

PARISH OF QUEENSFERRY.

PRESBYTERY OF LINLITHGOW, SYNOD OF LOTHIAN & TWERDDALE.

THE REV. THOMAS DIMMA, A. M., MINISTER.

I.—TOPOGRAPHY AND NATURAL HISTORY.

Boundaries.—THIS parish, which comprehends the royal burgh, is bounded on the north by the Frith of Forth, and everywhere else by the parish of Dalmeny. In the town, but beyond the royalty, there are 422 inhabitants, and at New-Halls 90, by the census 1841.

Climate, &c.—In winter the thermometer ranges from 46° to 15°. In November 1830 it was 32° at the lowest, and in the following January at 23°. The barometer is not subject to more than the usual variations.

The Frith opposite the town is about a mile and a half in breadth. The tide rises 18 feet at the harbour mouth. The water is shallow on the southern shore; but the depth is greatest on the Fife side, where in the fair-way between the island Inch Garvie, and the Battery Point, the bottom has been found with a line of 60 fathoms. At certain seasons, after floods occasioned by melting snow or falls of rain, the saltness of the water is much diminished by the volume of fresh water carried down by the Forth and its tributary streams.

The town is supplied with water collected in an artificial reservoir, very liberally formed, at the expense of the Earl of Rosebery, in the year 1819. This has proved an unspeakable advantage to the town. During the great drought of last summer, when the reservoir was nearly emptied, the burgh laid out upwards of L. 100 in heightening the embankment, and thereby greatly increasing the supply of water. At the original formation of the reservoir, the town expended L. 200.

The houses in the centre of the town are founded on sea sand, which extends to the foot of the rising ground or *brae*, at the bottom of which the town is built. In the west and east, a bed of sandstone appears, which dips to the north with a considerable

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angle of depression. In digging the foundation of houses or graves in the churchyard, sea-shells are found, affording evidence that the whole site of the town has been reclaimed from the sea.

II.—CIVIL HISTORY.

There is no complete account of the parish deserving of particular notice, though there is an anonymous publication, bearing date 1726, arising out of some disputes between the magistrates and the clergyman of the time, which contains various particulars of interest connected with the erection of the church, provision for the minister, &c. Some documents also, in the hands of the representative of the ancient family of Stewart of Craighiehall, show, in 1689, the state of the water passage, as divided into thirty-two shares, among twelve shareholders. There is likewise a petition, printed in 1718, and presented to the Convention of Royal Burghs, setting forth the great distress of the town, on account of the failure of trade, pressure of taxation, removal of sailors to New-Halls, and the quartering of soldiers passing to the north, and in returning from it.

At a very early period, the spot where the town is built was much frequented, as the most convenient place for crossing the narrow strait which separates the county of West Lothian from Fife. At a remote era, it was denominated *Freti Transitus*, as the Romans, about the year A. D. 83, penetrated as far as the marshes, lakes, and forests in the neighbourhood of Lochleven. Various discoveries made of bones, funeral urns, &c. in the town and immediate neighbourhood, point it out as the scene of fierce strife between the original inhabitants and its invaders; and as it lay near the course of the Roman wall, built by Antoninus, A. D. 140, this may well account for the importance this place early acquired.

On the conquest of England by the Normans, A. D. 1066, various fugitives escaped to Scotland, and among these Edgar Atheling, heir of the Confessor's race, with his sister, Margaret, a most beautiful and accomplished maiden. Malcolm III., surnamed Cean Mohr, married this princess in 1067. To the westward of the town a spot favourable for embarkation was called Port Edgar,* and some rocks, from whence the Queen was accustomed to pass to the opposite shores of Fife, in the low Latin of

* George IV. embarked at Port Edgar on the 15th August 1822, on his return to England. He was accompanied from Hopetoun House by General the Earl of Hopetoun. At the same place, on the 1st October 1823, the remains of the gallant and distinguished earl were landed from His Majesty's Sloop of War, Brisk, from France, amidst the regrets of the whole nation.

the time, *Passagium Reginae*, and in the vulgar tongue, the Ferry, or the Queen's-Ferry, by which name it was then known. There was formerly a house on the beach, near some shelving rocks, called the Binks, which, it is understood, was built for the Queen's accommodation while waiting the arrival of her boat from the opposite shore, on her way to Dunfermline, the royal residence. So much attached to this princess were the inhabitants, that her foot-mark was cut out in the solid rock; and some of the inhabitants speak of it as being in existence in the recollection of the ancient inhabitants.

In a charter of Malcolm IV. the town was called *Portus Reginae*, who granted a free passage to the monks of Scone, *ad Portum Reginae*. Pope Gregory, in 1234, confirmed to the abbot of Dunfermline, *dimidium passagiae sanctae Margaritae Reginae*. This was also granted to the abbey of Dunfermline, by Robert I., regranted by Robert III., and confirmed by James II. in 1450. At the Reformation this right was disposed of by the abbot, in sixteen shares; but there is evidence on record that he actually sold eighteen-sixteenths.

