

# **POLLOKSHAWS:**

## A BRIEF HISTORY

By

Jack Gibson

Pollokshaws Heritage

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1980

This is the place, stand still my steed  
Let me review the scene  
And summon from the shadowy past  
The forms that once have been  
...Longfellow

Transcribed from the original and revised, updated and printed  
by George Rountree in association with Pollokshaws Heritage

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## INTRODUCTION

Pollokshaws has a long recorded history dating from before the year 600 AD. A monk named Conval, son of an Irish prince, left Ireland, his native country and according to legend crossed the sea standing on a slab of stone, and stepped ashore at Inchinnan on the Clyde. The meaning here may be that the stone was of some significance to the Celts, or was simply being carried in some kind of craft as ballast. Two stones reputed to connected with this event can be seen lying in a small railed enclosure near the Normandy Hotel in Inchinnan Road, Renfrew. From there Conval joined St. Kentigern (or St. Mungo as he is better known), and was directed by him to preach the Christian faith to the pagan people in the wooded area to the south east of Paisley, a region now known as Eastwood. Here, beside a spring of clear water, he built his little wattle-and-daub church in what is now Eastwood Old Cemetery, and commenced his work of bringing Christianity to the district. The church was no more than a small hut used by Conval for his own devotions, and he preached to the people in the open air.

As time passed he gathered round him a number of converts who, as monks who lived in other huts nearby, formed a group which in the course of time became a small village named Kirkton. This village existed in various forms until industrial development nearby from the middle of the 18th century caused the spring to dry up. Conval was canonised later, becoming St. Conval, and is believed to have died on the 18th of May 612.

The next significant event in the development of Eastwood came around the middle of the 14th Century. Descendants of a Saxon Nobleman named Maccus , who had previously settled in an area known as Maccuswell near Dumfries in the 12<sup>th</sup> century, acquired land in the Eastwood district. In time the family name became Maxwell, and branches were established around the south and west of Scotland. One of these, the Maxwells of Nether (lower) Pollok, were given a charter for their lands in 1494, and Hags Castle, thought to be the third building belonging to the family in the area , was built by a Sir John Maxwell during the years leading up to 1585.

Through the centuries the Maxwells were benevolent benefactors of the people of Pollokshaws, and it is significant that the first mention of Pollokshaws should be in a document concerning members of the family. It occurs in a Papal Bull (a proclamation by the Pope) issued in 1536, and the story behind it is that some years before, a Laird of Pollok had three sons, the eldest of whom was to succeed him. The first son's marriage produced a daughter who was the heiress of Pollok. When the second son married, his father gave him the lands of Cowglen that had been purchased from the Earl of Lennox in 1518. This marriage produced a son, and the two, the heiress of Pollok and the heir of Cowglen wished to marry, but as they were first cousins the consanguinity laws of the church did not allow this. However, it was possible to overcome the barrier by applying to the Pope for a special dispensation. The Laird's third son had entered the church and became Bishop of Orkney, and he was persuaded to apply to the Pope for the dispensation. Permission was granted for the marriage in a Papal Bull of the time, which also referred to Pollokshaws and its meal mill. At this time, under Scots Law each Laird had to erect and maintain a mill

for the use of his tenants, and it is evident that from then on there was such a mill and that Pollokshaws was well established.

### **LIST OF PROVOSTS 1812 - 1912**

- 1 - 1812/15, Sir John Maxwell of Pollok
- 2 - 1815/22, John Montieth of Auldfield Spinning & Weaving Mill
- 3 - 1822/26, Thomas Baird of Greenbank House & Greenbank Dye works
- 4 - 1826/28, John Ralston, weaver, election later declared null & void
- 5 - 1828/30, Thomas Baird (re-elected)
- 6 - 1830/32, Malcolm Hunter, successor of the above Montieth at Auldfield
- 7 - 1832/38, Thomas Baird
- 8 - 1838/44, Thomas Corbett, doctor
- 9 - 1844/46, William Hector, writer (of the Judicial Records of Renfrewshire)
- 10 - 1846/48, John Willox, of Wheatholm, owner of quarries at Giffnock
- 11 - 1848/52 - James Tassie (of the well known family), agent, Western Bank
- 12 - 1852/56 - Thomas Corbett, doctor
- 13 - 1856/58 - Duncan Watson, provision merchant
- 14 - 1858/60 - John Litster, doctor
- 15 - 1860/62 - Archibald McIntyre, coal merchant
- 16 - 1862/64 - William Henderson, baker
- 17 - 1864/66 - William Austin, tenant of meal mill at Shawbridge
- 18 - 1866/71 - George McKay, pawnbroker
- 19 - 1871/76 - Nicol Cameron, house factor & valuator
- 20 - 1876/80 - George McKay
- 21 - 1880/82 - David Livingston, joiner
- 22 - 1882/92 - Andrew Ritchie, doctor (longest continuous service)
- 23 - 1892/97 - David Wright Leckie, of the firm Thom & Cameron of Glasgow
- 24 - 1897/1900 - Donald McFarlane of Wellmeadow Laundry
- 25 - 1900/03 - David Wright Leckie
- 26 - 1903/05 - Robert Wilson of John Horn Ltd. printers
- 27 - 1905/11 - James McDougall, tailor & clothier
- 28 - 1911/12 - Robert Stirling Brown of Brown & Adam Ltd., Riverbank Works

Map

1960



## A BRIEF HISTORY OF POLLOKSHAWS

### SUMMARY

Until the end of the 17th century the growth of Pollokshaws had been due to three factors, the first of which was the meal mill. The mill attracted people to live in its vicinity, forming the village as a centre of agriculture. Second was the ford over the River Cart. Third, the village became established at a crossing of the main roads between Glasgow and Irvine, which at this early stage was the main port for Glasgow, and between Rutherglen, Cathcart and Govan. Third, 1654 may be regarded as the beginning of the recorded history of Pollokshaws because in that year two events occurred. The first was the publishing of Johannes Blaeu's atlas of Scotland which had been surveyed before 1610. Although the name is given as *Pookshaws*, that it is shown at all indicates it was of sufficient though small importance. The other event was the building of the first Shaw Bridge over the Cart, replacing a ford and indicating that easy access from and to the south-west by Pollokshaws was becoming essential.

At this time Pollokshaws occupied only a small area on the north bank of the river. On the south bank there was a hamlet, Bogle's Hall or Bridge, beyond which, less than half a mile away there was another, Auldhouse Bridge. A fourth village, Pooktoun, was situated about a mile downstream on the south side of the river near where Pollok House stands today. Pooktoun was older than Pollokshaws, being first mention in 1512, but it certainly existed before then as its church, the Church of Poloc, was referred to in a Papal Bull in 1265. By 1708 the populations of the villages excluding children under the age of 12 were, Pollokshaws 300, Bogleshaugh 20, Auldhouse 36, and Pooktoun 244. The latter was a declining village, and its buildings were becoming an eyesore when, in 1798, the laird of the comparatively new Pollok House on the opposite bank of the river, decide to remove the eyesore by transferring the few remaining residents to Pollokshaws. Thereafter, to improve the outlook from the House the buildings were cleared away and the site landscaped.

Around this time Bogleshall and Auldhouse Bridge had also grown so that they formed, with Pollokshaws, into a continuous line of habitation, and eventually they were absorbed into Pollokshaws. By 1800 the population of the extended village was about 3000. At the end of the 17<sup>th</sup> century Pollokshaws began to change its character from that of a rural village into a centre of industry. In 1695 a roll of the inhabitants and their occupations included cottar (crofter) cooper (barrel maker), cordiner (cord and rope maker), clothier, blacksmith, maltman (ale maker), glover, skinner (curing the skin of cattle and sheep), mason, and wright (carpenter). Also listed are eight handloom weavers working at home. These were the first of a great number of weavers who dominated the area in time to come. Their numbers steadily increased until in 1782 there were 311 home weavers working in the village. Then in 1801 a factory with 200 power looms began operating, and thereafter the number of home weavers steadily declined until by 1850 they had almost disappeared.

In 1742 the first bleach field and print works in the West of Scotland were established in what a writer described as 'the green haughs (fields) by the clear waters of the River Cart and the Auldhouse Burn'. It was here the art of textile printing was advanced from wooden blocks to engraved copper cylinders, and within a

comparatively short time the premises expanded to cover thirty acres. By 1793 the works employed 226 men and boys and 174 women. Bleach fields were where the finished cloth was spread out on grass to whiten in the sun, and printing meant putting patterns and designs on the cloth. A tannery for the treatment of chamois leather, established in the town in 1782, was the first of its kind in Scotland. Next, two cotton mills that together employed about 600 were established. These industries were followed by a great variety of businesses including the manufacture of linen, thread, brewing, dyeing, engineering, paper, laundering and pottery. In 1807 one of the cotton mills was lit by gas produced within the mill, a first in Scotland for industrial premises.

Greenbank Dye Works was a large well known concern which specialised in the production of Turkey Red, and what was described in 1832 as 'Fancy Dyes'. Turkey Red was a very popular fine durable dye first produced in Turkey from the roots of the madder plant for use with cotton. In the Greenbank works Turkey and Fancy dyes were made by a chemical process. One writer has it that chemical research in Pollokshaws of this time was the origin of the chemical industry in Britain. The site where this works was constructed is now Greenbank Park.

Coal had been mined in the area for a long time, and at this time there were four pits at Cowglen, four at Potterfield and Lochinch, and one each at Thornliebank and Giffnock. Whins of Potterfield hamlet was established on the site of what was a pottery to house the miners who worked in the area. It lay along the line of what became Higgs Road between Whins Road and Dumbreck Road. At Giffnock there was also a quarry that provided good quality building stone, and from here came much of the material used to build Glasgow's tenements. A newspaper report from the mid 1850s has it that the road through Pollokshaws to Giffnock was constantly busy with carts carrying the stone. This stone was also used in part for the university and the original General Post Office building in George Square. The pit at Lochinch was worked until the end of the nineteenth century.

In 1830 the Pollok and Govan Railway Company was established, with a capital of £66,000, to transport the coal and stone into the city. Its first line ran to the harbour at the foot of West Street which became known as Windmillcroft Quay, but in time the small network of lines grew to cover the South Side including Rutherglen. At first the wagons were horse-drawn then steam locomotives were introduced. In the late 1840s the Glasgow, Barrhead and Neilston Railway was under construction and the station opposite Matilda (later Maida) Street was opened in 1849. In 1851 the railway was incorporated with the Glasgow and South Western Railway Company, which operated from St. Enoch Station (demolished c1970). The Caledonian Railway Company operating from the first Central Station (1879) finished the last segment of the Cathcart Circle, which was opened throughout in 1894. Pollokshaws East Station on this line may be unique in being built on a bridge high above a river.

In 1836 the average weekly wage of certain workers are given as follows:-

Handloom weavers.....	10/- (50p)	Quarriers.....	12/- (60p)
Bleachers & dyers.....	15/- (75p)	Dyers only.....	"
Wrights & sawyers.....	"	Colliers.....	"
Blacksmiths.....	"	Masons.....	14/- (70p)
Carters.....	"	Twisters (of Yarn)...	18/- (90p)
Grocers & spirits Dealers....	20/- (£1)		

A twister worked in the weaving industry, and part of his job was operating the machine to sort the different coloured threads into the proper sequence for the weaving machines. A Wright was a carpenter, a wheelwright was a carpenter who made wheels for carts, and sawyers cut down trees with the logs being sawn over sawpits into whatever size was required, usually in the form of planks.

In any community it is necessary to maintain law and order, and Pollokshaws was no exception. The town had become notorious for the misconduct of many of its inhabitants, as is illustrated by the following story. Around the year 1800 Sir James Maxwell had a daughter who was evangelically inclined, and when she went to live near Inverkip she continued her reforming work among the villagers there. Writing to her family at Pollok House, she described how, when she spoke to the people as sinners in need of salvation, 'They assured me that they were not sinners, but some of them excused me for speaking so to them, as they knew that in Pollokshaws there were many bad characters'. Serious crime in the town was largely unknown, but drunkenness was all too common. Justices of the Peace dealt with the less important local problems, while the Sheriff at Paisley tried the occasional serious case until 1873.

After this time a Sheriff Court was held on alternate months at the burgh chambers in Pollokshaws. Brawling and disorderly conduct were handled by the Kirk Session of Eastwood Church, which also dealt with breaches of the moral code and profanity on the Sabbath. In 1734 the session minutes refer to the 'debauchery, heinous immoralities and drunkenness which exist among the people'. Significantly, the most common offence mentioned in the session minutes is fornication. Another common crime was 'hamesucken', attacking a man in his home. In Pollokshaws and elsewhere it included standing outside someone's home and shouting abuse at an occupant. In a later age this was called 'giving a sherakin'. Although it wasn't considered a crime it was usually simply a quarrel between women. Other offenders could be called before the Sheriff and fined, the fines being used to assist the poor, or admonished. Church elders visited the drinking shops to enforce the legal closing time of 10pm. In 1751 a constable was appointed to assist in keeping the peace, an appointment which remained until the Burgh Council was formed in 1812. Two years later the Council appointed twenty-two special constables to control the brawling, but the problem became steadily worse until in 1836, when the number of drinking dens increased to 56, or one for every 54 persons aged over fifteen in the town.

In the mid-1850s a low building in Pollok Street (later Greenview Street) was acquired for use as a Police Station, after which there was a move to more suitable premises in Shawhill Road above Pleasance Street. Gradually public opinion, aided by greater self-discipline, brought the trouble under reasonable control, so that by 1912 the number of public houses had stabilised at 25, or one for every 406 adults.

The improvement continued until in 1957 there were ten public houses catering for a wider area and a very much greater population. Renfrewshire Police Force was established in 1840 with headquarters in Paisley and the first district office was in Pollokshaws. The Justice of the Peace Court held in Pollokshaws Townhouse served the whole of the eastern district of Renfrewshire until 1893, and in that year a Burgh Police Court was created. Both these courts disappeared when Glasgow annexed the Burgh in 1912.

Pollokshaws was first linked with the national postal service in 1815 when a letter carrier was appointed. He left for Glasgow at 10am and arrived back at 4pm and was required to deliver all the letters by 7pm. Three years later a Post Office was opened with hours of business from 7am to 9pm daily except Sunday, with a Postmaster and a letter carrier who started at 8.30am and returned at 6.30pm with the incoming mail. Later, as the volume of mail increased, a horse and cart was used for the journey. Pollockshaws was the spelling used up to 1848 when a Post Office decree was passed deleting the 'c'.

A gas supply was introduced in 1836 when a company was set up in the town with pipes at first laid only to houses. Then in 1846, by arrangement with the Town Council, lamp posts were set up and the streets were lit for the first time. The gas company was taken over by Glasgow Corporation in 1891. But the Pollokshaws producing plant in the area where McDougall Street was laid out, closed down a few years later and the supply was taken from the city's south side gasworks near Eglinton Toll. A lamplighters' office was established in a building in Shawhill Road.

Even before children's education became mandatory in 1873 there was a considerable demand for books. In 1780 a subscription book club was started up in the town, the members of which were mainly ordinary workers. In 1818 there were two small libraries from which books were issued for a small charge. By 1844 a public library had been set up in the Towns House which in time had 6000 volumes on its shelves. In 1882 it moved to a custom-built bungalow type building provided under the will of Robert Campbell, and it became a municipal library in 1915 when it was transferred to Glasgow Corporation Libraries Department. During the general buildings clearances and refurbishment of the 1960s, in 1968 after a brief period in temporary premises in the Burgh Hall it was moved into the present building, the entrance to which is almost opposite the site of the original Campbell Library. The current building cost £98000, and as successor to the Campbell Library it is the oldest district library in the city after the Stirling Library.

In earlier times, as a result of a badly contaminated water supply and later pollution of the River Cart which carried cholera and other diseases, the standard of health in Pollokshaws was far from satisfactory. In the town, water was obtained from a number of wells, usually holes dug in gardens, back courts and even in the streets unprotected from rubbish and decaying matter falling into them, one of which was at Wellgreen. A deplorable lack of care or intelligence was exercised in the digging of wells, and in some cases water feeding them came from a seepage emanating from the Vennel graveyard which at that time was waterlogged.

