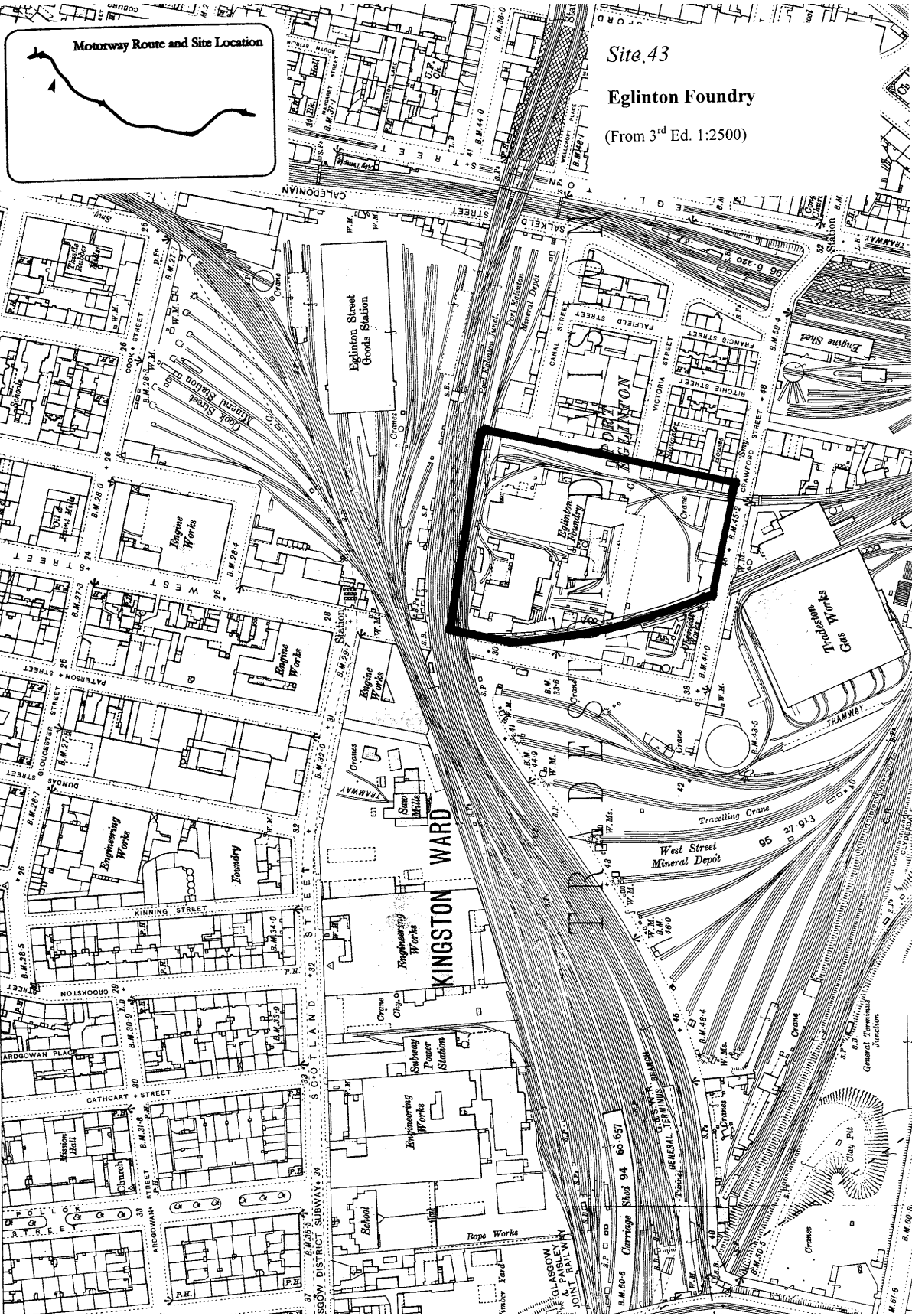
No plans specific to the railway have yet been identified (but see above description of GUAS ref UGD 191).

Photographs & Illustrations

None sourced.

Secondary Sources

Hume, J R 1974 *The Industrial Archaeology of Glasgow*. Glasgow: Blackie.