Though a port so early as Malcolm IV., it was not a royal burgh in 1556, when a tax was levied on royal burghs, but it procured a charter of erection into a free royal burgh in 1636. Its erection was much opposed by Linlithgow, which was appeased by some degrading concessions. It appears to have sent a representative to Parliament in 1639. Under the Union it has the privilege of choosing a representative to Parliament, along with Stirling, Inverkeithing, Culross, and Dunfermline. The town-council consists of twenty-one, of whom two-thirds were formerly merchant sailors, and three were deacons of crafts. The number of persons residing within the royalty, whose rents in property or tenantry amount to L. 10, are 20; and in the extended royalty there are 10 persons resident rated at the same amount.

The parish was an erection from Dalmeny, in the year 1636, ratified by Act of Parliament 1641, at which time, the place seems to have acquired considerable importance, in consequence of its commercial intercourse with Holland. At this time it possessed nearly twenty great ships, with several coasting vessels of a smaller size. A church was built in 1633, on the ruins of a very ancient chapel. Some tombstones bear the date of 1685, and one, apparently of a much earlier period. The magistrates and town-council are patrons of the church.

The length of the town does not extend to one quarter of a mile, and its breadth to a few hundred yards. It forms one street, bounded by one row of houses on the north, and on the south several closes, as they are called, extend backwards. The shore is flat and sandy, except on the east and west, where ledges of rocks extend a considerable way into the sea. On the western ridge the harbour is formed. The rude erection of an early time has been replaced by a very substantial pier and harbour, built under the directions of Mr Stevenson, civil engineer.

Parochial Registers.—The parochial registers extend from 1635 to the present time. The first entry in the record of baptisms is 1635, and in that of marriages, 1635. They are not voluminous, but have been regularly kept, though the register of baptisms appears, with a few exceptions, since the commencement of the secession, to contain only the names of those connected with the Established Church.*

* *Extracts from the Session Records of Queensferry, by Elias Johnston, schoolmaster.*
 —“At Queinsferrrie, August 13, 1635.—The qlk day Mr David Lindsay, seconnd bischope of Edinburt, came yairfra to the above namit toun of Queinsferrrie, for the consecration of yr new erectit church yr, and for admitting of Mr Robert Gibbisone, minister yrto, being the first man yt was presentit to yt place. And after the said Mr David his entrie in the toun, he went by the (sleip) way towardis the doore of the kirk, qlk was then lockit, gre mett him, Rot Daulling and Rot Hill than present baillies, accompaniet wt the hail honnest men of the toun. The said Mr David demanding the baillies and the rest of the companie yair, to what end they had build that hous, wha replyit onlie to the glorie of God, and for his worshipe, and in tockin yrof they did render him. This being dune, and doore maid oppine, the said bischope did ascend the pulpit, and yairafter prayer conceivit and salme sung, he maid chois of his text furth of . . . Qlk endit . . . to the consecration of the church, and nixt to the admisionne of the said Mr Robert. Sermon being endit, two childrene war baptizit, ye on to Galbin Sympsonne, namit Edward, and uthr to Andro Hutton, namit George. After this the said bischope dischendit to ane seat before the pulpit, qr he did demand furth of the bookis of ord (ination) such and such questionis as concernit the admisionn of the said Mr Rot., to yt divyne calling and replyis war maid be the said Mr Rot yrto. Qlk finischit he resavit imposition of bande, and last of all the sacrament of the Lord's supper was celebrat. Qlk endit and a salme sung, the companie, than yr convened for the for-said wark, war dismist.”

“At Queinsferrrie, August 23, 1635.—The quhilk day cōveinit Mr Robert Gibbisone, minister at South Queinsferrrie, accompaniet with the wholl honnest men of the said burij, and than did nominat and choizit the personis following to be deaconis and elders wthn the said paroch, viz. &c. &c. Upon the same day it was appoyntit be uniforme cōsent of the sessions that the chief place wthin the church should be applyit for the baillies and counsellors. Also it was appoyntit that thair should be no seats nor desks within the kirk, bot all pewis.”