The Town Council was acutely aware of the situation, and in 1846 joined with the burghs of Gorbals and Govan to obtain a piped supply from the reservoirs of the

Gorbals Gravitation Water Company above Darnley. The GGWC was taken over by Glasgow Corporation in 1853. This led to a marked improvement in the health of the people, and this was further aided by the appointment of a sanitary inspector in 1867. In the meantime a new source of disease was being created by the pollution of the River Cart, into which local sewage along with that from Thornliebank via the Auldhouse burn, was being deposited. The Cart had become an open sewer, the stench from which in summer was all pervading. Many years went past before the problem was tackled, and it was not until 1910 that sewers were laid in Pollokshaws and Thornliebank and connected to the Glasgow sewage system. After this the waters of both river and burn greatly improved and the danger to health was reduced.

In 1866 The Laird of Pollok gifted three small areas of ground to the burgh for use as public parks, one of which was Greenbank Park, now a detached part of Auldhouse Park. The other was Shawhill Park. In 1884 a branch of the St. Andrews Ambulance Association was set up in the town, which as well as teaching first aid, was equipped with a horse-drawn wagon for conveying patients to Glasgow hospitals.

Cowglen Fever Hospital was a wooden 'E' shaped in plan building which stood on a small area of ground on the south side of Cowglen (now Barrhead) Road, about a quarter of a mile west from the Round Toll. It was built before the turn of the 20th century as an isolation hospital for highly contagious diseases. From around the time of the First World War the building was occupied by Bryce Howatt, who farmed the land that became known as Bangorshill Farm. In the 1960s it became a riding school operated by two women whose sign adorning the frontage read, "Zoe Newton and Melody Gay (the latter very likely a pseudonym), Riding Instructors". It survived until around 1970. The area it occupied is still recognisable behind a double-leaf gate in the iron railings as an overgrown plot of undergrowth and a number of maturing trees. In 1893 the Burgh co-operated with Barrhead and the Eastern District Committee of Renfrewshire in establishing Darnley Hospital, and in the following year the Pollokshaws District Nursing Association was established.

Prior to 1895 the collection of refuse was entrusted to a contractor, but in that year the Town Council took over the work and had premises built to house the operation. The now demolished buildings lay behind the Orange Lodge at the Shaw Bridge. In 1905 a suite of individual baths for use by the public was installed by Glasgow Corporation in a low building between tenements in McDougall Street; it still stands but is now a contractor's store. These were superseded in 1926 when the present baths, swimming pool and 'steamie' building was constructed in Ashtree Road, but the building was demolished in July 2010.

Provision for dealing with fires was already available by 1795 by which time the town had a hand drawn fire engine, or water-engine as it was usually known, a small appliance manned by a few volunteers. It was replaced in 1856 by a larger horse-drawn engine which had a crew of twelve volunteers who, when the need arose, were summoned by the ringing of the town bell. This engine was manually operated, but with the introduction of steam operated pumps, the Pollokshaws pump was regarded as obsolete and thereafter used only for small fires, the Glasgow Fire Brigade being called in to deal with more serious outbreaks. In 1908 a detachment of the Renfrewshire Fire Brigade, with an engine equipped with a motor operated pump,

was located in the town. But this engine was transferred to Darnley Fire Station in 1915, after which Glasgow Fire Brigade again served the burgh. During World War Two an AFS (Auxiliary Fire Service) station was established on Craigie's Park where Wellgreen Court now stands, which continued to serve the burgh and the surrounding districts. When Pollok fire station was built in the 1950s, the Pollokshaws station was closed and the site cleared for the housing to be built under the Redevelopment Plan.

During the 19th century France was regarded as the arch-enemy of Britain, and fear of invasion by the French led to the formation in 1860 of a military volunteer force, a company of which was formed in Pollokshaws. It consisted of about sixty men who had to provide themselves with uniforms, accoutrements and weapons, with no financial help from the authorities. In 1887 the company became part of 3rd Renfrewshire Volunteer Battalion of the Argyle and Sutherland Highlanders. In 1908 the Volunteer Force became the Territorial Army, and a drill hall was built on part of Greenbank Park in Auldhouse Road for the unit. When the first World War began the Company was immediately called to active service. Three hundred and fifty of around a thousand Pollokshaws men who served in the forces lost their lives, and their names and those from WWII are inscribed on the Memorial unveiled in 1922, which stands in front of the Burgh Halls.

In 1885 a weekly newspaper, The Pollokshaws News, came into being, published by Andrew McCallum whose book, POLLOKSHAWS - Village and Burgh 1600 to 1912, was published in Paisley by Alexander Gardner in 1925. The paper was popular, dealing with local news and topics, and continued for seventy years until decreasing circulation due mainly to depopulation led to its disappearance. The year 1898 brought another instance of the generosity of the Lairds of Pollok to the people of Pollokshaws. At a cost to himself of £20,000, Sir John Maxwell had the Burgh Halls built and gifted to the town, providing a commodious community meeting place which has served many and varied purposes. The halls were renovated in 1968 at a cost of £60,000 and re-opened in February 1969. In 1904 a Children's Day Home was instituted for the care of small children while their mothers were out at work. This was one of the last acts of the Town Council as Pollokshaws was annexed by Glasgow and became a ward of the city in 1912.

Plans the city had for its new suburb were set aside when war broke out in 1914, and ten years were to pass before any significant changes were made. Between 1924 and 1939, a considerable amount of work was done including rebuilding the three road bridges over the River Cart. The Shaw Bridge, the first of which dating from 1654, had been rebuilt in 1752 and was again reconstructed to about three times the width in 1934. When tram-lines were laid to Pollokshaws West around 1890, the Pollokshaws Road (then Barrhead Road) bridge was just wide enough to take the twin tracks with a narrow pavement on the west side only. Rebuilt in the early 1930s, it too was doubled in width. In 1905 Auldhouse Bridge had to be rebuilt and widened to accommodate the tram lines. See the moving poem on page 59. Auldhouse Public Park was opened and other new roads constructed at this time. In 1931 the Towns House, now 128 years old and in poor condition, was demolished but the clock tower and vestibule was retained and made secure.

There is a design on the road surface in the form of a cross enclosed in a circle in front of the Towns House in Greenview Street. It is reputed to mark the position of the old town stone cross that stood on a plinth here. It was probably moved when the tramline was laid in 1884, after which the design was painted on the cobbles to mark its former location. When the rails and cobbles were removed around 1960 the cross was preserved on the new surface, still within its circle, by a more durable medium comprised of cobblestones. Many old properties were demolished and much new building was done including, in the 1930s, four-in-a-block houses with gardens in Wellmeadow, and a number of red sandstone tenements were constructed in Harriet Street next to Westwood Road, McDougal Street, and Pleasance Street. In 1932 some street names were changed to avoid confusion with streets in the city with the same name.

During these improvements the population of Pollokshaws was declining and many old properties were being demolished, and while some were replaced, other plots were left vacant. By the 1950s the area was a mixture of old and new buildings with much vacant ground, and had become a most suitable field of operation for re-development. In the mid '50s rumours were circulating about skyscrapers being built, then the Pollokshaws Plan was announced on the 24th of January 1958. At that time Pollokshaws had a population 5830 living in 1812 houses, with 128 shops and 88 industrial premises large and small. Under the Redevelopment Plan, 1600 dwellings were to be cleared and replaced with 2400 houses in a mixture of multi-storey blocks and low-rise tenements providing accommodation for 6780 people by 1967. This would give an average of one person per room instead of the one-and-a-half persons in 1957.

The intention was to construct seventeen multi-storey blocks, but in the end only fourteen were built, the other three being replaced with low-rise tenements. The four flats at Birness Drive on the Shawhill and the one above Pollokshaws West were part of a 1970s development. The plan also provided for twenty-nine shops in large and small shopping centres, a day nursery, maternity and child guidance clinics, a new police station and a new library, all serving a population of around 10,000. Provision was also made for landscaping the ground around the open spaces, and a walkway along the banks of the river. By the end of the 1960s the Plan was largely implemented, but it was then supplemented in 1975 by the Old Swan Project in which the block of traditional mainly red sand stone tenements were modernised into 160 flats of various sizes. The Minister of State at the Scottish office officially opened the first eight flats in July 1975. Then in 1978 four other tenements elsewhere in the area were also reconditioned and modernised internally.

What might be termed the end of an era occurred in 1969 when the freedom of the City of Glasgow was conferred on Mrs. Anne Maxwell McDonald, the daughter of the last Laird of Pollok, Sir John Stirling Maxwell. This was in recognition of her family's many benefactions and long service to the people of Pollokshaws.

## LOCAL GOVERNMENT

After Pollokshaws came into existence, its small affairs were controlled by the Laird of Pollok acting personally or in a court of Barony, a feudal institution dating from the twelfth century whose jurisdiction was finally terminated in 1787. Some matters would be the concern of the Sheriff of Paisley, who would be the King's representative with administrative as well as judicial authority. After the Reformation in 1560, the Kirk Sessions were charged with the responsibility for keeping the peace and providing education for the children of their parishes. But the Parish of Eastwood, bounded by the parishes of Govan, Paisley, Neilston, Mearns, and Cathcart, was extensive which made it a difficult task for Eastwood Kirk Session. It is nevertheless evident that the Elders of the Session made positive efforts to fulfil both obligations despite the adverse circumstances, and served well the early Pollokshaws that was the only centre of population in the parish.

Authority to create Justices of the Peace was given in 1609, but it is very doubtful if any were appointed locally as they seem to have been ineffective for over a hundred years. Their magisterial position then became established and they were given the additional authority to appoint a constable to assist in peace keeping, to arbitrate in disputes over work and wages and, in conjunction with the Commissioners of Supply, responsibility for roads and bridges. Commissioners of Supply were the forerunners of the County Councils and were appointed from among the local landowners. These were customary before 1667 and statutory thereafter, continuing until they handed over their functions to the new councils in 1889.

Towards the end of the eighteenth century the increasing population of Pollokshaws brought the need for some form of Local Government in the modern sense. In 1790 what was called a Community Council was formed, probably by nomination rather than by election, but with limited powers. It was this council which built the Towns House in 1803, probably as a first step towards Burgh status which was now felt desirable. The then Laird of Pollok, Sir John Maxwell, took up the matter and petitioned Parliament that Pollokshaws be created a burgh to control its own local government. The petition was approved and a charter was granted which included the following stipulation. Every inhabitant who was 'of lawful age and being tenant or possessor of a house, garden, ground or other property rented at or of the value of four pounds sterling rent', had the right to vote and to be elected to the Town Council. Thirty-nine of the inhabitants qualified and it was they who elected the members of the council.

By 1841 there were still only 146 residents in the town eligible to vote in the election for Member of Parliament for Renfrewshire. On the first Tuesday of October 1812 Pollokshaws became a Burgh of Barony, and on that day the first meeting of the new Town Council was held. The Council consisted of Sir John Maxwell as Provost, with one Baillie, a Treasurer, six councillors and the Town Clerk, and it was agreed that members who did not attend a meeting without good reason could be fined one shilling.

The Burgh obtained a Coat of Arms based on one of the quarters of the Arms of the Maxwells of Pollok. It comprises a silver shield with a black diagonal cross in the centre of which is a gold ring bearing a jewel. Between the upper arms of the cross a

small tree was inserted, denoting the word 'Shaws' meaning a wood. Round the bottom are the words LABOR VINCIT - Labour Conquers, the motto of the Burgh. The Coat of Arms is carved on the war memorial in front of the Burgh Halls.

In 1857 the people living in the villages of Shawlands, Crossmyloof and Langside organised a petition to the Sheriff at Paisley requesting that their districts be merged with Pollokshaws. Many residents of the town supported the petition but it was opposed by the Town Council, which probably felt that they would be a liability, and the Sheriff rejected it. In 1889 the burgh came within the jurisdiction of the newly created Renfrew County Council, but by this time a movement had started towards merging the town with Glasgow. After several false starts and much negotiation Pollokshaws was finally annexed by the city on the 5th of November 1912, one hundred years after its formation as a burgh, bringing with it a population of around 13,000 and a worthy tradition.

## **THE CHURCHES**

### EASTWOOD PARISH CHURCH

The story of the churches in Pollokshaws and of Eastwood in particular, goes back fourteen-&-a-half centuries to the year 570. It was believed St. Conval built the first of what would be a succession of wattle churches beside a spring of water on the site of what became Eastwood Old Cemetery. For Six centuries thereafter, nothing is known of the area until 1161, when a charter granted by Malcolm IV, King of Scots, describes Eastwood Church as the Church of Nether Pollok. In 1265 a Papal Bull mentions it as a long established church with the name 'Hestwud'. It also refers to the Church of Pollok situated beside Pollok Castle, which in time also served the people of the future village of Pollocktoun that grew up on the banks of the river opposite the castle.

It is recorded that in 1417 'The Hospital of St, Mary Magdalene' was located at Pollok, where it was most likely to have been associated with the Church of Pollok, and where it would have provided rudimentary care for the sick and temporary shelter for the destitute. The Churches of Eastwood and Pollok existed together for a considerable period, but it appears that the Church of Pollok eventually became subsidiary to Eastwood and eventually closed. This probably happened in 1798 when the inhabitants of Pollocktoun were transferred to Pollokshaws and the site cleared. The succession of wattle-built churches in what became the old Eastwood burial ground would eventually be replaced by small buildings of rough-cut stones, but still only small enough for the use of the priests and servers. Services for the people were still conducted in the open until such times as a proper building of sufficient size to accommodate the congregation could be erected.

During these events which covered a period of around 510 years, the Church of Eastwood was part of the Celtic Church centred on Iona, as distinct from the Church of Rome which gave allegiance to the Pope. These two principal Churches taught the same faith, but with differences on certain matters, which gave rise to controversy between them. But by around 1080 the Roman Catholic Church had assimilated many Celtic churches, including Eastwood. Almost four hundred years later, in 1560, the reformation affected Scotland and Eastwood became a Protestant Church, its first minister being appointed by King James VI. This minister was Thomas Jak who,

before his appointment to Eastwood, had been Master of the Grammar School of Glasgow that was associated with the Cathedral. He was also appointed parish minister of both Rutherglen and Cathcart in which churches he was represented by a reader or lay preacher.