Site ID: 43

Site Name: Eglinton Foundry

Condition of the Archaeological Resource

No upstanding remains, site now occupied by modern buildings. No opportunity to assess below-ground remains.

Impact

The motorway passes over the extreme north-east corner of this site and, from the evidence of historic maps and plans, may not impact on any significant remains of the foundry should they survive (as the larger part of the operation was located to the south and west). However, as this area of impact will, in any case, be investigated in relation to the remains of the brick works previously occupying the site, then any remains of the foundry that do occupy the area of impact will be encountered as part of that investigation (ie there is no need for a distinct small excavation in relation to this site). This site forms part of mitigation Parcel 6 and overlies site 71.

Significance

This site is of local importance. More specifically, the significance of any archaeological remains relates to:

- Group value: the foundry groups with the other foundry/engineering sites on the route (sites 22, 35, 47, 51, 57, 58, 80, 81, 83, 94), many of which lie within the Kingston and Port Eglinton area which was something of a hub in Glasgow's engineering sector.
- Documentation: this site is virtually undocumented, and any significant archaeological remains will thus represent the primary source of information on the history and operation of the works.

Mitigation Recommendations

Small excavation. The section of this site potentially impacted by the motorway is the same area as site 71 (the latter relating to an earlier works occupying this space). Thus, the small excavation of the affected part of the Eglinton Foundry will not be distinct from the investigation of site 71.

Summary History and Historical Context

This site is first depicted on the first edition Ordnance Survey town plan of 1857/8. However, it is not until the second edition of 1892-4, after significant expansion in the extent of the works, that the site extended into the area to be impacted by the motorway. Thus, the area of the earliest part of the foundry will not be affected. The part that may be affected was taken over from the brick works of Allen & Mann (site 71). The second edition OS shows that the only building the site of which may be impacted is an L-shaped block, and building control plans of 1898 confirm that this was an office. The second edition OS shows this as surrounded by rail lines, and so it is unlikely that any unmapped structures will be present. The works are also shown on the third edition OS, and so continued in use into the twentieth century.

Non-archaeological Sources

Documentary Sources

None identified.

Plans

Mitchell Library Archives building control plans 1/6274 (1898; new offices); 1/6863 (1898; new store and stables). The latter lies in the far south of the site, and is thus well removed from any potential impact by the motorway. The former possibly lies in or close to the area of impact.

Photographs & Illustrations

None identified.

Secondary Sources

None identified.

Site 44

Glasgow, Paisley and
Ardrossan Canal

(From 1st Ed. 1:500)



Site ID: 44

Site Name: Glasgow, Paisley and Ardrossan Canal

Condition of the Archaeological Resource

No upstanding remains, partially under railway. Observation of test pits revealed a considerable amount of made ground behind the sandstone wall, which runs E-W through the site marking the line of the old railway. Both test pits on this site were archaeologically sterile, but a dark grey black silt deposit was observed in one and this may be related to the canal. The presence or absence of archaeological remains is still, on the whole, to be established, as prospection on this site was minimal. It is likely that remains do survive, as the canal was taken over by the railway in the later nineteenth century and is likely to have been infilled (and thus preserved) at that time.

Impact

The motorway will pass directly over a section of the canal just west of the main basin and terminus. The presence or absence of significant archaeological remains is yet to be established. This site forms part of mitigation Parcel 6 and the area to be affected by the motorway extends to 1300 m².

Significance

This site is of regional importance. More specifically, its significance may relate to the following aspects:

- Period: this was an early canal development in the city, and the first on the south side of the Clyde.
- group value and the wider landscape: the canal will group with the surrounding industrial sites in the Port Eglinton/Kingston area, and as part of the transport infrastructure facilitating and encouraged by industrial development, forms a significant part of the industrial landscape. More specifically, the engine shed (site 42) probably associated with William Dixon's Pollok & Govan Railway represents the end of that line, terminating at the canal, and it is likely that one factor in the siting of industrial complexes like the Falfield Mill (site 39) or the kiln complex of the adjacent brick works (site 71) was the presence of the canal.
- documentation: the canal is, in general, well documented, allowing any archaeological analysis of this site to be situated in a rich historical context. However, it is not likely that the extensive archive that exists will contain full detail of the construction, alteration/maintenance, and use of the canal.
- technological or scientific interest: several previous canal excavations in the UK have yielded significant and surprising evidence on the construction and maintenance of canals, and archaeological analysis can thus further our understanding of the practicalities of building and maintaining such waterways.
- historical association: the original construction details of the canal were finalised by Thomas Telford, the renowned engineer.
- other archaeological/research potential: the nature of the fill deposits of the canal are unknown at present. However, silt deposits that were laid down when the canal was open may contain environmental information on the immediate surroundings (eg in relation to issues such as pollution). Heavy passenger traffic, surrounding urban and industrial development, and statements about the eventual unsanitary condition of the canal may mean that dumps of material exist within its interior. The nature of the final backfill may also be informative. Although this will comprise material brought from off-site, its character may inform on attitudes to refuse disposal (what was appropriate to dump?).

Mitigation Recommendations

Large excavation. Any area to be affected by the motorway and associated works should be investigated and the presence or absence of significant archaeological remains established. Should significant remains survive, then these will require further excavation and detailed recording. Part 1 of this report details the appropriate research aims for such a site and outlines a number of specific elements that might be investigated archaeologically (cf sections 5.3.3 and 6.1). Reference should be made to the general excavation considerations in section 6.2 of Part 1 of this report. In particular, the excavation of the canal and adjacent wharves should aim to analyse and record the character of its construction and any

subsequent alterations. The nature of the fill deposits of the canal are unknown at present. However, the need to analyse and record/sample these in detail should be considered (see *significance* above).

Summary History and Historical Context

The Enabling Act authorising the construction of this canal was obtained in 1806 and it was designed for barge traffic. The canal was sponsored by the twelfth Earl of Eglinton. Three pre-construction surveys were conducted by John Rennie (1800), by Rennie and Ainslie (1804), and the sketched out route was modified by Thomas Telford (1805). This was the third Glasgow canal after the Forth & Clyde and the Monkland. Construction of the canal began at the Port Eglinton terminal in 1807 and the section to Johnstone was opened in 1811. Due to insufficient funds, this was the only part of the intended canal built. Originally it carried passenger traffic, which was heavy until the opening of the Glasgow & Paisley Joint Railway. Subsequent competition with the railway was ended by an agreement of 1843, whereby the canal company gave up passenger services for an annuity. Besides passengers, the canal carried various goods including butter, oil, sugar, cotton and linen yarn, leather, iron, nails, slates, tiles, bricks and grain from Glasgow, and cotton goods from the Johnstone mills. The Glasgow & South Western Railway bought the almost derelict canal in 1869, and they undertook to keep the canal open and navigable. However, the majority of the wharves declined and the Bill for the closure of the canal described it as 'rotten', both financially and sanitarily. The canal was converted (presumably back-filled) to carry a railway between 1881 and 1885.

Hume states that the construction of the canal was orthodox, with basins normally built with masonry walls and inverts, while private wharves, which abounded, were often simple, wood-piled structures. An inn was constructed at Port Eglinton and the first edition Ordnance Survey town plan of 1857/8 shows various other buildings around the terminus, including warehouses.

Non-archaeological Sources

Documentary Sources

There are various official documents relating to the canal, including:

Glasgow, Paisley, and Ardrossan Canal 1819 *Minutes of meetings of proprietors of shares in the Glasgow, Paisley, and Ardrossan Canal; and memorials and opinions of counsel* . . . Paisley.

An act for making and maintaining a navigable canal from the harbour of Ardrossan, to Tradestown near Glasgow. London 1806.

Downie, M & Telford, T 1805 *General description of the harbour of Ardrossan, and canal from thence to Glasgow. and a report relative to the proposed canal.* Saltcoats.

The National Archives of Scotland holds:

NAS ref CS96/2002 (Court of Session papers): 1805-17 minute book Glasgow, Paisley and Ardrossan Canal.

NAS ref BR/GPA: 1815-1840 minutes Glasgow, Paisley and Johnstone Canal Co.