“September 6, 1635.—The qlk day sessionne being mett, it was ordaint that James Dalling, eldar, should keip the kirk box, and Robert Dalling, wth David Wilsonne, should keip the keyis for the first qrter. Upon the same day it was ordaint that whatsoever personis war buikit for the performance of matrimonie, should

wth sufficient cañners that they should performe and accomplishe marriag wthin fourtie dayes, under the paine of fourty poundis. Upon the same day it was ordaint that quhasoever should defyle the marriag bed before marriag should pay six poundis Scottish mōey, and that to be cōsignit befoir thair marriag. It was also ordaint that qtsomever personis should buik thamselvis to perform the band of matri-

Eminent Men.—It is not known that any individuals of much note have been connected with this parish. Mr Kid, who was minister from 1710 to 1748, was much distinguished as an eminent divine, and one of the twelve brethren who, in 1721, united in a representation to the Assembly respecting the act passed in condemnation of the Marrow of Modern Divinity. The celebrity of this individual at the time of the communion attracted crowds from the most distant parts of the country. By the session record it appears that 600 communicants were sometimes assembled, and

monie, sall pay to the reidar threttein shillingis four penneis. It was also ordanit that thes personis sall give to the beddell the day of thair marriag 4s. It was also ordanit that the personis qusomevar that ar to be merriet sall cōsigne the sowme of 20 mēk Scottis mōy in case that thair exceed ten shillings for the man, and aucht for the woman, and if so be the act be transgrest the mōey sall cum to 3r kirk-box. It was also ordanit that at baptisme the father of the chyld sall give to the reidar aucht shillings and to the beddell four shillings. It was also ordanit qusomever persone sall depart this lyf above ten yeires sall pay to the beddell ten shillings, and under ten yeires six shillings aucht penneis, and that for the making of the graves. It was also ordanit that everi fornicator, especially the man, sall pay to our box for his trespas the sowm of six pounds, and the woman four pōuds, and the relaps ever to be redowblit *toties quoties*. It was also ordanit that qtsomever personis sall break the Sabbath day by taking other great or small boot to pass this ferrie, from the rysing of the sune to the twelf hour of the day, thes personis sall be fynit for the first fault in twelf shillings Scotts the man, and if they sall fall in the sam fault againe, they sall stand at our kirk-door in sack-cloth, and mak ane cōfessione of thair fault before the cōgregane. It was also ordanit that if the master of the bootis sall give thair cōsent to the botsman, they sall pay fyve pounds *toties quoties*. It was also ordanit that qtsomever browstar sall sell drink upon the Sabbath day in tym of divyne service, sall be fynit in fourtie shillings. It was also ordanit qtsomever browstar salbe found earing b from twelf hour upon sall be fynit in fourtie shillings Scottis. It was also ordanit that qtsomever personis salbe found out of our kirk in tyme of divyne service, sall be fynit in aucht shillingis. It was also ordanit that qt sumever persone servant that salbe found bearing bur-n upon the Sabbath day within the tymes limitit, if they sall nott be able to pay fourtie shillings, yitt sall mak satisfactiōne at the kirk-door, according to the sessionis injunctiōne."

"September 13, 1635.—The qlk day sessione being mett, Bessie Howisone being callit and compeirit, acknowledgit hirself to be wth chyld to David Crichtone, it was ordanit that both pties should be warnit heir against this day aucht dayis. Upon the sam day it was ordanit that Mr James Levingstone should be reidar in this our kirk, so that he and our session can aggrie under sufficient that he sall substit (ute) in his place ane copleit deputy heir to serve upon the Sabbath day befoir noone."

(Date omitted,) probably 20th September 1635.—"The qlk day sessione being mett, callit and compeirit Bessie Howisone, cōfessit she was wth chyld to David Crichtone —the said David callit and cōpeirit, cōfessit kopelane wth the said Bessie. Thairfoir, it was ordanit that the man sould pay six poundis, and the woman four poundis, and to enter to the publick place of repentance, and to that effect Thomas Barron is become caune for the man, and William Thompsone for the woman."

"November 8, 1635 —The qlk day cōvenit, Mr Robert Gibbison, minister at South Queensferry, being accompaniet wth the deacons, elders, and sessionaris than present,—after due deliberatne and advyse, all of them than present, out of ane motive and free will, without any cōstranit or cōpulsione, did cōdiscend all the schipis boxes should be joynit in wth thair kirk-box, to remaine thair for intertaining thair poore affaires belonging to the kirk, and uther pious uss; and this to be dune in all tyme cming. Protesting that out of gud cōscience thay war movit thairto, and in toking thairof, and for gud example, James Hill, skippar, gave in 19 rex dollers and 12s, and Arch Logy, skippar, gave in 5 rex dollers to the kirk-box."

that twenty-two pints of claret and eighteen great loaves were used.

Antiquities.—The burgh has no ancient buildings; but in the west end of the town the Carmelite church, dedicated to the Virgin, is deserving of notice. It was built and endowed by the very ancient family of Dundas of Dundas, about the year 1330. Its extent and revenues are now unknown. It continues to this time the burial-place of the family, whose remains are deposited in a vault under the place where stood the high altar, and now in a new tomb, formed by the present proprietor. The town suffered from time to time, from the hostile commotions that prevailed in the country. It was injured by the cannon of some ships in the time of the Commonwealth, as there are balls in the possession of some families, which tradition mentions as having been picked up after the cannonade had ceased. In the year 1745 the town was threatened to be plundered by the Highlanders on their march to Edinburgh, but the Happy Janet, a ship of war lying off the town, prevented their designs being carried into effect.