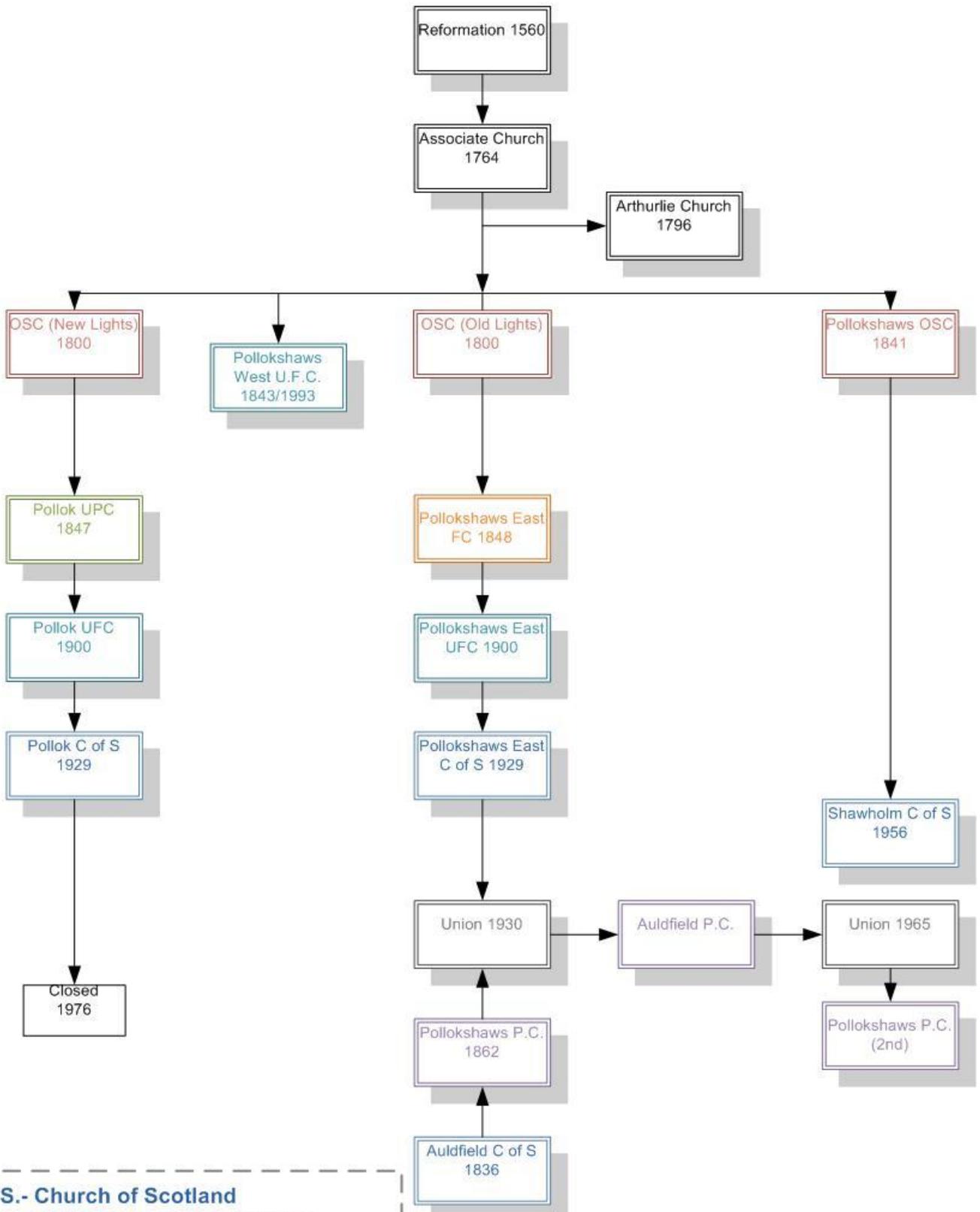
The pre-Reformation Church in the Old Eastwood burial ground was probably now quite old, and in 1577 it was replaced by a new building on the same site. The old church had been built on an east west alignment and was cruciform in design with some decorative merit. In keeping with the spirit of the time, however, the new church was an austere edifice in the form of an imperfect cross, i.e. 'T' shaped, and was constructed along a north-south alignment without decoration of any kind, while the pulpit was set against the long blank north wall. There were three separate lofts or galleries each emblazoned with the coats of arms of the Heritors of the church, the Duke of Montrose for Darnley, the Earl of Eglinton for Eastwood, and Sir James Maxwell for Pollok, the last named being an elder of the Church. The burial vault of the Maxwell family that had been part of the previous church was incorporated in the new building and it can be seen in the Old cemetery. This church appears to have been of a reasonable size but in the early eighteenth century, a minister of Eastwood wrote that on occasion he had a congregation numbering over 1200, so that at times he had to conduct services in the open.

Histories of the Covenanters seldom if ever mention the Pollokshaws district, but there was activity here during those tragic times. In 1622 the minister of Eastwood was deprived of his charge, but he continued to preach in the vicinity of the church and was fined and imprisoned. Sir George Maxwell, and his son Sir John Maxwell, were both imprisoned and heavily fined for their beliefs and also for assisting and sheltering fugitives. Two Kennishead farmers were tried at Paisley and quite illegally, even by the laws of the time, condemned to death and executed, while several men from Poloktoun, Pollokshaws and other parts of the parish were imprisoned. See Miscellany number 29 for more information about this. Many other people were fined, the total of the fines being £650 - in those days a very substantial amount. During these twenty seven years Eastwood had three Episcopal ministers, the last one fleeing in 1689 when King James II and VII was declared to have abdicated, which ended the persecution. The Sir John Maxwell of that time was a prominent lawyer and became Lord Justice Clerk, with the title Lord Pollok, and also a Lord of the Treasury. He was created a Baronet and a Privy Councillor and was one of the Commissioners who negotiated the Union of Scotland and England in 1707.

In 1782 it was considered that a new church was necessary, and as most of the population now lived in Pollokshaws it was decided to build nearer the village rather than on the old site. But the old churches had been situated on the land of the Earl of Eglinton and he expressed the wish that the new church should also be built within his estate. Accordingly, that part of his domain nearest to Pollokshaws was selected, the site being the present one at the foot of Mansewood Road. This building was in use at the time of the Disruption within the Church of Scotland in 1843, when a large number of the congregation left Eastwood Church as dissenters and would have been joined by the minister who, however, died before he could act on his decision. The church erected in 1782 had an open belfry, but had been badly constructed of poor materials and lasted for only eighty years, requiring it to be replaced in 1862 when the present Eastwood Church was built. The Laird of Pollok whose estate now

encompassed the whole parish of Eastwood and beyond gifted it to the congregation. Next to the church a house was built for the Church Officer. A church hall had also been built but it was inconveniently site in Barrhead Road (now Pollokshaws Road) opposite the Afton Terrace tenement, and in the 1930s a building containing a large suite of halls was constructed close to the church.

# Churches



**C. of S.** - Church of Scotland  
**O.S.C.** - Original Secession Church  
**U.P.C.** - United Presbyterian Church  
**P.C.** - Parish Church  
**U.F.C.** - United Free Church  
**F.C.** - Free Church

#### ASSOCIATE CHURCH (see chart p18)

This Church has long disappeared but is included for the reason that its early history is of interest and has a bearing on the origin of four other churches, three of which are in Pollokshaws, and was also one of the roots of Pollokshaws Parish Church. Within the Church of Scotland in the early eighteenth century there were a number of ministers and laymen who were critical of the standards and dissatisfied with its conduct. This unrest culminated in 1733 when these dissenters broke away from the Established Church and formed a new body known as the Associate Presbytery.

Simultaneously with this dissatisfaction within the Church, small groups of people who felt that the Church did not meet their spiritual needs, were forming religious associations which they called Praying Societies, many of which joined the Associate Presbytery after its formation. Situated in the Anderston district of Glasgow, one of these Praying Societies joined the Associate Presbytery in 1739, and later removed itself to Pollokshaws, possibly because many of its members were already there having moved to work. The Praying Society grew in strength until in 1764 it was able to erect a church to seat 770. Its congregation was spread over a wide area that included Cathcart, Strathbungo, Mearns, Govan, Barrhead, Thornliebank, Nitshill, and the east side of Paisley. Six years later the Associate Church laid out the graveyard next to the church known as The Old Vennel, which still exists.

The new church started with no financial resources, and throughout the first eighty years of its existence it was heavily in debt as a result of erecting the church, and also a manse which had been built nearby. The money was borrowed from various individuals for stated periods, and as the loans became due for payment the lender either agreed to renew his loan or, if he called it in, was repaid with the proceeds of a loan from someone else. Interest on these loans was paid half yearly, and while there is no record of the total amount borrowed at any one time, or the individuals, it must have been considerable, because in one particular year £1200 was repaid by renewal or fresh borrowing. Church collections were mainly used to help the poor, while current expenses were paid from seat rents and the sale of lairs in the graveyard. Only complete pews were let and these were charged for on the number of seats they contained, and if the renters had more sittings than required they could sublet them to other members. Demand for pews appears to have been greater than what was available. On one occasion when a pew became vacant it was re-let to the highest bidder, and on another the Kirk Session reprimanded a member for subletting at a profit. The lairs in the graveyard were often bought in advance of being required, and in some cases were paid for by instalments.

The minister's stipend in 1785 was £60 per annum, while the Precentor received £3 per year and the Church Officer eight shillings (40p). The accounts record that in 1805, at a cost of £8 a new minister was presented with a suit of clothes, a hat and a pair of shoes. In 1796 members of the Church who resided in Barrhead formed a church in their own village; this Church being the origin of what is now Arthurlie Church of Scotland in that town. It was a friendly arrangement and the Associate Church gave the venture every support.

By 1800 the Associated Church had become part of the Original Secession Church in which there now arose a bitter doctrinal dispute known as the 'Old' and the 'New Lights' controversy. The congregation was sharply divided on the issue, and a

considerable number left the Church and started one of their own which, after being successively part of three different denominations, finally became Pollok Church of Scotland with a building in Barrhead (Pollokshaws) Road at Maida Street.

Because of falling membership Pollok Church closed in 1976 when Kirk Care Housing Association, an agency of the Church of Scotland, stepped in and took over the land and building. Then in the early 1980s, after consent was obtained from the Secretary of State for Scotland, the building was demolished and forty flats for elderly people were erected on the site. This was added to in 1983 when 28 pensioners' flats were built by the City Council in Shawbridge Street.

Another controversy occurred in the Church in 1841 over the choice of a new minister, and again there was a split and those who left formed a second Original Secession Church in the town. After a period of worshipping in a schoolroom, where the first minister was inducted 1842, the disjoined congregation moved to its newly built church in Wodrow Street (later Shawholm Street) on the 6th of November 1843. Originally only the bottom floor of the building was used for worship, the upper floor being constructed as a manse. The first minister served until 1864 when he emigrated to North Island, New Zealand with a significant number of his congregation, where they formed a small colony named Pollok Settlement. The simultaneous loss of the minister and a significant number of members might have been a serious setback to the congregation. But it is evident that this was overcome because by 1876 the accommodation of the church had to be increased by the removal of the manse from the upper part and replaced by a gallery, a manse being acquired elsewhere. The congregation remained part of the Original Secession Church until 1956 when it became Shawholm Church of Scotland, and in 1965 it was united with Auldfield Parish Church to form the present Pollokshaws Parish Church which uses the Shawholm Street church building.

Returning to the Associate Church, the two breakaways described above were the last to occur. But in 1848 the Kirk Session was criticised by the Original Secession Church Presbytery for the unsatisfactory manner in which the minutes of their meetings were being kept. In offended retaliation the Church immediately severed its OSC connection and joined the Free Church of Scotland. The congregation, however, remained in the original building beside the graveyard in Kirk Lane (in the part that was to become Riverbank Street) until 1871, when it moved to a new church building in College (later Leckie) Street, to which a hall was added in 1899. Following the two National Church Unions, in 1900 the congregation became Pollokshaws East United Free Church, in 1929 Pollokshaws East Church of Scotland, and in 1930 it united with the first Pollokshaws Parish Church in whose building they worshipped under the name of Auldfield Parish Church.

#### POLLOKSHAWS UNITED FREE CHURCH

In consequence of the Disruption in the Church of Scotland in 1843, a large number of dissenting members of Eastwood Church severed their connection and formed Pollokshaws West Free Church. The new congregation met for worship at first in a schoolroom, then in a wooden building known locally as the 'Spale Kirk' before moving to the new building. There has always been a harmonious relationship between the various church denominations in Pollokshaws, but that this was not the case generally in Scotland is illustrated by an incident in 1884. The ministers of the West Free Church and of the Parish Church exchanged pulpits one Sunday, and the

arrangement was accepted by the two congregations as being quite natural. But strong disapproval was expressed in the Free Church presbytery, of a Church of Scotland minister being allowed to preach in one of their pulpits.

The matter was brought before the Free Church General Assembly and a Committee of Enquiry was appointed, but on the Pollokshaws minister undertaking not to repeat such an act the matter was dropped. As a result of a national Union of Churches in 1900, the name of the congregation became Pollokshaws West United Free Church, being one of three congregations of that denomination in the town. In 1929 however, when the national union between the Church of Scotland and the United Free Church was concluded, the West Church decided to stand aside, and it continued as Pollokshaws United Free Church until it closed in 1994. The building still stands in Shawbridge Street and has been used by a succession of businesses.

#### ST. MARY IMMACULATE R.C. CHURCH

Before 1800 there were no Roman Catholics in the district, but from that year an influx began and continued until they formed a sizeable community. At the beginning, to attend Mass the people met together each Sunday and walked to a chapel in Glasgow. In 1829 Father Joseph Galletti was appointed to the Pollokshaws Mission. Until the Parish of St. Mary Immaculate was formed in 1849 he conducted services in a schoolroom. In 1850 a building in Lillybank Place previously used by a blacksmith was converted into a chapel where services were held until 1859. Then a three-storey building was erected, the ground floor of which was used as a dwelling by the clergy, the next level as a school, and the top floor as a Chapel. This was a temporary arrangement until the present chapel was opened in 1864 which served an area including, at that time, Pollokshaws, Thornliebank, Crossmyloof, Shawlands, Cathcart, Newton Mearns, Eaglesham and Busby. The chapel was renovated in 1967.

#### POLLOKSHAWS PARISH CHURCH

In 1836 two brothers named Cogan who owned the Auldfield weaving Factory took the lead in building a chapel in association with the Church of Scotland. It was granted a constitution by the General Assembly and given the name Auldfield Church, the first minister of which was inducted in 1840. When the disruption within the Church of Scotland occurred in 1843, a dispute arose over ownership of the church building between the congregation, which had decided to remain in the Church of Scotland, and the Cogans who were dissenters. The dispute led to the Cogans closing church on a number of Sundays, so that the congregation had to worship in a nearby schoolroom. But the matter was eventually resolved when the congregation purchased the Cogan's interest in the building for £600.

Kirk Session minutes in 1851 make the first reference to the Choir, then known as 'The Band', which supported the precentor who, armed with a tuning fork, led the praise consisting of psalms and paraphrases – hymns being unknown. The congregation sat during the singing and stood for the prayers, a procedure that was reversed in 1871. The office of precentor appears to have been much sought after, because when the position fell vacant from time to time there was often up to sixty applicants for the post. From these the Kirk Session formed a short leet of five or six, each of whom sang before the congregation on successive Sundays, after which the members voted for the man they preferred.

In 1862 the General Assembly raised the status of Auldfield Church to that of a Parish Church, and the name was changed to Pollokshaws Parish Church. The territorial parish of Pollokshaws Church was taken from that of Eastwood Church, and this led to a dispute between them in 1876 over Proclamations of Marriage. No agreement could be achieved and as it was a matter of civil law, the dispute was raised in the Court of Session, which decided in favour of Pollokshaws Church.

The union between Pollokshaws Parish Church and Pollokshaws East Church occurred in 1930, when, as mentioned before, the combined congregation adopted the name Auldfield Parish Church. Another union followed this in 1965, when Auldfield Church united with Shawholm Church to form the second Pollokshaws Parish Church. When Auldfield Church was demolished during the 1970s, the bell and four stained glass windows were presented to the Peoples Palace Museum in Glasgow Green. Initially these items were put on display in the Winter Gardens, with the bell, exhibited in a wrought iron mockup of a bell tower. However, there were reports of a fire in the Winter Gardens structure in early 1999. Enquiries to the curator about these items brought the reply that the stained glass windows are 'likely to be held in store along with the other stained glass at the Burrell Gallery'. The bell is currently on display in Springburn Park, and as it was cast in 1864 by a Pollokshaws foundry, efforts are being made to have it returned to the town.

#### PLYMOUTH BRETHERN

The Pollokshaws congregation was established in 1873 in Leckie Street in a building which has been demolished. Around 1934 the hall of the former Pollokshaws East Church was acquired and named Greenview Hall. Over the years this building has been improved, and the church establishment benefited from the demolition in the 1960s of the old building and its Manse to expand partly over the site. The congregation is now styled Greenview Evangelical Church.

#### METHODIST CHURCH

The congregation was formed in 1880 and worshipped in a local hall until the church at Pollokshaws West opened in 1883. In the mid 1960s the site occupied by the building was required for road widening and was acquired by Glasgow Corporation. The Corporation built the present church to the north of the original building which opened in 1967.

#### THE SALVATION ARMY

The Army Hall in Bengal Street was built in 1909 but it had been active in the town long before then. In the late 1990s the building was condemned because of flooding, and in the meantime members met in the Burgh Hall while unsuccessful efforts are being made to find an alternate venue. A few years later the building was refurbished for use as a private nursery.

#### JEHOVAH'S WITNESSES

The premises occupied by this body were built in Auldhouse Road near Eastwood Church during the 1960s.