Glasgow and South-Western Railway records: NAS ref BR/GSW (records 1850-1923); ref GD360 (1845-1924 director's diaries, letter books, and corresp., lists of stations and agents etc); ref GD422 (signalbox registers, signalman's report books, Hurlford shed engine running books and letter books). Most of this will be of limited relevance in the current context.

The Mitchell Library holds:

GCA ref GB243/T-TH1: 1805-1881 Glasgow, Paisley and Ardrossan Canal papers including plans.

GCA ref GB243/TD263; GB243/TD832: Houston Family of Johnstone papers inc legal and business papers with ref to Glasgow, Paisley and Ardrossan Canal Co.

In more detail these comprise:

TD263/286: 1825-1851 Misc. papers concerning financial affairs of the company including notice of rates for carriage of goods 1825; and report on the legality of the 1843 agreement between the Canal Co and the Railway Cos on fares.

TD263/287: Corresp. from Wm Calton, secretary, to Houston of Johnstone about company business 1831-1884.

The National Library of Scotland holds:

NLS ref MS.19970: Telford papers, including Paisley and Ardrossan corresp., accounts, and share certificates 1806-17.

Glasgow University archives holds:

Glasgow and South-Western railway records: GUAS ref UGD8 (1850-1911 legal papers, reports, accounts, plans [catalogues indicate nothing of specific interest]).

Plans

The Glasgow and South-Western Railway maps, plans etc are held by the National Archives of Scotland (ref [GB234/BR/MPS/S/5](#)). It has not been possible to assess their relevance for the current assessment.

Photographs & Illustrations

Various contemporary illustrations of the canal are available on SCRAN (though most do not relate to the Port Eglinton terminus):

SCRAN ID 000-000-095-833-C; 000-000-189-587-C; 000-000-497-504-C; 000-000-137-326-C; 000-000-095-835-C; 000-000-095-597-C; 000-000-131-601-C; 000-000-137-326-C; 000-000-095-597-C.

Secondary Sources

Butt, J 1967 *The industrial archaeology of Scotland*. Newton Abbott: David and Charles.

Hume, J R 1974 *The industrial archaeology of Glasgow*. Glasgow: Blackie.

Leighton, J M 1835 *Views in Glasgow and Neighbourhood*. Glasgow.

Lindsay, J 1968 *The canals of Scotland*. Newton Abbot: David & Charles.

Riddell, J F 1979 *Clyde navigation*. Edinburgh: John Donald.

Simpson, W 1871 *Views and notices of Glasgow in former times*, scrapbooks. n.p.

Slaven, A 1975 *The development of the West of Scotland: 1750-1960*. London: Routledge & Kegan Paul.

Site ID: 46

Site Name: Glasgow Parcel Station.

Condition of the Archaeological Resource

Standing building, still in use.

Impact

No direct impact. Any impact will be on the setting of the site.

Significance

This site is of local importance. It is an important part of the historic local infrastructure. Its relationship with its contemporary environs is thus significant to our general understanding of the urban history of the area.

Mitigation Recommendations

Photographic survey (cf section 2.2.3 of Part 1 of this report). This form of rapid survey will aim to record important views to and from the site, specifically targeting those views affected by the motorway development. The record will comprise general photographs of the views and any more detailed shots identified as relevant while undertaking the survey. Particular attention should be paid to any surviving visual relationship with contemporary elements of the surrounding landscape (ie especially from the mid nineteenth century onwards, but also taking into account pre-existing elements of the historic townscape). Such relationships might be established through the consultation of contemporary maps, with the relevance of the view ground-checked in the field.

A brief written record should be maintained as a record of the photographs taken, their subjects, and any additional information relevant in understanding the selection of particular views or the content of the photographs.

Summary History and Historical Context

This goods station and railway yard appears on the first and subsequent editions of the Ordnance Survey, and was thus in use by the 1850s. It was related to the Glasgow and Paisley Joint Railway.

Non-archaeological Sources

Documentary Sources

None sourced during the current assessment.

Plans

None sourced during the current assessment.

Photographs & Illustrations

None sourced during the current assessment.

Secondary Sources

None sourced during the current assessment.