There are some good houses in the town, on what is called the Vaults. The church is a plain building, but in the year 1821 was fitted up with very great neatness and taste, at the expense of upwards of L.500. It has an excellent bell, which the shipmasters brought from Holland, at the erection of the church. It has the following inscription: "Soli Deo gloria, Michael Burgerhuys mekeit, David Jonking, maerchant of Edinbruge, gifted this bell to the kirk of the Queensferrie. Cursed be they that takes it frae there. Anno domino 1635." It has a spire and two bells, and a council-room, in which the magistrates and council meet for the despatch of business.

III.—POPULATION

The population, as given in to Dr Webster, was	400
in 1791,	505
1801,	454
1821,	700
1831,	684
1841,	721
1843,	662

In 1831, there were 313 males, and 371 females, and in 1841, 339 males, and 382 females, in 169 families.

IV.—INDUSTRY.

No attempt hitherto made to supply the town and neighbourhood with white fish has proved successful. In the summer months they are brought here in boats from the east coast of Fife, by several persons, who carry on a profitable trade in this article. In

winter, it is very mortifying to see the London fishing smacks fitted with wells, carrying off numerous cargoes of cod to the southern markets, while our own fishermen only occasionally, while engaged in the herring-fishery, employ a line or two for that purpose with very indifferent success. To the westward of the town a salmon-fishery has been established, which has been carried on very successfully by its present tenant, Mr M'Queen. Stake-nets are employed, in which, particularly in the months of July and August, great numbers of salmon, grilises, and sea trout are caught. They are regularly sent to the Edinburgh market after supplying the demand in the neighbourhood.

The herring-fishery is the principal employment of the inhabitants during the winter months. Masons, quarriers, with the regular fishermen, are occupied from the end of November to the beginning of March in this very useful and profitable branch of industry. It commenced in the year 1792, opposite to the town, in St Margaret's Hope, Inverkeithing Bay, &c. Since that time it has been carried on with various degrees of success. The early period of the fishery was more successful than in recent years. During the war, the prices were high, and several curers embarked in the trade, and so many as 600 barrels were cured at this port. In 1831, which was a very abundant fishery, perhaps 1500 barrels were cured; but the curers, unable to cope with the carters, who came from all quarters of the country to purchase the herrings, could take advantage of those days only when the supply exceeded the demand. Forty or fifty carts were frequently in attendance, carrying away from 6000 to 12000 each. The price varied from 6d. to 1s. 6d. per 100. The curers seldom purchased at a higher price than 7s. the cran or barrel. There are twelve boats belonging to the town, carrying each four or five men, and furnished generally with twelve nets, fifty yards long and thirteen yards deep. But the boats employed in the fishery from other places, Fisherrow, Prestonpans, Cellardykes, Buckhaven, &c. may amount to about 50 or 100; the greater part of these discharge their cargoes at this port. This occasions a considerable bustle in the town, and is a principal source of revenue, each boat paying 4d. and every cart 6d. When the curing goes forward briskly, about twelve women are employed in preparing the herring for the barrels, which pay a duty, when cured on the pier, of 4d., and in the port, 2d. Those who are expert in the business can easily earn 2s. or 3s. per day. Though this trade is most beneficial to the country at large, it is

not favourable to the morality of the town. The use of ardent spirits is greatly increased, and the influx of carters, not generally of the most exemplary character, casts an influence round the herring season which is most injurious to sound morals. Since the year 1831, the fishery of herrings has been very irregular. Occasionally, some good seasons have occurred; but, in general, they have been very unproductive. For three or four years, in the herring-season, immense shoals of garvies, mixed with young herrings, have appeared off the town and adjoining bays. They are an excellent article of food, and have amply rewarded the exertions of the fishermen when in demand; but the Board of Fishery has often interfered, under the idea that the use of the trawl net, with small meshes, is injurious to the herring fishery. It is much to be wished that this matter were settled, so as to allow the fishermen to pursue their avocations. They must destroy many young herrings, but they are a mere fraction to the myriads of garvies that fill the water.

A number of females are very profitably occupied in the summer months in spinning hemp for nets, which the younger members of the family (boys and girls) work up with great neatness, and expedition. A net when finished is worth about L. 3, though an ingenious individual, Mr Paterson, once resident here, but now removed to his manufactory in Musselburgh, is able to furnish them at L. 2, 10s., by the aid of machinery, which he has brought to an astonishing degree of perfection. In the summer months a few boats of larger size, from the end of July to the beginning of September, are employed in the northern or western fishery, each boat engaging with the curers, to furnish about 200 or 250 barrels, for which they receive 7s. or 8s., and sometimes a higher sum. But they are not always able to complete their quantity. A few of the young men also, from time to time, went to the Greenland whale-fishery, though misfortune and want of success in recent years have rather deterred them from engaging in this hazardous voyage, and they generally engage in the coasting trade, or proceed in vessels engaged in the North American wood trade.