*There are four active churches in Pollokshaws now compared with thirteen in 1912.*

## SCHOOLS

After the reformation c1560, the leaders of the Reformed Church placed responsibility on the Kirk Sessions to provide free education for the children in their parishes. While this was idealistic, it was far from being realistic as education requires money to build schools and train teachers, and finance at that time was exceedingly scarce. In fact two hundred years were to pass before the ideal was attained, and not by the Kirk Sessions but by the local government authority. But Pollokshaws made more progress towards these goals than most other communities for three reasons; the diligence of Eastwood Kirk Session, the increasing prosperity of the town, and the ongoing benefices of the Maxwells of Pollok. The first reference to there being a school in the parish is a mention in the minutes of Eastwood Kirk Session for 1689, where the Session Clerk is described as also being the Schoolmaster. In these early days it was common for a layman of the Church to conduct the newly formed part time and very elementary school, imparting knowledge as best he could from his own probably limited education. It is apparent that by 1749 a proper Parish School had already been established, because in that year the minutes record the appointment of an experienced schoolmaster. In 1751 a private school was opened in Pollokshaws, but it was closed soon after by pressure from the Kirk Session which regarded the new school as encroaching on its prerogative.

The Parish School was situated beside Eastwood Church half a mile from the town. But in 1756 it was moved to Pollokshaws to give it a more central position. In 1790 it was again moved to a new building where in one large classroom, pupils of various ages and studying different subjects were taught by the only teacher. He received an annual salary of eight pounds six shillings & sixpence (£8.33p), a free house and emoluments from being Clerk to the Kirk Session of Eastwood. The school charged fees and in 1796 had 105 pupils, each studying one subject as follows: 36 reading, 23 writing, 22 Latin, 18 arithmetic, 4 book-keeping and 2 mathematics. The fees per term (in decimal coinage) ranged from 10p for reading to 25p for mathematics, while for book-keeping it was £1.05p for the complete course. Pupils studied only one subject at a time starting with reading then going on to writing and so on, the amount of knowledge they absorbed depending mainly on their own ability and the number of terms their parents could afford. Among the pupils were seventeen boys who boarded in the school at an inclusive charge of £20 per term. This is probably the school shown near Auldhouse Bridge in John Thomson's map of 1826.

By 1836 there were five schools in the town: the Parish School funded by Eastwood Church, the Town School located in the Towns House and controlled by the Town Council, the Roman Catholic School, and two others. Like the Parish School the other four also charged fees and had one large classroom and one teacher, but unlike the Parish school the others also held evening classes for adults. In addition to the schools, several of the factories had classrooms where their child employees were taught to read and, in some cases, write. In 1844 an educational survey was made in Pollokshaws and the following figures were produced:

Children from five to fifteen years of age at school....	475
"	not at school... <u>624</u>
	<u>total: 1099</u>
Children of the same age group who could read and write...	272
"	only read... <u>488</u>
	total: 760
plus those who could neither read or write....	<u>339</u>
	<u>total: 1099</u>

On Friday the 4th of August 1854 the first step was made in Pollokshaws to provide free education for children, when a public meeting was held to discuss a plan to start an Industrial School for which no fees would be payable. With the support of Sir John Maxwell the school was established, and in addition to basic education the boys were taught tailoring, carpentry, and shoemaking, each boy becoming proficient in one of these trades. Boys under seven years of age were taught to knit while girls were instructed in sewing, knitting, and the various aspects of housekeeping. Both sexes were also taught practical gardening on forty plots of ground. Educationally the school was very successful and also financially self supporting by the sale of articles and vegetables produced by the children. It was taken over by Eastwood School Board in 1872 and renamed Sir John Maxwell School, the present building with that name being erected in 1909 as a primary school.

By 1856 the Parish School had become too small to meet the demand for education even although fees were still being charged. It was replaced by Pollok Academy which opened soon after with the cost of the new building being borne by Sir John Maxwell. The first headmaster was William Sewell, who became President of the Educational Institute of Scotland in 1879, and in 1889 received the honorary degree of Doctor of Law from Glasgow University. Pollok Academy, which stood at the adjacent corner of Maida Street and Pollokshaws Road from Pollok Parish Church, was designated a school of secondary or advanced, education in 1893, at that time one of the earliest in the country. Some years later the secondary department was transferred to Shawlands Academy (now Shawlands Primary), which opened in 1894 as the principal school in the district. Pollok Academy was demolished in 1968.

From before 1795 until about 1850, there was in the town a school named Eastwood Academy, a well-known boarding school that charged fees of £42 which in those days was a very substantial amount. Because some of the pupils were the sons of plantation owners from the West Indies and elsewhere in the tropics, it was known locally as the Black Boys School. This is probably the school shown on the maps of Thomas Richardson (1795) marked BOARDING SCHOOL, which stood at Cartcraigs above The West near where the Wellmeadow multi-storey building is today.

Eastwood Kirk Session established an Infant's School in 1864, but it was probably more of a kindergarten school because in 1870 there was one pupil under four years of age and eleven between four and five. This school was closed in 1875. The Roman Catholic School was first established in 1829 in one large classroom, but was transferred 1859 to the second storey of a three storey building situated near the present school, St. Conval's, which was built in 1906. The 1859 building is probably the one know later as St Conval's Infants School, which had a round-tower staircase with a distinctive conical cap. During the 19th century there were two other schools in

the town, Bankhead School for Girls in Haggs Road, and a school for the children of the nearby village of Whins of Potterfield located in what is now Haggs Road at Shawmoss road, and named Titwood School.

Pollok Academy (1856 to 1968) was an unusual building in the Italian style designed by Baird and Thomson. Part financed by Sir John Maxwell, his architect was John Baird II and his partner at the time was Alexander Thomson. With two such eminent men involved, it is difficult to know who is responsible for what, but the windows, distinctly 'Greek' Thomson's, are not placed singly as most architects would have designed them. The chimneys, ventilator gratings and the tower are more like those on his early villas. The original school was the section on the right when viewed from the main road, which included the clock tower, with the rest, by Baird alone, added in 1874/5 after the building became the property of Eastwood Parish School Board. The extension was skilfully linked to the old section with an arcaded corridor. The basement was in two parts and was on the same level as the playground, one part in the original building and the other in the extension was intended as shelters for pupils in bad weather. But there were stories handed down and told locally which are probably apocryphal, that in the early days of the Parish School, children from affluent homes came by ponies and traps which were stabled in the basement. In a photo of the Academy from the early 1930s, horses and carts are seen plodding along the narrow part of the road and holding up a tram which just gets into the print. With other vehicles, it had to follow slowly along until the road widened beyond Afton Terrace.

Education in Scotland was regularised in 1872 with the Education Act of Parliament, which called for the establishment of local School Boards to take over the provision of free and comprehensive education within their districts. In the Pollokshaws area the election of members of the new Eastwood School Board aroused great controversy and excitement. There were twenty eight candidates for nine places. Those elected into office being the Provost of the Burgh, the Laird of Pollok, a local industrialist, two local doctors, the ministers of Eastwood Church, Pollokshaws Church, the Original Secession Church, and the priest of St. Mary Immaculate Chapel. The Eastwood School Board was the first to be established on the mainland of Scotland.

## **ROADS**

It is natural to think of old roads with in one's mind their modern counterparts, and to assume that roads have always followed the same route. This is not so because the old roads meandered from hamlet to hamlet taking the easiest way that was seldom the most direct, and using the high ground where possible to avoid wet ground. Agricultural land too had to be avoided, and this is the reason why so many seemingly unnecessary sharp bends are encountered on certain roads. Early construction and surfacing fell far short of modern standards, but were steadily improved until eventually they justified the designation of roads in the present meaning of the word.

Early in the 17th century Pollokshaws had become the crossing place of two roads of increasing importance, one from Glasgow to Irvine, at that time the principal port on

the Clyde, and the other from Rutherglen to Govan, both small towns of similar size to Pollokshaws. The road from Glasgow was through the rural village of Gorbals and several hamlets, it then passed over the Shawhill and went on through Pollokshaws and the future sites of Thornliebank and Patterton. From there it crossed over Fenwick Moor to Stewarton and Irvine (now the B769). The road from Rutherglen crossed the then Glasgow to Kilmarnock road a short distance north of the village of Cathcart, then passed through the village of Langside and thence to Pollokshaws, where it crossed the Glasgow to Irvine road at the foot of the Shawhill. From there it went on by what is now Higgs Road to Dumbreck and Govan.

In 1750 what is known as the Kennishead road was constructed. Starting at what was to become the site of the Round Toll, it went on by the Greenknow and Darnley to Barrhead (now the B773). This road was supplemented in 1797 by another via Cowglen and The Hurllet giving an alternative route, with easier gradients for the horse drawn carts of the time after a dry spell when the going was firm. A few years later this new road to Barrhead, then known as Cowglen Road (it later became Barrhead Road), was linked directly to the road from Glasgow to Pollokshaws by yet another new road, this time from what is now known as 'High Shawlands' to the Round Toll. The last section, known as Barrhead Road for over a hundred years, is now the final part of Pollokshaws Road. In taking through traffic away from Pollokshaws village it was an early example of a by-pass. The Barrhead Road of today was upgraded from single to dual carriageway in 1938.

In 1820 the new road to Barrhead was extended to Uplawmoor and Irvine and could be used as an alternative route to Stewarton, avoiding the Patterton road that climbed to a greater elevation and in winter passed over bleak moorland. There was also the road from Pollokshaws to the village of Cathcart, known until recent times as Old Cathcart, by Factory Street and Baird's Bridge (built in the early 18th century and rebuilt and widened in 1924) and Newlands Road. (Jack Gibson writes without explanation, '...a short stretch of this old road still exists near Pollokshaws and continues in used as a footpath.' The only feature that fits this description is on the east side of Auldhouse Road south of Riverford Road.)

There appears to have been a road from Pollokshaws to Giffnock from the Baird's Bridge, crossing over the Cart, which ended at what became Nellie's Toll, now Eastwood Toll, on the Hamilton to Paisley road (now the A726). It was replaced in 1836 by a new road from what became Shawlands Cross, now Kilmarnock/Fenwick Road, which entailed the building of the McQuisten Bridge over the Cart on the border between Shawlands and Newlands. The original bridge, designed by Peter McQuisten a civil engineer from Pollokshaws, was reconstructed in 1907. This road was extended from Eastwood Toll over Fenwick Moor to Kilmarnock, becoming the main highway between there and Glasgow (now the A77). It replaced in part the old road from Glasgow via Gorbals, Cathcart, Clarkston and Mearnskirck, to Logan's Well. The M77 now carries most of this traffic.

## TOLLS

Tolls were introduced in 1750 to assist with the upkeep of the roads, and were paid at Toll Bars to a keeper who lived in a nearby house. There were six toll bars in and around Pollokshaws, and a minister of Eastwood Church wrote that local travellers considered them to be excessive in number, making even short journeys quite expensive. In Pollokshaws there was the Round Toll which controlled the crossing of the roads between Glasgow and Darnley, and Cathcart and Hurler. The toll keepers distinctive roundhouse here, which dates from c1754, has survived, later for business use and then until 1963 as a dwelling. The toll keeper's job was put out to bidders who had to estimate how much they needed to live after they had paid a fee to the roads authority.

Auldhouse Toll was on Nether Auldhouse Road on the way to Cathcart village, while Harriet Street Toll was on the road to Stewarton via Patterton. Harriet Street was the first stretch of the present Thornliebank Road, from the Round Toll to the Auldhouse Burn bridge. The road to Govan was covered by the Higgs Road Toll at (Shaw) Moss Road, and the road to Glasgow by the Shawlands Toll situated at High Shawlands, at the junction of Pollokshaws Road and Shawhill Road. Dovehill Toll controlled the crossing of the two roads, to Eastwood Toll and to Old Cathcart. After tolls were abolished in 1883 the name Mains of Newlands Farm was changed to Dovehill Farm. Its buildings remained well preserved set back on the south side of Riverford Road near Kilmarnock Road until the site was cleared for a housing development in 2005. There's more about Dovehill Farm in MISCELLANY (16) on page 52.

## HAMLETS BETWEEN GLASGOW AND POLLOKSHAWS

In his book *Rambles Round Glasgow* (1854), Hugh McDonald describes in his somewhat florid style this edited extract from page 124, the places passed through on the road to Pollokshaws from Glasgow, starting at Eglinton Toll; '...we pass on the right Muirhouses, a row of one-storeyed and thatched edifices, and at a short distance to the left, the hamlet of Butterbiggins – brings us to a little village which rejoices in the somewhat unmusical name of Strathbungo... (Then) Crossmyloof, with 'plain' houses on both sides of the road. The men of these two villages, mostly weavers working in Pollokshaws, were celebrated as growers of tulips, pansies, dahlias and other floricultural favourites. The road then passed, on the left, the estate of Neale Campbell of Camphill. (Bought by Glasgow Corporation in 1893 and is now Queens Park.) Mr. Campbell owned the 'Bakery of Crossmyloof'. Possibly the largest in the country, it supplied most of the bread for the city. The forking of the road, to the left to Kilmarnock and to the right to Pollokshaws, is referred to, but Shawlands, then a small estate or hamlet roughly on the site of where Shawlands Primary School now stands, is not mentioned. The area, however, is described thus; 'the country in the vicinity is beautiful and within the past few years a large number of fine villas have been erected amid widespread fertile fields...'

## **PUBLIC TRANSPORT: STAGE COACHES, TRAMS & BUSES**

For many years before and after the arrival of the railway in 1849, several stage coaches provided a service between Pollokshaws and Glasgow, each having a name. The Royal George coach ran between Pollokshaws and Stockwell Street with up to three return journeys each day except Sunday. The fares were nine old pence for travelling inside the coach, and sixpence outside, probably at the rear in the area known as the dicky in Britain and the rumble seat in the USA. This coach service probably had a connection with an ancient tenement building in Shawbridge Street known as The Royal George, which survived until the clearances for the redevelopment scheme of the 1960s. It was a substantial two-storey tenement with a peculiar layout, which stood opposite Pollokshaws West UF Church, with the gable end facing the street having nine windows. This peculiarity was explained when it was discovered that it began life as a hotel around the time when the horse-drawn stagecoaches were running. The coach service ran between Harriet Street, The Old Coach Inn, and Glasgow twice daily.

The Royal Sovereign coach travelled between Glasgow and Irvine each day, stopping in Pollokshaws at 10am on its way to the city and at 4pm on its return to Irvine. The Lavern Trader coach provided a service between Glasgow and Barrhead daily except Sundays or Thursdays, stopping at Pollokshaws on each journey. Dunlop's Coach travelled daily except Sunday between Pollokshaws, where it was based, and Glasgow, carrying passengers and parcels, probably using a different terminal point in the city from the Royal George. On the top front of this coach there were two parallel benches facing forward, with the coachman sitting in the centre of the front bench, and nine passengers occupying the other seats and paying a fare of threepence. Under the benches there was space for parcels and luggage. The inside held eight people each paying a fare of sixpence, while a further eight sat in the rear in what in this instance was called the basket, which was reached by climbing folding steps. The fare for this accommodation was fourpence. Altogether the vehicle carried twenty-five passengers who had to book their places in advance. It should be noted that many people could not afford to use the coaches, and had to walk when the need to travel arose.

Goods were transported to and from Glasgow by horse drawn carts on Wednesdays and Fridays, the carts being owned by men known as 'carriers'. Two carrier services operated from Pollokshaws, and the service between Glasgow and Newton Mearns also passed through the town. Paisley was the main centre for the sale of the products of the weavers, to which the weavers of Pollokshaws had to carry or transport by horse their wares there for disposal. The Glasgow to Paisley canal opened in 1810, and between then and the 1850s many weavers found it easier to take their bolts of cloth to Dumbreck and travel by passenger barge into Paisley.

Competition from and the expansion of the railways eventually put the stage coaches and the canal out of business, although the carriers continued to operate until recent times from depots known as Carriers Quarters. Probably the last Pollokshaws carrier was Frame, whose depot was on the Greenknowe overlooking the railway line above Pollokshaws West.

During the middle period of the nineteenth century, in a gradual replacement of the stage coaches, fleets of horse-drawn buses operated in and around Glasgow. The biggest operator of these was Menzies whose vehicles were emblazoned with his tartan, and by 1873 there was a service from the city to Barrhead which passed through Pollokshaws and Thornliebank. These in turn were gradually replaced as far as Pollokshaws by a private company with horse-drawn tramcars which, running on rails, were faster, safer and smoother, and by 1880 the tram lines of the Glasgow Tramway Co. reached Shawlands, and then Pollokshaws in 1882. The route from the Saltmarket was through Gorbals and along Pollokshaws Road and Kilmarnock Road to Coustonholm Road and Pleasance Street. It then turned into Main Street at the Townhouse and went on to a terminus at the point between Bengal Street and where Christian Street was later to make a junction with Main Street. A tram depot was built in Pleasance Street at the outer angle of the dog-leg junction with Coustonholm Road which lasted until the system was electrified between 1898 and 1902.

In 1894 Glasgow Corporation took over the tramway system, and the city terminus for the trams to Pollokshaws was changed from Saltmarket to St. Vincent Street. The first tram to the city each day left at 7.41am and the last from it at 10.25pm. Among the extensions laid down was one from Shawlands Cross to the Round Toll, which from then on carried the main service for Pollokshaws, the terminus in Main Street being abandoned. However, the track was extended from the Townhouse along Greenview Street to join the Pollokshaws Road extension. This provided a shorter link between the depot built at Newlands in 1914 and the Barrhead Road service, and considerably reduced the mileage that would otherwise have been covered by going to the junction at Shawlands Cross, then reversing to head for the outer terminus.

The track to The West was gradually extended to Thornliebank and Rouken Glen, where by 1909 it met up with the Kilmarnock Road route that had been extended to Merrylee and Giffnock. In addition to the destination screens, the routes vehicles ran on had become colour coded, with a broad band painted at mid-height between upper and lower decks. This helped intending passengers tell from a distance where an approaching tram was going to. So busy had the services become in the city that at peak times, trams going in the same direction often lined up close together making it difficult to see the destination screens, and colour coding helped identify the route a vehicle was on. Trams travelling from Rouken Glen by Pollokshaws to the city went to Bishopbriggs, and those going via Giffnock went to Millerston travelling along the same route between Shawlands Cross and Parliamentary Road. The colour allocated to the Rouken Glen trams was red. There was also a service from Shawlands Cross to Maryhill via Gorbals operated by blue cars.

In 1923 Glasgow Corporation took over the Paisley tramway system, which had a service through Barrhead to Speirsbridge where the rails stopped only a few yards from those of the Glasgow system. Eventually the tracks were connected, enabling the extended blue cars service to operate by continuing on from Shawlands to Speirsbridge, then running alongside the road on a ballasted private track similar to a railway line to Darnley, and separated from it by a hedge. At Darnley the tracks crossed over Nitshill Road next to where a fire station used to stand, and entered another private section alongside the road to Barrhead. This private section ended

about 600 yards before entering the town, with the rails turning on to the road that here was and still is very narrow and barely wide enough to take the double tracks. From here they ran on through the main streets of Barrhead to Crosstobs. Beyond this point the track was single with passing places as far as Glenburn, then on through Paisley to the terminus at Renfrew Ferry.

At the northern end of the route the terminus had been moved out from Maryhill to Milngavie. This meant that the Shawlands 'blue car' service was extended at both ends to run a full twenty-two miles, while the fare for the whole journey was two pence. This route was reputed to be the longest regular service journey by tram in the whole of Britain. It continued until the early 1950s, then after several cut-backs, it ran between Arden and Kelvingrove before total withdrawal in the late 50s. It was replaced by a bus service, the number 57, which ran by the same route between these termini. The other tram services were similarly converted to buses around the same time, and over the following couple of years the track was lifted from its cobbled bed and the roads resurfaced with tar-macadam.

More than five decades have elapsed since the trams were withdrawn there are still remnants of infrastructure of the service to be seen today. The most abundant of these are the cast iron plaques complete with hooks fixed to the walls of old tenements at mid one storey level (one up in old parlance but today known as the second floor). From these hooks the wires, known as span wires, were suspended. They used to support the overhead power supply cables, from which the Fischer current collector mounted on tram roofs picked up the live pole of the power supply with the return through the rails. Away from buildings the wires were suspended from cast iron poles that often also served as lampposts. Motor-buses had been operating through Pollokshaws since the early 1930s, with ever increasing services from the city running out Barrhead Road to the expanding housing schemes of Old Pollok and Househillwood and, after the war, to Priesthill, Nitshill and Craigbank.

Before it was moved to the Kelvin Hall, the Glasgow Transport Museum had displayed in the tearoom a screen composed of stained glass panels each, with one exception, displaying pictorially an aspect of the transport scene in the city. If it is still extant in the new location at Kelvinhaugh, it will be seen that the exception is the one in the middle bearing the words 'Tramway Tavern'. This panel came from a public house of that name situated near the old terminus in Pollokshaws that was last used in 1902. Another of these panels came from the same source.

## **THE ORIGINS OF SOME NAMES**

ANNE STREET (now Christian Street) was named for the only child of Sir John and Lady Stirling-Maxwell.

AULDHOUSE derives from two Celtic words, 'ald' meaning a burn, and 'hus' which also means 'ghost' or 'spirit'. Often in later times old words like these were regarded as a name rather than a description of a place, and Scots and English words were added which became a duplication of meaning. Thus, when we say 'Auldhouse Burn' we are really saying 'the burn of the ghost burn'. The much altered ancient building from which the district takes its name, parts of which may even pre-date Provan's

Lordship in High Street, Glasgow, is in Garvock Drive, Eastwood, just off Thornliebank Road. Over a kitchen fireplace there is an inscription dated 1631, but the house, in some form, existed many centuries before this. In 1265 it is referred to in documents of the time as belonging to an order of monks. Later it became the property of the Maxwells and was occupied by certain members of the family. Then it was the home of Robert Saunders who, from 1661 to 1696 was the officially appointed and only printer in Glasgow. In recent years it was used as a home for disturbed children, known as Approved Schools, but after lying empty from the 1980s it was converted into private flats during the early 1990s.

*(Jack Gibson gives no source for this information. To the transcriber it seems more logical that the name Auldhouse is simply 'the auld hoose').*

BENGAL was a web of cloth produced by home loom weavers, and the name probably derives from this.

BOGLESHAUGH. Bogle means 'ghost' and haugh is 'a river's flood plane'. In its original form the name refers to haunted ground liable to occasional flooding, the syllable 'haugh' often becoming 'hall'. In a later age the name became 'Bogleshall'.

CAMPBELL, after the donor of the previous library, the site of which was near the present one.

CARMENT was the solicitor of the last Laird of Pollok.

CART. The river flowing through Pollokshaws is the White Cart, which joins the Black Cart at Inchinnan to the north of Paisley before flowing into the Clyde. The two rivers take their name from the Celtic word 'carraid' meaning 'a pair'.

CARTCRAIGS was originally Catcraigs, from coit, a wood, and crags, high rocky ground, but in time it became corrupted to Cartcraigs.

CRUM is presumably after Alexander G. Crum calico printer of Thornliebank.

COGAN named after the brothers who owned the Auldfield cotton weaving factory in this street in 1830.

COUSTONHOLM is another example of repetitive addition. The old word couston means the place in the hollow, and the suffixed English word holm means the level ground by the river.

COWGLEN is very old and goes back to the time when the whole area was tree covered, and it may have been that originally the name was 'wood(ed) glen', from 'coille', or 'coit' (a wood) or hazel glen from 'coll' (hazel).

EASTWOOD derives from an Anglo Saxon word 'Hestwood' meaning 'the wood to the east', in this case 'east' of Paisley.

GRANTLEY derives from Lord Grantley, a son by a previous marriage of the second wife of a Laird of Pollok.

GREENBANK probably took the name from Greenbank House near Busby, the home of W. Dunlop Hamilton, who was an industrialist in Pollokshaws during the nineteenth century. (Probably also of Crow Hamilton, a high-tec engineering company which had a factory in Haggs Road.)

GREENVIEW is a comparatively new name of no significance. The street was first known as Cowloan, the way along which farmers and villagers drove their cattle to the common muir for grazing, which is now part of the area occupied by the playing fields in Pollok Park. It was re-named Pollok Street late in the nineteenth century, but was changed again around 1930 to the present one to avoid duplication with Pollok Street in Plantation.

HAGGS. Originally, 'hags' referred to the marshy area of ground to the north and east of the road of that name.

HECTOR, William, was Provost from 1844 to 46.

LECKIE for Provost David W. Leckie (1892 to 97)

MAIDA, probably itself a contraction of the previous name Matilda, after Matilda Bruce, wife of the 8th Laird of Pollok, Sir John Maxwell.

McARTHUR was a factor for Nether Pollok.

McDOUGAL, the name comes from James McDougal who was provost of Pollokshaws from 1905 to 1910.

McGILL after the Rev. Stephen McGill, minister of Eastwood church from 1791 to 97. He was later Professor of Divinity at Glasgow University, and composed the Glasgow section of the first Statistical Account of Scotland.

NEWLANDS is probably corrupted from an old name 'nevylands' which, in turn, was a corruption of a still older name meaning 'church lands'. The land was owned by Cardinal James Beaton, Archbishop of Glasgow and, later, of St. Andrews who in 1527 sold it to the Earl of Eglinton.

PLEASANCE, at one time known as 'the pleasance', meaning a 'pleasant place', through which people could enjoy strolling to the 'Couston' by the river.

POLLOK comes from a Celtic word meaning 'pool', and refers to a section of the River Cart that widened to form a large pool beside which the first Pollok Castle was built in 1160.

POLLOKSHAWS is 'The woods of Pollok', the old Scots word 'schawis' having variable spellings and meaning 'woods'.

ROSSENDALE, named by the owner of tenements there after Rossendale in Lancashire from where his wife originated.

SHAWBRIDGE, the principle street, was originally in two parts. From the Towns House to the Shaw Bridge it was Main Street, and from the south side of the bridge to Cross Street it was King Street. The alignment of the old bridge with the street being slightly out led to a dog-leg in the road when coming off the south side, but the modern wider bridge is built on a slight skew, changing the dog-leg into a curve.

SHAWHOLM means 'flat ground by the river in the woods', a name first applied to the ground in Pollok Park now used by Poloc Cricket Club, and the nearby playing fields and police horse and dog exercise ground.

WELLGREEN was a short street running between Greenview Street and Ashtree Road at Pollokshaws Road. It took its name from the Loan Well here, which was once the main water supply for residents in this part of the village. At an earlier time its name was 'New Raw'. Much later, sometime in the 19th century, when the area was cleared of buildings, a small triangular section of land was laid out between it and Barrhead (Pollokshaws) Road and it became Wilson Street, after William Wilson of Cowglen, at one time factor of Pollok Estate. When Ashtree Road was laid out in the 1920s, by this time enclosed with railings and renamed Well Green, it formed a gusset, with the point at the junction of the two roads. The well itself was for a time preserved in a granite decorative housing, with four pillars and a cap which stood at the Pollokshaws Road and Greenview Street corner. A number of lime trees were planted spaced out round the perimeter within the railings. Today, the twelve surviving trees are splendid mature specimens standing in a totally changed setting, and the Wellgreen name survives in a short street and a nearby block of flats with a central courtyard. However, new doctors' centre built over much of the ground in 2003 has again significantly altered the Green.

WELLMEADOW. The area takes its name from a bleachfield named Wellmeadowfield that occupied the site at the beginning of the 19th century. The nine multi-storey blocks between Nether Auldhouse Road and Riverford Road were all originally given names, three of which are given here. The other four nameless flats at Birness Drive were put up later.

STEWART refers to Henry Stewart, Lord Darnley, second husband of Mary, Queen of Scots, and father of King James VI of Scotland and First of England. The Stewart family was the first of the Lords of Renfrewshire which included Pollokshaws.

TASSIE. The Tassie brothers were natives of Pollokshaws who became internationally renowned makers of cameos and intaglios.

WOODROW after the Rev. Robert Wodrow, minister of Eastwood Church from 1703 to 1734, and in his day a noted historian and author. The additional 'o' was wrongly inserted in his name by writers in later years.

*A more comprehensive list of the above and other details will be found in Andrew McCallum's POLLOKSHAWS, Village and Burgh, 1600 - 1912, pages 166/70.*

## ASSOCIATIONS, CLUBS & SOCIETIES

*With the exception of the first paragraph below, the following brief record of the Associations etc. which existed in Pollokshaws from time to time, is designed to indicate the diverse interests and activities of the people of the town. The year of origin is given where known. The list is far from complete in that it does not, for example, include the many organisations run by the churches and other institutions that served social, cultural and literary functions. A much more extensive list (14 clubs, 14 weavers' societies and 19 others) will be found in the McCallum HISTORY referred to above.*

THE POLLOKSHAWS WEAVERS SOCIETY. This association of home hand-loom weavers was in its day a most important and influential body. It was instituted in 1749, and during the following ten years 1243 members were admitted from the town, Polloktoun, Cathcart, Gorbals, Calton, Partick, Govan, Glasgow, Paisley, and distant Lochwinnoch. By 1872 there were 311 members in Pollokshaws alone. Financial assistance was given to members during illness at the rate of four shillings a week during total disablement, and two shillings and sixpence during convalescence. Retired members received a pension of one shilling a week, raised to two shillings and sixpence when the man was confined to bed. When a member or a retired member died, ten shillings was contributed towards funeral expenses. The Society regulated the admission of apprentices and their terms of service, and also dealt with trade disputes between members. It is still in existence in 1999 but probably only for benevolent purposes as the last member retired in 1905.

THE COWGLEN COAL HEWERS' SOCIETY was instituted in 1809 and was based in Pollokshaws. Its purpose would be the payment of sickness benefit to miners from funds provided by the subscriptions of members.

THE GLASGOW EASTWOOD CLUB was composed of people interested in the Parish of Eastwood to provide funds for persons in need. This club is still functioning.

POLLOKSHAWS FUNERAL SOCIETY members paid subscriptions to the Society and drew from it as the need arose.

POLLOKSHAWS LOYAL ORANGE LODGE had a hall in Pollokshaws Road opposite Afton Terrace, but road widening in the mid 1960s required a move to the present site at the south eastern end of the Shaw Bridge, which includes the house of the last miller (c1840). Nearby is the triangle of grass known as the 'shilling ground', which now contains five mature trees and is enclosed by railings. It was donated to the community by a Maxwell Laird in the distant past, where local farmers could winnow their grain before it was ground in the mill. 'Shilling' referred to winnowing, the process of tossing grain into the air in a breeze for the wind to blow away the lighter chaff, or husks. Later, this was done by a mechanical inventions called fanners. The facility encouraged the farmers to use the mill that was owned by the Laird, rather than take the grain elsewhere for grinding. *(As no written proof has*

*so far been discovered, the story that the five trees planted in the 'shilling ground' in the late 1920s were named after the last five provosts of Pollokshaws is probably an old wives tale. The last provost was displaced some twenty five years before, when the burgh was taken over by Glasgow in 1912.)*

CATHCART FARMERS SOCIETY (1839) was transferred to Pollokshaws in 1843 and renamed the Cathcart and Eastwood Farmers' Society.

POLLOKSHAWS GOOSBERRY CLUB (c1810) members of which competed to grow the best berries.

POLLOKSHAWS FLOWER SOCIETY, later changed to Pollokshaws Horticultural Society.

BANKHEAD ALLOTMENTS next to the railway in Pollok Park were opened in 1888 on ground granted by Sir John Stirling Maxwell.

POLLOKSHAWS CO-OPERATIVE SOCIETY (1864). Some years before that date, four men clubbed together to buy at a wholesale price a pound of tobacco for their own use, and from this small beginning the Society was eventually formed. In 1904 the Society erected a good quality tenement in Main Street which housed its six principle shops at street level, with twenty-four houses above. In 1950 the Society merged with the Kinning Park Co-operative Society to form the Glasgow South Co-operative Society which lasted until c1970. The 'Co-operative Building', as it was known, was demolished in 1972.

FRIENDLY SOCIETIES. These associations were formed by people who paid regular subscriptions and received sickness benefit when the need arose, and small pensions in old age. Local societies were; Unity of Oddfellows, Order of Ancient Free Gardeners, Ancient Order of Shepherds, Ancient Order of Foresters, Orange Protestant Society, and Irish National Foresters.