The manufacture of soap was formerly carried on with great skill, and on a great scale, in this town. There were four works employing about thirty or forty men, and paying an excise duty of L. 8000 or L. 10,000 per annum. But the fluctuations of trade have been experienced here, as well as in other quarters, and for the last seven years there has been only one small manufactory employing

three or four men, and this also has for several years been discontinued. The trade is precarious, and far from lucrative. The workmen make good wages, and, as the business is at present conducted, the morals of those engaged do not suffer.

There are no vessels belonging to the port, though a person having ship property resides here. The foreign trade is not carried on, though various coasting-vessels from time to time arrive here with barley for the distillery here and at Kirkliston. The coals used by the inhabitants are nearly all sea-borne, and in the winter months, some farmers in the country have been in the practice of shipping potatoes for the London markets, and receiving in the course of the season cargoes of rape-cake, drain-tiles, dung, &c. A few cargoes of stones are also sent to different ports, from an excellent freestone quarry at Humbie, about three miles distant.

V.—PAROCHIAL ECONOMY.

The situation of Queensferry is favourable for communication with the metropolis and the northern parts of the kingdom. The water passage is admirably managed. The great northern road is in the very best state of repair, while that to Edinburgh cannot be exceeded in excellence. This was the first turnpike road in West Lothian, formed in the year 1751. There is a post-office, at which the mail arrives from Edinburgh at half-past 6 A.M., and 5 P.M. and from the north at 5 A.M. and 8 P.M. There are two coaches which leave the town each morning for Edinburgh, and return in the evening. At various times in the day there are four other coaches which pass to and from the north. On the opening of the Edinburgh and Glasgow Railway, in February 1842, a minibus started to join it at the Winchburgh station. It was discontinued during the winter, and has not yet been resumed.

There is much obscurity about the establishment of the water passage. It was once private property, and appears to have been attached to the lands of Muirhall, consisting of seventeen acres, in the immediate vicinity of the town. These were, it is supposed, a donation from Queen Margaret, for supporting the passage. There were formerly two classes of proprietors; the holders of shares, and the holders of boats and yawls. A change took place in 1784, when the whole boats were purchased by the shareholders and let by annual roup. They were kept in a state of good repair, and the arrangements devised by the proprietors were so judiciously carried into effect, that the interests of the public were as well consulted as circumstances would permit. The state of

the piers and shippings was, however, a great barrier in the way of comfort. Those on the south side, especially, were in a very ruinous condition, and at certain states of the tide much risk and inconvenience were experienced in landing and embarking passengers.

This state of things continued till 1809, when a general desire was felt to improve the water passage, both by altering the system of management, and making such changes as its increasing importance demanded. An application was made to Parliament in 1809, rendered necessary by the following circumstances,—that there were no suitable piers,—no superintendents,—boats only at the North Ferry, where all the boatmen lived,—other traffic at the wharfs, unconnected with the passage,—and the arrangements at the piers so incomplete, as to admit of passage only four and a half hours in each tide. The rates and dues belonged to individuals, and the jurisdiction was such, that the proprietors could not be compelled to keep the piers in a state of repair.

By the act, trustees were nominated, consisting of the following persons, viz. the Keeper of the Great Seal, Privy Seal, Lord Justice-General, Lord Advocate, Lord Justice-Clerk, Lord Clerk-Register, Lord Chief-Baron, and Vice-Admiral of Scotland, Keeper of the Signet, Postmaster-General for Scotland, Lord Lieutenants of Perth, Linlithgow, Fife, Kinross, Clackmannan, Commander of the Forces, Admiral of Leith; Chief Magistrates of Perth, Linlithgow, Queensferry, Inverkeithing, Dunfermline; the Sheriffs of the counties; the proprietor of the estate of New-Halls; and all having L.200 Scots valuation in the above counties. Nine trustees to be a quorum; a committee of management consisting of fifteen, who have the power of making bye-laws. To these trustees, by the act, was committed the power of constructing landing-places, purchasing ground for boatmen's houses, opening quarries in any common in Fife, on the shore, within high water-mark, between Port Edgar and the Long Craig.

At this time there was only one pier on the north side, two on the south, one at New-Halls, the other at Queensferry.* Advantageous, however, as an alteration and improvement of the passage obviously were, there was great and continued opposition, which at length was happily overcome. The localities for the proposed piers were surveyed by the celebrated Rennie. The Chancellor of

* For the privilege of erecting a pier here, L. 10 are annually paid by the trustees to the town.

the Exchequer agreed to propose to Parliament to advance one-half of the money required for the purchase of shares and the erection of piers, on condition that the other half should be advanced by individuals. The sum expended in purchasing the property of the shareholders, and improvements at the Ferry, amounted to L. 33,824, 14s. 9½d.; of this, the public paid L. 13,586, 11s. 8d., and there were lent by individuals, in sums of L. 500, L. 20,238, 3s. 1½d.

The purchase of the original shares amounted to	L. 8673	13	10¼
The North Ferry pier cost	4206	19	6
The signal house,	406	10	0
The superintendent's house and garden,	260	9	1
A stripe of ground leading to the Long Craig,	300	0	0
The pier at Port Edgar, 378 feet long. cost	4763	13	10
New Halls' pier, 722 feet in length, cost	8696	0	0
The small pier at Port Nuick,	587	11	11
Land and building six houses, at South Queensferry,	909	11	6

The original funds subscribed being exhausted, there was a second application, in 1812, made to Government, and a new subscription. By these means the Long Craig Pier was built; the small East Battery Pier; the West Battery Pier on the north side was raised and enlarged; the North Ferry Pier lengthened, &c.

Steam navigation was introduced, and the Queen Margaret put on the passage on October 1st 1821. This caused additional expense in the raising of the piers. To meet this, the sinking fund was pledged, two large sailing boats were put down, and two pinnaces with their crews. The Queen Margaret cost L. 2369. Since September 1820, there have been three large sailing boats of the original construction, the Earl of Moray half-tide boat, and three pinnaces. The crews of these, thirty-six men and boys. The hire of a boat, when light, 2s. 6d.; dark, 5s. Large ditto, light, 5s.; dark, 6s. Exemptions from the above rates, mail horses or expresses from the post-office; soldiers on march, horses of officers, ordnance carts, volunteers, if in uniform; carts carrying vagrants with the legal passes. By the act, not more than two-thirds of the boats and yawls to remain at each side. The boatmen are not liable to be impressed. Two superintendents to be appointed.

Steam navigation by the Frith and across it, by coaches passing to Burntisland, greatly diminished the number of passengers at this ferry, but in 1811, we have the following account: 228 persons crossed each day, and sometimes 447; 1515 carriages annu-

The long Craig Pier is 1177 feet in length.

ally; 4254 carts do.; 13,154 horses do.; 18,057 cattle do.; 25,151 sheep do.; 5520 barrel bulk do.; 2615 dogs do.

The expenses of the steam-boat per week, are as follows :

Engineer,	L.1	10	0
Skipper,	1	5	0
Two seamen, 18s.,	1	16	0
Fireman,	0	17	0
Coals average,	5	10	0
Tallow, oil, rope yarns,	1	16	0
Total,	L.12	14	0

The steam-boat has contributed much to the accommodation of passengers in calm weather and cross winds; the boats, instead of being long on their passage as they formerly were, being taken in tow by the Queen Margaret, are scarcely twenty minutes in passing. There are two porters at each side paid by the trustees. The boats are manned by experienced seamen, well acquainted with the navigation, generally regular in their habits, and polite in their attention to passengers. No loss of a boat has occurred for more than sixty years; and this may be considered one of the best regulated ferries in the kingdom. In October 1838, a most melancholy accident occurred at the Newhalls Pier, owing to the very reprehensible practice of driving the coaches to the water's edge along the piers, to receive passengers from the boats. A young lady and a female servant were precipitated with the coach, into which they had just entered, into the water, and drowned before they could be extricated. The mother of the lady and a gentleman had nearly shared the same fate. Since that fatal day, which will not be speedily forgotten, the practice of driving on the pier has been abandoned. Two or three times in the year the boats may be prevented from crossing by stormy weather or contrary winds, but this very rarely extends to a few hours. At the present time, 1831, the rental of the passage is L.1840 per annum; the tacksmen engaging to keep up the boats and pay the wages of the men.

The harbour of Queensferry was once in a very ruinous condition, but is now in a very excellent state of repair. The funds for making the recent improvements were raised by a contribution of L.600 from the convention of royal burghs; L.200 from the two noble families in the neighbourhood; and the remaining L.800 from the funds of the burgh, arising from the sale of the Ferry muir to Dundas of Dundas for L.1610. In winter, when the herring-fishery is prosperous, the harbour is often crowded with ves-

sels engaged in curing. The dues exigible by the town, which are almost the only source of revenue now possessed by the burgh, are let annually by public roup. Since the removal of the soap trade, the rental has been gradually falling off, and now amounts only to L.80 per annum; since the erection of the distillery, it has risen to L. 100.