TEMPERANCE SOCIETIES. The high degree of drunkenness in the 19th century led to the starting of Temperance Societies in an attempt to combat the social evil. In Pollokshaws they were: Total Abstinence Society, Order of Good Templars, and Pollokshaws Temperance Society (1830), Order of Rechabites, Sons of Temperance, and British Women's Temperance Association.

## **SPORTING CLUBS**

POLLOKSHAWS CURLERS SOCIETY (1808). Members played on a pond in the town reputed to have been in the area where Afton Terrace stands today. Another club played on a pond near where Cowglen Golf Club clubhouse now stands, probably in the area of the course near the main road which floods in heavy rain. Pollok Curling Club had a pond on the riverside, on the south bank of the River Cart near Pollok House

POLLOKSHAWS BOWLING CLUB (1854) The greens were originally in Pollokshaws Road opposite the entrance to their present ground on the other side of the railway adjacent to Sheeppark Farm.

POLOC CRICKET CLUB is not associated with Pollokshaws but is included because of its proximity. It was formed in the autumn of 1878 and played for one season on ground that is now part of Cowglen golf course. In December, the storm of that year which destroyed the first Tay Railway Bridge demolished the club's small pavilion, so the club moved to its present location where play commenced in 1880. Lawn tennis was introduced in 1883 with play open to ladies.

POLLOK FOOTBALL CLUB originated as a Working Lads Club, one of a number of similar clubs in the town. Before moving to its present ground at Newlandsfield it played on a pitch at Shawholm in Pollok Park.

COWGLEN GOLF CLUB was established in 1906 with a course consisting of nine holes. A year later play commenced over the extended, newly designed course of eighteen holes, four of which were in the field adjoining the present second fairway. That same year the clubhouse, in its original and smaller form, was opened. In 1923 the high ground in the present course was acquired and the field mentioned given up. A new course, planned with the sequence of holes different from the present order, was laid out around 1954. The car park has had to be enlarged two or three times. See *The History of Cowglen Golf Club* by Craig Morris 2007.

POLLOK GOLF CLUB. *(Strangely, this club does not appear in Jack Gibson's list, but as an establishment that is virtually part of Pollokshaws, like Cowglen GC, the transcriber thinks it deserves to be included.)* Pollok GC was formed 1893, and the original clubhouse was built set back between the two vehicle entrance/exit openings from Barrhead Road. Like Cowglen, in the 1960s the increase in car ownership meant that the car park had to be extended, so a new clubhouse was built on the hill above the old one, and the old building and the head green keeper's house was demolished. Along with a westward extension, this greatly enlarged the accommodation for member's vehicles. *The reason for its omission from the original list is most likely because it was regarded locally as an 'upmarket club', attracting members from the wealthier areas of the South Side such as Pollokshields and Newlands.*

QUOITS used to be very popular in mining areas. The aim of the game was to encircle an iron stake set in the ground with an iron ring, the quoit, thrown from a measured distance. The Star Quoting Club prospered for many years but was abandoned in the 1890s. Another playing ground was on the land where a tenement now stands in Pollokshaws Road near the Round Toll. (Afton Terrace?)

CROQUET. In the 1960s the Glasgow Croquet Club played on two pitches successively in Pollok Estate, one near Lochinch and the other on ground on the south side of the Cart close to the bridge in front of Pollok House. The game is played with wooden balls which are struck with a mallet to pass through wire or cane hoops with a restricted opening pushed into the ground.

CURLING. in the past it was possible to play in the open because the long periods of hard frost provided suitable conditions. This has seldom happened in recent years.

## **SHOPS, BusinessES and Industry** (from Slater's Directory of Scotland)

### Shops:

Crockery & earthenware... 7	Cobblers..... 13
Butchers..... 7	Ironmongers..... 2
Drapers..... 11	Tailors..... 7
Milliners & furnishers..... 10	Stationers..... 3
Watchmakers..... 2	Hairdressers..... 2
Oil & Colour Dealers..... 1	Seedsman & florist.... 1
Confectioners..... 12	Bakers..... 4
Drinking shops..... 26	Tobacconists..... 1
Grocers..... 51	

### Tradesmen:

Blacksmiths..... 3	Coal merchants..... 5
Slaters..... 3	Plumbers..... 3
Joiners..... 6	Coopers..... 1
Market Gardeners..... 1	Lime Burners..... 4

(the lime was used in the manufacture of mortar)

### Industries

Bleachers & finishers of cotton..... 3	Ironfounders..... 2
Cotton Manufacturers & spinners... 4	Thread Mills..... 1
Paper Manufacturers..... 2	Printers..... 1
Laundries..... 1	Engine Works..... 1
Pottery..... 1	Dye Works..... 1
Calico Printer (of patterns of white colour)..... 1	

### Other occupations:

Banks..... 3	Doctors..... 4
Firms of solicitors..... 3	House Factors..... 3
Insurance Agents..... 9	Veterinary Surgeons.... 1
Pawn Brokers..... 2	

In 1958 there were 128 shops and 88 industrial concerns large & small.

Of the 160 shops listed above the majority would be single person businesses, and would scarcely merit the pretentious designation in many cases given to them in the directory. For example sweetie shops were known as confectioners. Also, there is no mention of three types common in busier shopping districts today; fishmongers, fruiterers and dairies. Fish probably came from the fish market in Glasgow, brought by itinerant merchants and sold directly off their carts. Vegetables would be grown by people with plots of ground or, like milk, brought in on carts from the farms in the district. Fresh fruit was strictly seasonal, with only locally grown varieties available at the end of summer and in the autumn. Preserving by making jam or keeping it in syrup in sealed containers is the only way fruit could be enjoyed at other times. Despite milk being produced locally, a cart brought supplies all the way from Dunlop three times a week. Milk sellers dispensed it with pint and half pint scoops filled from a churn and poured into customers jug or milk can.

In the town, in addition to the Royal George there was another hotel, The Maxwell Arms. Around twenty-five years before the 1873 list (above) was recorded, there were four inns; one was the Old Swan Inn. A tenement was built on the site in 1901 and a pub with that name was incorporated in it, which lasted until the 1990s when it was changed to the Stoat and Ferret. (Now it is the 1901). In addition to being the centre of a small coal mining area, Pollokshaws had 31 farms in its neighbourhood.

## **THE 18th CENTURY**

At the beginning of the century, Eastwood Parish was a mixture of woods containing about half the wooded area of Renfrewshire while much of the open ground was waterlogged with bogs, ponds and small lochs that do not exist today. On low ground the early roads were rough tracks full of potholes that became deep and treacherous after heavy rain. It was for this reason the road from Glasgow to Irvine climbed over the Shawhill and went on to Barrhead by the Greenknow ridge, it being more important that the roads were usable in wet weather than the effort needed to climb hills. At this time the district was sparsely populated, and Pollokshaws was a small village, a straggling double row of thatched cottages on either side of the main road between Glasgow and Irvine, beside the then clear and unpolluted River Cart containing salmon and trout. The houses had low mainly thatched roofs, small windows and earthen floors, and walls of rough stones without mortar, each house having a small 'yaird' at the back in which kale and leeks were grown. The 'main street' was nothing more than a rough track, along which merchandise was carried on packhorses or on the occasional cart of a more affluent merchant.

The main sustenance of the people was oatmeal in the form of porridge, bannocks or oatcakes, and barley from which with kale and leeks a broth was made without meat, known as water broth. There was a strong prejudice against eating pork, and for this reason pigs were not kept anywhere in the district. Occasionally a fish from the river gave a little variety to the diet. Food was put on the table in one large dish from which everyone helped themselves with a horn spoon, and home brewed ale was drunk, usually from one large mug passed round the family. Personal cleanliness was given little attention and rubbish was deposited at the roadside in front of the house, creating a health hazard.

Some of the crofts scattered round the village were poor affairs with small undrained and unfenced fields used as pasture for one or two cows, and growing oats and barley. Methods of cultivation were primitive, and when the crops failed the result from time to time was starvation for both crofters and villagers. Even in good years the cattle might fare badly. During the winter they were fed straw and chaff from the winnowing, which was boiled but lacked nourishment. The result of this was that when the time came for them to be returned to the fields, sometimes they were too weak to stand and had to be lifted on to their legs. This was known as 'the lifting time' and it was normal for the period in southern Scotland. In the latter part of the century this situation began to be rectified. Progressive Lairds encouraged, assisted and, in some cases, had to force their tenants to fence and drain their fields, to use much improved agricultural methods, to rear pigs and grow potatoes and turnips as well as oats and barley. These new crops virtually ended the recurring winter famines for the people, and ensured that the cattle were adequately fed during the winter months.

While this was going on Pollokshaws was becoming industrialised, and this was accompanied by increases in population and the demand for food. Many of the less successful crofters gave up their land in the expanding village, and some of this land was taken over by more capable individuals who created viable farms. This improvement is illustrated by the fact that in the early part of the century, yearly rents were paid to the Laird in the form of produce and work at ploughing and harvest time on the Laird's own land. By the end of the century rents were paid in silver coin. The introduction of industry to Pollokshaws began in 1742 when a bleach field and print works was established. This was followed in subsequent years by other industrial activities, until by 1793 the village had become a small but rapidly expanding town. That the standard of housing had improved is shown by the following extract written in 1809; Cottages, which have been lately built for tradesmen and labourers, are of good masonry, their dimensions about 16 or 17 feet square and covered with thatch or tile'. The expense of building such a house was, in 1794, commonly from £20 to £25.

The main street through the town, a distance of half a mile, was now better made and surfaced with gravel. The century ended with the environment much improved, a much higher standard of living, and an increasing chance of prosperity. That the progress described in the foregoing continued into the 19th century is illustrated by the following extract from Chamber's Gazetteer of Scotland published in 1832. It described Pollokshaws as '...standing on the White Cart River in a pleasing valley well sheltered by plantations, and has been in modern times greatly improved in appearance. It now consists of several well-built streets that are well laid off and kerbed. The houses are numbered and the names of the streets are painted on the corners.' Kerbed probably means that the streets had narrow pavements.

In his Rambles round Glasgow (1854), Hugh McDonald describes Pollokshaws thus; 'Its site is in a fine valley at the confluence of the Auldhouse burn with the White Cart. Its environs are very beautiful, comprising a rich tract of country in high cultivation, pleasantly variegated with woods and much interspersed with farmsteads, villas and mansions. The town comprises several streets and, although irregularly aligned, has a tidy and thriving appearance. A manner of animation and bustle among the inhabitants contrasts strikingly with a dullness and languor that prevails in most towns of similar size. Manufacturing industry in various branches is spiritedly carried on, and a disposition for smart thinking and free discussion seems to pervade a large part of the population'.

### **THE 'QUEER FOLK' O' THE SHAWS**

How the expression came about is not known for certain, but a possibility is that the description was first applied to a group of French speaking weavers of the Protestant faith, probably Flemings from catholic Flanders, who settled in Pollokshaws during the 18th century seeking work and freedom of worship. Because of their foreign tongue no doubt these people would appear odd, not only to the parochially minded inhabitants of the village, but also to others in neighbouring towns and villages who in the course of time came to apply the description to all the people of the Shaws. A Barrhead man used the phrase as the refrain for a song, which became very popular

as a music hall ditty, in which a Glasgow lad describes his adventures on a visit to the races in Pollokshaws in 1839 or 1840. All the verses end with the same words. One runs thus:

Ma mither tel't me tae beware  
An' watch what I was about  
For 'mind' says she 'there's queer folk there  
An' that you'll soon fin' oot.  
They'll pick the siller (silver) oot yer pooch  
An' tear yir Sunday brows  
I've kent them dae the like afore  
The queer folk o' the Shaws'.

Scottish emigrants and soldiers took the song with them to many parts of the world, and its message has appeared in the most unlikely places. The Evening Times of 13th of April 1912 carried a tale by a Scottish writer who was in the city of Peshawar in northern India, now Pakistan. He went into a shop to buy a curio and the shopkeeper asked a ludicrously high price for it. When the Scot offered an equally ridiculous low amount the Indian asked 'You come from the Shaws?' When the amazed Scot asked why? the Indian replied 'you very queer man, all Shaws men queer', meaning odd.

Several decades after the song was written a second version appeared in the form of a poem by James McIndoe (d1837), a Pollokshaws man who, as Jamie Blue, became a well known street singer in Glasgow and Paisley. He had been a soldier, pedlar and town crier. At election times he wrote political poetry of sorts and earned the name 'The Shaws Poet'. His poem ran as follows:

Wha ne'er untae the Shaws has been  
Has surely missed a treat  
For wonders there are to be seen  
Which nothing else can beat.  
The folks are green, it's aft been said,  
Of that you'll find no trace;  
There's seasoned wood in every head  
And brass in every face.  
Look smart and keep your eyes about  
their tricks will make you grin;  
The Barrhead bus will take you out  
The folks will take you in.

(The bus would of course have been a horse-drawn vehicle)

It can be well understood that apart from the doggerel, the unflattering content of both song and poem caused resentment among later Pollokshaws inhabitants, with the result that they survive only in historical records. However, Hugh McDonald in his 'Rambles' says that his search for 'queer folk' in the Shaws was as unsuccessful as was his search for Bonny Lassies in Ayr. No doubt the 'Honest Men' would strongly disagree.

## PROMINENT PEOPLE

JAMES TASSIE was born in Pollokshaws on the 15th of July 1735. He was the eldest son and fourth child in a family of twelve who began his working life as a stonemason, but having artistic ability he became a part time student in the Academy of Fine Arts in Glasgow. It is evident that he also acquired an adequate general and scientific education, for in 1763 he went to Dublin as a laboratory assistant to a Professor of Physics, with whom he developed a new process for making cameos. They used an easily fusible white vitreous paste with some of the characteristics of glass and far superior to any in use at that time or since. In 1766, with this knowledge and his considerable artistic talent, Tassie went to London where, after a brief period of difficulty, he became established as a maker of quality cameos and intaglios.

A cameo is an embossed profile likeness of an individual that fulfils the same purpose as a photograph today. These were in great demand, with rich people sitting for them as they would for a painting. While depicting people's heads in profile was the usual practice, one exception was the cameo of William Pitt, the Prime Minister, where the subject is portrayed three-quarter face. There was great demand for cameos of prominent people both living and dead, the latter being taken from paintings or busts. Intaglios were gemstones engraved with classical or contemporary designs or symbols.

Samples of Tassie's work were exhibited annually over twenty years at the Royal Academy and his fame spread far afield. In 1781 Catherine the Great, Empress of Russia, ordered a collection of his work, which was completed in 1793 and consisted of 15,000 items. This collection is now housed in a special room in the Hermitage Museum in Leningrad. James Tassie died in 1799, and was succeeded in the business by his nephew William Tassie who, in time, bequeathed 16,000 specimens of his uncle's work to the National Gallery of Scotland. Many examples are exhibited in the Scottish National Portrait Gallery and a selection can be seen in the Hungarian and the Peoples Palace Museums in Glasgow.

ALLAN GLEN was born in Pollokshaws in 1778. When he died in 1850 he bequeathed £22,000 for the 'Practical Education for Boys', and a school named after him was founded in Cathedral Street in 1854.

WILLIAM COLLINS was born in Pollokshaws in 1789. He attended the Parish School until he was twelve years of age then became an apprentice weaver in a cotton mill. He was a clever lad and within six years he was a clerk in the mill and was giving voluntary tuition to his co-workers, religious instruction on Sundays and elementary education on weekday evenings. By the age of twenty-five he was a teacher in Glasgow and an elder in the Tron Kirk, the minister of which, the Rev. Stephen McGill (previously minister of Eastwood Church) helped him to establish a private school in the city. Five years later, in 1819, William Collins, again with the help of Mr. McGill, opened a bookshop and made a humble venture into publishing. The venture prospered, and thus was founded the great publishing concern of William Collins Sons & Co. Ltd., one of the largest in the world until recent years.

BETTY THOMSON, daughter of Robert Burns, Scotland's National Bard, married John Thomson who had been a soldier then a handloom weaver in Pollokshaws.

They are reputed to have lived in Shawlands in a building that stood between Abbot Street and the present day Minard Road, but latterly they lived in Pollokshaws. Betty Burns was born in 1790, and when she died in 1873 she was buried in the Old Vennel graveyard where her tombstone can be seen. She had a daughter, Margaret, who married David Wingate, a Pollokshaws collier and poet of some local fame.