Ecclesiastical State.—The church is placed in the centre of the town, and is most convenient for the inhabitants. It is in an excellent state of repair, and may accommodate about 400 persons. There are numerous free sittings, more than are equal to the demand. The seats, with the exception of three free seats, are annually let by public roup, under the authority, and at the sight of the magistrates. The rental forms a part of the stipend. There is neither manse nor glebe belonging to the minister. The living is increased by a Government allowance of L. 49, 13s. 4d.; and in lieu of a manse and glebe, L.50 have been recently granted by a late act of Parliament.

Ministers.—1. Mr Robert Gibbeson, ordained 13th August 1635, and died in 1641; 2. Mr Ephraim Melville, grandson of Andrew Melville, ordained 1st September 1641, transported to Livingston, 1650; 3. Mr John Primrose, ordained 28th October 1652, removed in 1662, by the Indulgence came back to Queensferry, and died 28th December 1673. There were six ministers between 1673 and 1690. Of the number, Archibald Buchan continued only one year, in 1683. None of them died here. Most of the number appear to have preached without being regularly inducted. 4. Mr Donald Campbell, transported from Muiravonside in December 1693, died in 1697; 5. Mr John Grieson, ordained in 1700, and died in the year 1709; 6. Mr James Kid, ordained 28th September 1710, and died 9th February 1743; 7. Mr Archibald M'Aulay, ordained 1746, and died 1781; 8. Mr John Henderson, ordained 1782, died June 1820; 9. Mr Thomas Dimma, ordained 16th November 1820.

There is one Dissenting meeting-house here belonging to the Associate Synod. The stipend, it is believed, amounts to L.90 per annum, raised from the seat-rents. Families attending the Established Church, December 1830, 110; number of persons in the above, 464; number attending Dissenters, in forty-one families, 194; Roman Catholics, in three families, 14. At the present time, April 1843, the families attending the parish church are 111, and the number of persons in these, 448. The number

of families, in connection with the Dissenters, is 40, containing 214 persons, of whom 9 are Roman Catholics, and 11 belong to other religious denominations. There are 169 communicants belonging to the Established Church.

Divine service is well attended both in the Established Church and Dissenting congregation; although it is to be regretted, that many connected with each, are either very partial, or altogether negligent in their attendance on ordinances. The average number of regular communicants in the Established Church is 130. There is a penny a-week Bible society, and collections are annually made in the church, for various religious and charitable purposes, which may amount on an average to L.12 or L.15 annually. The average of the collections made at the church-door in aid of the poor funds, amounts, for the last ten years, to the annual sum of L.35, but now to about L. 28.

Education.—There are three schools in the town, viz. the burgh or parochial, one private and unendowed, and one female school. The usual branches are taught in the burgh school, including English, writing, arithmetic, book-keeping, geography, mathematics, Latin, Greek, and French. In the private school, English, writing, and arithmetic; in the ladies' school, the various branches of female education, including music and drawing. The salary of the burgh teacher is L.29, 4s. 6d. per annum, which, with the addition of the school-fees, can scarcely make an income of L. 60. The average annual expense of a single pupil varies from 10s. to L.1, 10s. The burgh school is numerously attended, and well taught. A new school-room is just nearly finished for the reception of the pupils, in room of the old one, which was the worst in the bounds, while the new erection will be one of the best in the country.

Libraries.—There is one subscription library, containing nearly 600 volumes, one under the management of the Associate Burgher congregation of 400 volumes, and one belonging to the Sabbath school, containing 1335 small publications suited to the young. This school has been taught by the minister, for twenty-two years, every Sabbath evening, for two hours and upwards, and has proved of great advantage to the rising generation. It has always been well attended. The library has been most beneficial in exciting a taste for reading, and storing the minds of the young with useful knowledge.

Friendly Societies.—There are two Friendly societies in the

town, from which allowances are made during sickness, and at death, the funeral expenses are paid. It is another feature in one of these, a weekly payment is made of one shilling and a penny, which is paid out in one sum, half-yearly, at the time when house-rents are due.

Poor and Parochial Funds.—The average number of the regular poor, 16; allowance monthly, from 3s. 6d. to 8s.; church-door collections, L.35; rent of money and land, L.23; average of legacies, mortcloth, and marriage dues, L.5; interest of L.5000 just bequeathed by Captain Henry Meek, deceased, a native of the parish, and now payable, making the allowance of 37 persons on the roll from 3s. 6d. to 8s. per month. From this fund, also, about twenty children are educated. No means have ever been adopted to procure relief for the poor, but the usual mode of church-door collection. This has hitherto met every demand without having recourse to assessments. The poor of this parish have in former times been unusually well provided for by the kind attentions of various individuals in the respectable classes, but by death and a change of circumstances this supply has been very much diminished. By a decision of the Court of Session, the poor residing in Queensferry, but in that part of it belonging to the parish of Dalmeny, have been found entitled to share in the bequest. This adds about 25 persons, who receive an allowance from the Meek funds. It has not been found that there is any great reluctance to apply for parochial relief, though, in many cases, it has been offered before it was sought. It has often, however, been observed, that many persons permit their aged relatives to remain on the poor-roll, which, with a better spirit, they might easily prevent. The collections at the church-door have been greatly diminished since the Meek bequest has been dispensed. One mode of relieving the poor is well deserving of imitation by those whom Providence has blessed with the means. The Countess of Rosebery gives employment in spinning to the widows and industrious females of the town, who are able to earn at least 2s. or 3s. each month. This produces excellent effects on the inhabitants, and induces them to practice a useful art, in many quarters of the country fallen into disuse.