JOHN MACLEAN was born at 59 King Street, Pollokshaws in 1879. His father was a potter at Lockhart's Victoria Pottery in Cogan Street. His mother was a weaver from Nitshill who came to Pollokshaws to work in the Auldfield Mill, also in Cogan Street. He received his elementary education at Pollok Academy, and as a young man obtained a degree from Glasgow University and became a teacher in Lorne Street School, Govan. He was already taking an active interest in politics, and in 1903 he joined the Social Democratic Federation, a revolutionary organisation for which he formed a branch in Pollokshaws, holding weekly meetings at the Shaw Brig or in Townshouse Square. But his political activities and uncompromising attitude brought him into conflict with Govan School Board and eventually he was dismissed. Paradoxically, Eastwood School Board allowed him to teach Marxist economics at an evening class in Sir John Maxwell School and paid him for doing so. In the mid 1900s he lived with his mother at The West, in a room-and-kitchen in a small building of four dwellings called Cartcraigs that stood on the north side of Cowglen Road east of the railway bridge.

In 1907 he brought the young destitute Russian refugee Peter Petroff to Pollokshaws, who lived with the Maclean's for a time. He opposed the 1914/18 war that he regarded as being inspired by capitalist interests, and championed the cause of industrial workers and approved of the Russian Revolution in 1917. His speeches on these matters were regarded as seditious and he was arrested and imprisoned in 1916, 1918 and twice in 1922. In 1917 along with the Russian Revolutionary Leaders Lenin and Trotsky and three others, he was appointed honorary president of the first all Russian Congress of the Soviets. Later he was appointed Russian Consul in Glasgow, but this was only a gesture as at that time there was no diplomatic relations between Russia and Britain. James McDougall, son of the last-but-one Provost of Pollokshaws who served from 1905 to 1911, was one of Mclean's main supporters. John Maclean died, aged 44, at his home at 42 Auldhouse Road on the 30th of November 1923.

On the day of his funeral thousands of Clydeside workers gathered outside the house in tribute to his memory, and led by the Clyde Works Band they marched to Eastwood Cemetery. Each year after this, on the first Sunday in December, there was a silent march from Eglinton Toll to the cemetery in which, for a few years, some thousands took part. But as time passed the numbers decreased until in 1947 only around fifty attended, and thereafter the march was discontinued.

On the 2nd of December 1973 a granite commemorative cairn was unveiled by Mclean's two daughters on the Square at site of the old Towns House in Pollokshaws, with the Provosts of Glasgow and Edinburgh and others in attendance. The inscription on the cairn describes John Mclean with the words FAMOUS PIONEER OF WORKING CLASS EDUCATION. HE FORGED THE SCOTTISH LINK IN THE GOLDEN CHAIN OF WORLD SOCIALISM. It has been explained in a biography that the words 'working class education' does not mean orthodox adult

education, but 'the schooling of the masses of workers in the basic principles of Marxism'. It can be assumed that 'socialism' in this instance is Maclean's conception of the word and not that of the Labour Party since the 1970s. In 1979 the Russian Government issued a commemorative postage stamp to mark the centenary of his birth.

JAMES MAXTON was born in Pollokshaws in 1885, where his father was headmaster of Pollok Academy. Maxton junior obtained a degree at Glasgow University and became a teacher. His political views were similar to John Maclean's, and for a time they worked together for their cause in Pollokshaws but apparently with little local support. Like McLean, Maxton's political activities in Glasgow brought him a term of imprisonment in 1916, but the friendship endured until Mclean's death when Maxton was a pallbearer at the funeral. But they followed different political paths with Mclean becoming a Marxist, while Maxton followed left wing socialism by joining the Independent Labour Party (ILP) in 1904, the members of which gained notoriety during the 1920s as the Red Clydesiders. As his party's candidate Maxton became Member of Parliament for Bridgeton, Glasgow in 1922, and continued to represent the constituency for two five year periods until his death in 1946, having served as Party Chairman. He was a popular figure in the House of Commons and was noted for his oratory, and but for the loyalty to his small Party he might have held office in a Labour Government. He wrote two books on political subjects and an autobiography, and has been considered to be of sufficient importance to merit an entry in the Encyclopaedia Britannica.

THE RIGHT REVEREND MATTHEW STEWART DD, Moderator of the General Assembly of the Church of Scotland in 1947 was born in Pollokshaws and baptised in the Pollokshaws Parish Church of which his parents were members.

### **POLLOK PARK**

The history of the park begins in 1134 when King David I of Scotland granted the lands of Renfrewshire to a Norman knight, Walter Fitz Allan, whose descendants later became hereditary High Stewards of Scotland and changed their name to Stewart. The family became the Royal House of Scotland in 1371, and of England in 1603, our present Queen being descended from them through Elizabeth Stewart, daughter of King James VI of Scotland and First of England. The Stewarts granted the lands of Pollok to another Norman, Peter de Fulbert, who in 1160 built the first Pollok Castle. It was a wooden structure that took its name from an old word meaning 'pool', in this case a wide and slow flowing body of water formed by the River Cart beside which it was erected. The Fulberts' eventually changed their name to Pollok and later a family heiress married Sir John Maxwell, Great Grandson of Saxon nobleman Maccus.

Maccus had acquired an area of land in the region where Dumfries lies today, which became known as 'Maccuswell', a name that was adopted by his descendants and altered to Maxwell. Subsequently the Maxwell family spread over the south and west of Scotland and played a prominent part in the history of the Borders. Sir John Maxwell became the first of his family to be Laird of Pollok in 1269, and in the following year he replaced the wooden castle with one of stone complete with drawbridge, probably merely a fortified tower with a moat. An ancient beech tree

marks the site on top of the rise in the woodland garden. Near where the castles were built there was the Church of Pollok that was first mentioned in the Papal bull in 1265, and in 1417 there is a reference to 'The Hospital of St. Mary Magdelene' as being situated nearby.

The second castle had survived until around 1500, and when it was replaced by a new building on what is now the site of the Old Stable Courtyard, it was a castle in every sense of the word. It was named Nether Pollok Castle, otherwise 'Laigh' (low) Castle, to distinguish it from the castle of Upper Pollok above Patterton near Newton Mearns. When this ancient building was destroyed by fire in 1882, the site was cleared and the present quadrangle of stable buildings constructed, retaining the archway that previously was the entrance to the castle. Finding the third castle a not altogether suitable as a home, in 1558 the twelfth Sir John Maxwell built Higgs Castle, which was a house rather than a castle, and used it as the main residence rather than Nether Pollok Castle. When Pollok House was built in 1752 the family moved into it and Higgs Castle became the Dower House. Eventually it became derelict and lay empty until it was restored around 1850. Thereafter it was used as the home and offices of the Estates Factor, until about a century later when it was purchased by Glasgow Corporation and converted into a museum for children. However, in early 2000, due to local authority spending cuts the museum closed and the building was converted into flats.

First mentioned in 1512, the village of Pollocktoun grew up on the opposite bank of the river, the population of which by 1708 had grown to 244 not including children under the age of twelve. In 1790 Pollocktoun was becoming an eyesore to the laird when viewed from Pollok House, so the people were moved lock stock and barrel to the Pollokshaws area and the village demolished. Its position is now marked by the remains of a dovecote.

Pollok House is believed to have been designed by William Adam in 1747, but was built after his death, the work being supervised by his sons, the more famous Robert and the less notable John. The building was completed in 1752 and the bridge over the River Cart in front of the house in 1757. The two wings of the house and the entrance hall were added by the last Laird, Sir John Stirling Maxwell, in the early 1900s, and he also laid out the woodland garden area to the east of the house. The main features here are the shrubs with, in particular, many varieties of rhododendrons including several new hybrids produced by Sir John and his head gardener. The rose garden adjacent to the house was laid out by the then Glasgow Corporation Parks Department, and opened in the 9th of August 1972. It contains about 150 varieties of roses, all chosen by the Royal National Rose Society.

For ninety years the main approach to the house from Pollokshaws was a straight driveway almost a mile long, which began at the junction of what is now Pollokshaws Road and Higgs Road, but the building of the railway in 1847 made a realignment necessary. The drive had to be curved for about a third of its length to pass near the river when the railway viaduct was built, the restricted headroom and narrow width of which in recent years has caused traffic difficulties. In 1888 a subsequent Laird gifted an area of ground close to where the original driveway had passed, to be used as allotment gardens by the people of Pollokshaws. It is known as Bankhead Allotments.

The first event in the transition of Pollok from being a private estate to a public park came in 1911, and when a large area was opened to the public it quickly became very popular. Then early in 1931, at an informal meeting held in Pollok House, the eleven men sponsoring the project founded the National Trust for Scotland. The Trust was inaugurated on the 1st of May 1931, and at the first meeting on the 21st of July that year Sir John was appointed vice-president. Later, he was President from 1943 until his death in 1956. During that same year of 1931 Sir John gifted Crookston Castle, the first property he had owned, to the Trust.

In 1939 Sir John entered into a Conservation Agreement with the Trust whereby 'the said lands (i.e. Pollok Estate) should remain for ever as open spaces and woodlands for the enhancement of the beauty of the neighbourhood, and as far as possible for the benefit of the citizens of Glasgow'. The 'said lands' covered 1118 acres, and the Conservation Agreement was the first entered into by the Trust and, in its own words, 'one of the most important in its history'. After he died the whole of the estate was opened to the public. Subsequently his daughter, Mrs. Anne Maxwell McDonald, gifted Pollok House and its contents of art, furniture and library, and the surrounding gardens, to Glasgow Corporation. In 1969 the freedom of the City of Glasgow was presented to Mrs. Maxwell McDonald in recognition of her family's many benefactions and services to the community. The most important of these is Pollok Park, reputed to be the largest green belt area within the boundary of any city in the world.

Two years earlier, in 1967, Mrs. Maxwell McDonald had gifted to Glasgow Corporation 361 acres in the park as the site of a gallery to house the Burrell Collection. Then in January 1978 it was announced that work was about to commence and would take four years to complete, the cost being £12.3m. Of this sum £1.7m would come from a bequest for the purpose from Sir William Burrell. Of the balance of £10.6m, half would come from the Government and the rest would be the responsibility of Strathclyde Region and Glasgow District Council. A daughter of Sir William, Miss Sylvia Burrell, formally started work on the building on the 3rd of May 1978, taking the place of Princess Margaret who was prevented by illness from officiating. It was stated that the building would be of five storeys, two above ground and three below and that the estimated value of the collection at that time was £40m.

The last Laird of Pollok was, like his predecessors, a generous friend to the people of Pollokshaws, at times in large affairs which were widely known, but often in small matters which were quietly done and known only to a few. He did not seek the limelight, and no doubt this led him to decline the honour offered to him of being the last Provost of Pollokshaws in 1912, as one of his predecessor was the first in 1812. In addition to his association with the National Trust for Scotland, he had wide interests that included art, literature, architecture, forestry and horticulture, and gave valuable service to the nation as chairman of the Forestry Commission. In recognition of his services in these and other spheres, in 1929 he was created Knight of the Thistle, an exclusive honour which had also been bestowed on his father who was the first man to receive it outwith the Royal Family and the Peerage.

## THE PARISH OF EASTWOOD

Originally the parish was entirely within Renfrewshire but now most of it is in Glasgow. On its periphery were Giffnock, Rouken Glen, Patterton, Darnley, Cowglen and Pollok Park, all were within the parish, with Pollokshaws in a more central position and for centuries the only real centre of population. That the number of parish inhabitants at first was small is indicated by the fact that between 1694 and 1704 there were only 81 marriages and 219 baptisms recorded. In 1708 the population was 356, not including children under the age of twelve, while in 1755 it was 1142. Thereafter it appears to have increased significantly, as between 1783 and 1793 there were 234 marriages and 795 baptisms. In the latter year there were 2643 people in Pollokshaws, 1349 males and 1292 females in 558 families. Eastwood Church was responsible for the poor of the parish, and it is recorded that in 1793 there were 24 'enrolled' poor persons and 10 'necessitous' persons 'who were assisted by money provided from church collections'.

From 1801, when the parish population was 3850, the number of inhabitants rapidly increased until in 1850 there were some 8800 residents of which 5000 were in Pollokshaws, and 1600 in the then recently established village of Thornliebank. By 1891 the numbers in Pollokshaws were 4861 males and 5544 females living in 2267 houses with 137 vacant buildings. The twentieth century brought considerable expansion in the residential areas, both owner occupied and rented, leading to a parish population in 1951 of 55,694 of which 40,551 lived in the Glasgow section, and the remainder in the Renfrewshire portion, in Thornliebank, Orchard Park, Giffnock and part of Whitecraigs. The Parish, in common with virtually all others, has now, of course, little or no geographical, political or ecclesiastical significance. Shawlands was annexed to Glasgow in 1891, Pollokshaws and parts of Newlands within the parish in 1912, Mansewood, Kennishead, Nitshill, Pollok and Hurler in 1926, and Jenny Lind above Spiersbridge, and Darnley in 1938.

## MISCELLANEY

(1)

During the last Ice Age that ended about 10,000 years ago Scotland was covered by an immense ice cap of great depth, from which issued glaciers that could be compared with those of Greenland and the Polar regions today. As the ice melted over the ensuing millennia and receded to the north, as it still does today, one of the glaciers, a thousand feet deep at its thickest, flowed over the future site of Pollokshaws, depositing in its passage mounds of boulder clay. There are many of these drumlins, as they are termed, around Glasgow, and Pollokshaws has three in its vicinity. While the most prominent example is the hill in Bellahouston Park, the Shawhill is another, and North Hill where Ravenshall and Mannering Roads meet is the third. High Shawlands is part of the continuation of the Shawhill mound. Released from the weight of the ice the ground rose somewhat, but there were still many flat areas which became lochs, ponds and marsh, and Haggs, Shawmoss, and Moss Side Road were named for the waterlogged areas they lead to. An 18<sup>th</sup> century map showed large sections of land affected by these conditions, and much draining had to be done to make it suitable for farming and habitation.

(2)

It is believed that St. Conval died on the 16<sup>th</sup> of May in the year 612, and for many centuries thereafter his anniversary was commemorated on that date. In time, however, the commemoration took the form of an annual fair at Cowglen, known as Pollok Fair, which was held on the last Friday and Saturday in May and included horse racing between Pollokhead Wood and the Green Know. The course ran parallel with Kennishead Road on what is now the 13<sup>th</sup> fairway of Cowglen Golf Course, which used to be called and may still be the racecourse hole. The fair was last held in 1838, but the race meetings appear to have continued, and were known as The Shaws Races. By then they were a nationally recognised event. In those days horses were not usually kept or bred for racing, they had to earn their keep as working animals. Despite the last race having been run there more than a hundred and sixty years ago, older Shaws people still call the adjacent stretch of Kennishead Road 'the races road'. Over the years since the 1890s, as vehicles with internal combustion engines took over, the horse population declined to a fraction of their former number and are seldom seen on roads.

(3)

In a garden in Pollokshields there was a stone pillar standing on, or embedded in, a plinth that may have historical connections with Pollokshaws. It was reputed to have had a stone ball on top when it first arrived in Pollokshields, and had been moved there from Pollokshaws West late in the 190<sup>th</sup> century where it had stood for a considerable number of years. No one knows for certain where it came from, but in the transcriber's opinion there are two possibilities. One relates to the Pollokshaws stone cross that once stood in Greenview Street in front of the Townshouse.

The story was that it had been removed during the 19<sup>th</sup> century to allow a tram line to be laid, but its position had continued to be marked and maintained on the road surface by, in the days of the trams and cobbles, a painted cross inside a circle between two and three feet in diameter. After the rails were lifted in the late 1950s, when the road was resurfaced the circled cross continued to be maintained. Now three feet in diameter, it is laid out on the same spot in the asphalt with cobble stones level with the road surface, a considerably more enduring medium than paint. It could have been that when the tram rails were being laid in 1882, the stone cross was in the way and had to be moved, perhaps to The West and from there to Pollokshields.