There is a jail in the burgh, or rather a lock-up house. Prisoners are seldom detained beyond a single night, being removed after examination to Linlithgow. The town-officer is the keeper of the jail.

Fair.—The annual fair in August is injurious to the morals of those who only require excitement to indulge in intemperance, but agreeable to others whose families are happily assembled at that time. A custom has been observed, from time immemorial, the evening before the fair: the boys dress one of their number with a covering of *burs*, from head to foot, adorning him with ribbons and flowers, and conducting him, led by his companions, through the town and neighbourhood. They receive small donations from the inhabitants. The origin of this practice cannot be ascertained.

Inns, Alehouses, &c.—There are 1 inn in the town, 8 alehouses, and 4 shops where accommodation is provided for drinking. The facilities enjoyed here for the use of ardent spirits have been most prejudicial to the morals of the people. Accidents of a most frightful character have occurred almost every year from the immoderate use of spirits, and though there have been deaths both by fire and water, the votaries of dissipation are neither improved nor diminished in number. There are much poverty and wretchedness originating from this cause; children are neglected by their parents, and families are reduced to misery by the dissolute habits of those who ought to provide for them.

Coals are brought by sea from Fife, and from Bo-ness, &c. by carts. They are seldom furnished at a lower rate than 10s. per ton, and sometimes a much higher price. When sold in small quantities to the poor, the cost is much greater.

MISCELLANEOUS OBSERVATIONS.

In the summer months this place is much resorted to by many for sea-bathing and change of air. The accommodation is gradually improving, and the delightful walks in the vicinity render it particularly attractive. Since the date of the last Statistical Account, the appearance of the town is considerably improved; several new houses have been erected, and alterations made contributing both to beauty and convenience. Shops of a more respectable description have been established, and the demand from the country increasing, enables the merchants to retail at prices very similar to those in the metropolis. The brewery long established here has been discontinued. For two years, a distillery has been in operation here, under the firm of the Glenforth Distillery Company. It is on a small scale, making from 1700 to 2600 gallons weekly; but, being fitted up in the most approved manner, and skilfully managed, it produces spirits of the first qua-

lity. It gives employment to about twenty persons, and adds considerably to the trade of the port in its imports and exports.

Since June 1838, a new steamer, the William Adam, has been put on the passage, the Queen Margaret having proved inadequate to the work required. The new vessel was built by the Messrs Menzies, and her engine, of forty horses' power, by Mr Maxton, Leith. Length, 98 feet, and breadth, 32 feet. She has proved a very superior sea-boat, and renders this ferry one of the best and easiest in the kingdom. She leaves the south side every hour, and the north side at the half hour, from sunrise to sunset. The William Adam was honoured by conveying Queen Victoria and Prince Albert across the Frith, on her royal progress to the north, on the 4th September 1842. The day was most beautiful; the water untruffled; the crowds on both shores very great; the sea covered by numerous steamers and boats, gayly adorned; indeed, the whole scene was calculated to make an impression not speedily to be forgotten. It is understood that the Sovereign expressed the greatest satisfaction with all the arrangements made on board the steamer. Mr. Mason, the superintendent, took the helm, while the attentive skipper, Charles Roxburgh, attended to the other duties.

Since the William Adam was put on the passage, which cost L.2800, raised by subscriptions among the trustees, the establishment has been greatly reduced, as the steamer, except at the great cattle fairs, performs nearly the whole duty of the passage. There are, however, two large boats and two pinnaces, which can be used when required. The number of working hands amounts now only to sixteen, with a shore-master, clerk, and two porters, at each side. The rental paid by the tacksmen at this date amounts to L.1680. It may be useful to notice the expense attending the steamer on the passage, viz. three tons of coal consumed per day, at 8s. 6d.; oil for the engine per day, a quarter of a gallon; cotton per month, half a hundred weight. The boilers require to be cleaned every fortnight, at the charge; the furnace bars are renewed every six months; a quarter of a hundred weight of tallow is used per month; and the expense of ropes, &c. per week, may amount to L.10. The crew consists of five men and a boy, whose wages amount to L15, 0s. per week. It is pleasant to be able to speak of the correct and steady management of this ferry, when travellers know the very nights when they can procure a passage, and, by well regulated signals, when

LINLITHGOW.