A second possibility is that in the Wingate family history BORN TO COAL, referred to previously, there is the following reference on page 15:

(On) an old plan of Darnley Estate there is marked a cross at the march (*boundary*) between Maidland Muir (where Cowglen Cottage was later to be sited) and Cowglen with the note:

*"At this cross stone a fair was formerly kept once a year, and a horse race through the Muir on St. Magdalen's Day (in November). Sir William Fraser, 'Memoirs of the Maxwells' of Pollok.*

This Quotation must date from before the horse racing event became known as The Shaws Races, which were held on the last Friday and Saturday in May. It is possible that when the fair was no longer held, the 'cross stone' might have been moved to

the cross-marked position in front of the Townhouse, then to the Round Toll, and finally to St Andrews Drive. Other commentators dispute this, pointing out that the Pollokshields pillar has no cross. But a further consideration has it that perhaps the pillar originally had a cross, the top of which, including the cross arm, has been lost and was replaced by a ball. In addition to the above, the following has come to the attention of the transcriber. The resident who bought the plot of ground to build his house where the pillar stood in 1962, was told that 'it may have once been located at the Round Toll where horses were tethered while riders paid the toll'. A house now stands on the site where it stood, and the pillar itself, without the plinth, has been moved a few yards away and now stands close to the converted Hags Castle.

The resident who bought the ground for two houses at 110/112 St. Andrew's Drive in 1962, was told that the pillar had once stood at the junction of Barrhead Road and Pollokshaws Road, where it was being used as a hitching post for riders to tether their horses to while they paid the toll.

(4)

Three hundred years ago the people of Scotland had a great fear of the Devil, whom they regarded as having an all seeing physical existence. To keep in with him many communities set aside a piece of land for his used when he visited their district. So as not to offend him by being uncomplimentary, they went to the other extreme and called these pieces of ground 'The Guid Man's Croft'. Pollokshaws was no exception in this, and The Guidman's Croft was in Pollok Park beside the Common Muir of the driveway out of the estate to Hags Road opposite Shawmoss Road. To walkers entering the estate by this entrance, the actual area involved seems to have been close to the point where the drive dips down and passes over a burn, known as the Shawlands Rivulet which flows on to enter the River Cart near the estate sawmill. The burn seems to originate from and may be the outflow of the pond in the park. The Guid Man's Croft has long disappeared, but this section of the drive is still known as The Guid Man's Road.

(5)

In 1563 Sir John Maxwell of Pollok was a supporter of Mary, Queen of Scots, against the nobles who had forced her to abdicate the throne in favour of her infant son, James VI of Scotland. After her escape from Lochleven Castle, Mary went to Hamilton to gather an army. From there she wrote to Sir John on the 5<sup>th</sup> of May calling on him to join her forces, to which he responded bringing a considerable following of men gathered from his district. Mary's letter is in the People's Palace Museum in Glasgow Green. After the defeat of Mary's forces at Landside on the 13<sup>th</sup> of May, Sir John Maxwell made good his escape, but was declared an outlaw and his estates was forfeited. However, he was on friendly terms with the Earl of Glencairn who was a prominent supporter of the Regent, the Earl of Moray, leader of King James's supporters. Glencairn saw an opportunity to benefit himself and his friend Sir John, from whom he had borrowed a considerable sum of money. The Earl suggested to the Regent that in return for his services he be given the lands of Pollok, and when this was granted, he in turn gifted the estate back to Sir John in return for the cancellation of the debt. Later, Sir John was pardoned for his support of the Queen and so regained his former status.

(6)

In history books and articles relevant to the subject, there is a reference to the Pollokshaws Witches. More correctly this should be the 'Pollocktoun Witches', and the story is as follows. In the autumn of 1676, soon after returning from a witchcraft trial at Gourrock, Sir George Maxwell of Pollok, a keen witch hunter, suffered from an illness which the then meagre medical knowledge of the time could not diagnose. A vagrant teenage girl had just appeared at Pollok Castle and was frequenting the servants' quarters. She indicated that she was deaf and dumb, but by signs also indicated that the illness suffered by the Laird was due to the actions of a witch who was in league with the devil. Accompanied by two male servants, she went to the house of Janet Mathie, widow of John Stewart, under-miller at the Shawbridge Mill. There, a wax figure of a man was found that had been pierced with pins, and Janet was imprisoned at Paisley. Then the girl uncovered more evidence implicating Janet's son John Stewart and his fourteen year old sister Annabil and three other women. Sir George recovered, but later he had a relapse and died in January 1677.

The Privy Council appointed a commission to try for witchcraft the three women and the young man, who were all found guilty and condemned to death. This was accepted as conclusive evidence that Janet was a witch and that she had caused the illness, and the executions were carried out at Gallow Hill, Paisley in February 1677. Because of her age Annabil was reprieved. Shortly after this the vagrant girl suddenly recovered her speech and hearing, and brought suspicion on herself by continuing her self appointed witch hunt, so the privy council decided that it would be well if she was banished from the land. However, no captain of any ship could be found who would accept her as a passenger so she was allowed to disappear. While condemning the whole affair, writers in later years speculated that it was probable that the victims had to some extent brought their fate upon themselves by dabbling in the black arts and performing weird rites to intimidate and use as a lever on vulnerable people for petty blackmail.

(7)

Four references to Pollokshaws will be found in literature. The first historical mention of the town is in Crawford's 'History of Renfrewshire' published in 1710, where it is described as 'a village with a stone bridge of two arches over the river'. In 1764 John Wilson, in his poem 'The Clyde' refers to the expanding Pollokshaws in the lines:

Here youthful Shaws by vigorous industry  
Aspires in fame, with ancient towns to view

In John Galt's novel, *The Entail* (1822), at one point one of the characters is depicted as living in a slated (i.e. not thatched) cottage in Pollokshaws (called Camrackle in the story p218/21 and mentioned again in a footnote on page 400). The rural surroundings are congenial, and there is a brief description of the village's setting as it was at the turn of the 18<sup>th</sup>/19<sup>th</sup> centuries. There is also a reference to a stream which joins the River Cart nearby that can only be the Auldhouse burn. The town also features in a novel by William Black, 'White Heather' published in 1886. In his novel 'Stronger than his Sea', Robert Watson, who was born in Pollokshaws and emigrated to Canada around 1900, used the town as its setting under the pseudonym Piershaw in the story. Watson also produced an unpublished booklet entitled 'The Native Returns', a very poignant 16 pages describing his return with his young daughter to his birth place. The town is also mentioned in Rudyard Kipling's 'McAndrew's Hymn' and in John Buchan's 'Huntingtower'.

(8)

In the days of the Presbyterian Churches in Pollokshaws, Communion was celebrated half-yearly. It commenced with a Preparatory Service on the Friday evening which all members were expected to attend, then tokens were issued which allowed them admission to the Sunday Communion Service. An elder visited those who were absent on the Friday evening, and if he received a satisfactory explanation for the non-attendance the token was handed over. Sundays were devoted to the very lengthy Communion Service, and a Thanks Giving Service was conducted on the Monday evening.

(9)

Road tolls were introduced in 1750 and the Toll House round building dates from c1754. The tolls were abolished in 1883, but the building continued to be used for other purposes. A photograph from around 1900 shows it in the centre of a square of four telephone poles with a board in front reading:

George Smith, Carriage Hirer:

Telephones: National 54x4. House: Corp. ZO426

At that time there were two telephone services in the Glasgow area operated by the National telephone Company and Glasgow Corporation, as the numbers prefixes indicate. The Corporation's system was taken over by NTC in 1902. The building was subsequently used as a dwelling for a time but eventually became vacant in 1963. In 1973, and again in 2001, it was refurbished, but today it stands isolated and neglected in a traffic roundabout named after it.

(10)

In 1855 The Victoria Pottery began production in Cogan Street, Pollokshaws. The business founded by David Lockhart and Charles Arthur flourished, producing white earthenware goods of quality, mainly dinner, toilet and household articles, the patterns thereon covering many subjects of the time. The pottery mark on the wares had the letter 'c' in the name, Pollokshaws being embossed as 'Pollockshaws' Pottery. This was the original spelling, the 'c' having been officially deleted in 1864, but the pottery never acknowledged it in later years. Also produced were commemorative classical and eastern items and a distinctive and charming series of scenes with children and animals. Later, Staffordshire mantelpiece ornaments and china dogs (wally dugs in the local patios) were produced as well as a wide variety of tea-wares. The pottery closed in 1954.

(11)

Approaching Pollokshaws from the south west, the Auldhouse burn did not originally follow the course it takes round the town today. Two hundred years ago it ran a little way to the east of King (Shawbridge) Street, and turned west to flow past the point where the Pollokshaws West United Free Church was later built (1843). When King Street was laid out it bridged the burn which ran on to enter the River Cart near where the bridge carrying the new main Barrhead 'bypass' road, now Pollokshaws Road, would be built. In the 1790s industrial development had cause the flow to be diverted to the east to join the river above the weir, thereby adding its flow to the volume of the river passing over the weir, and providing backup for the meal mill against an extended period of dry weather. There were, however, existing users of the burn's water, so the original bed had to be retained and it became known as The

Mill Lade. The lade remained in use until October 1926 and could be seen as late as the 1960s. The mill wheel last turned in the 1840s, but the mill building survived to be taken over and reconstructed in 1892 by John McDonald & co. mechanical engineers, who set up a turbine manufacturing works nearby. Long before Nether Auldhouse Road was laid out, bleachfields had been established in 1742 on the ground now occupied by Auldhouse and Greenbank Parks and at Wellmeadow. See McCallum's 'History', p49, footnote 3 (diversion of the burn).

(12)

On the section of Pollok Avenue in Pollok Park opposite the Strathclyde Police dog kennels, and lying 20 to 30 yards in among the trees and undergrowth, there is a long ridge of earth that varies in height between knee and hip high. It runs in a straight line parallel with the avenue for about 400 yards. An enquiry about it at the Park Rangers Centre brought forth the information that it was probably the boundary of a field system which may have existed since the early days of the estate. Some trees, a few of which are very mature, have grown up on the ridge which indicates that it has been there for perhaps two or three hundred years.

(13)

A history of the Wingate family covering the years 1778 to 1878 will be of great interest to anyone studying Pollokshaws and its surroundings of that time. The Wingate men were nearly all colliers, working initially in pits in Govan, who came to the Pollokshaws area in the early 1800s. The family had extended to a number of branches, most of which were connected to mining, from digging out the coal to colliery manager and planning and sinking shafts for new mines. Pits mentioned are at Cowglen, Woodneuk (at the junction of Boydstone Road and Kennishead Road), Nitshill, Darnley and Lochinch etc. Various families of Wingates lived in Pollokshaws, and will be found in the census returns from 1841 at addresses in Pollok, Main, and King Streets. There are birth, marriage and death records, with one or two of the latter buried in The Old Vennel burial ground that are mentioned on gravestones. Towards the end of the 19<sup>th</sup> century the main branches of the family moved away from the area; some went down south while others went overseas. The title of the unpublished research document is BORN TO COAL, The History of the Wingate Family, Part I: Scotland (1778 to 1878). It was compiled by Dr. Guy A.S. Wingate and is dated June 1992. A copy of part I is currently held in Glasgow District library's Pollokshaws branch.

It is known that one member of this family made a name for himself with daring exploits on the campaign in Burma against the Japanese during WWII. He was Brigadier Orde Wingate, an unconventional commander who had difficulty working as part of a military team. He was courageous but preferred to work independently with his own units, the Chindits. But he was killed in an air crash during operations to clear the Japanese out of the south east Asia mainland. In a subsequent communication Dr. Wingate stated with regret that he had been unable to find any link between his family and the Brigadier's.

(14)

William Stewart and Michael McKenzie founded the Stewart & McKenzie Govanhaugh Engine Works on the east side of Factory Street (later Riverford Road) in 1864, to manufacture machinery for calico printing. The operation included iron

founding and the premises survived until the 1960s. Factory Street had been widened in the 1920s and the works stood almost opposite Kirk Lane (later Riverbank Street). Had it remained as was, projecting out into the road, its width would have been reduced by about a third over a distance of about 50 yards south from Green (Pleasance) Lane.

(15)

John Dalglish founded an engineering works in Cogan Street in 1872 to manufacture marine boilers. The business was extended in 1911 on a new site in Wodrow (Shawholm) Street) where Shawbridge Business Park is today, and continued there until the 1960s.

(16)

Established in 1695, Dovehill Farm (Riverford Road) was originally Mains of Newlands Farm. The area was woodland and rough ground which in the 16<sup>th</sup> and 17<sup>th</sup> centuries was used for hunting. The names of nearby features reflect this: Eastwood, Williamwood, Mansewood, Rouken Glen, Woodburn, Merrylee Woods and Woodfarm. The Ordinance Survey map of 1858 shows the farm and other buildings, and Newlandsfield Bleach Works which covered the present day Morrison's supermarket site. Also noted is Newlands Manor House and Farm, which stood near the junction of Newlands Road and Lubnaig Road, both of which were demolished during the second half of the 19<sup>th</sup> century. Mains of Newlands Farm covered the land from the River Cart at Riverford Road to Merrylee Woods in the south and Millbrae to the east.

Comprehensive records of the steading exist from when the Dawson family bred Clydesdale horses here in the early 1800; at one time they had 70 horses, all of which were prize winners. The Dawsons started the first bus service between Eaglesham and Glasgow, initially hauled by horses and then motorized. This firm grew into one of the leading removal companies in the West of Scotland, which survived into the late 20<sup>th</sup> century. Near Dovehill Farm, at the north-west corner of the roads between Glasgow and Jenny's (later Eastwood) Toll, there was a road toll station housed in what was called Dovehill Cottage. Tolls were levied on carts, omnibuses, and riders traveling on these roads. When the tolls were abolished in 1883 the cottage was demolished and name transferred to the farm.

(17)

Along the Riverside Walk in Pollok Estate close to the tennis courts, on each bank of the River Cart a plinth and stanchions are all that remain of a pedestrian suspension bridge. When Pollokshaws West railway station and the railway viaduct over the river were built, it is likely that this bridge was installed for the convenience of city or estate bound workers using the station, which then probably numbered around fifty. The bridge was still in place during the second world war, but it became unsafe and was dismantled soon after. The remains are well concealed among the greenery and are best seen in winter if you know where to look. (See *THE BUILDINGS OF SCOTLAND, GLASGOW*, Williams, Riches & Higgs, Penguin Books 1990, p96, in which it is described as 'an accommodation bridge'. See also the OS maps of the period and Glasgow Parks Department's leaflet *Discover Pollok's Past* titled *Pollok Country Park*.)

(18)

The last meeting of Pollokshaws Town Council took place on the 1<sup>st</sup> of November 1912 under the chairmanship of Provost R.S. Brown, a local industrialist. Present were four baillies and seven councilors, one of whom was a former Provost, and three ex-baillies, together with the Town Chamberlain. Also in attendance were the Town Clerk, Mr. Robert Bryce Walker, who later became County Clerk of Lanarkshire and was knighted, and his assistant Mr. Robert Richmond, afterwards Deputy Town Clerk in Glasgow. Also present were the Medical Officer, who was one of the local doctors, The Superintendent of Police and two sanitary inspectors. The Clerk to the Council was Mr. Andrew McCallum, mentioned previously in this history. He was a journalist and founder of the local newspaper, The Pollokshaws News, and was the author of POLLOKSHAWS, Village and Burgh, 1600 to 1912 published in 1926

(19)

Older people will remember an old building that stood on Broompark Farm land, on the left after the left hand bend in Boydstone Road when heading to Kennishead from Barrhead Road. An old stone built structure covered with ivy standing a few yards back from the road, it was known as the Ivy Castle (in the 1913 OS map it is Ivy Tower). About the size of a small villa, its curious location was compounded by it having an odd appearance which included a flat roof. However, the 1859 OS map gives a clue to its original use, describing it as an 'engine house'. Extensive mining was carried out in this area in the 19<sup>th</sup> century, and where they were needed, coal fired steam driven pumping engines were set up to extract the water that flooded the workings. They were regarded as long term investments that needed to be protected, so substantial buildings were put up to house them. When mining ceased in the area around 1900 and the pump was no longer required, the building was converted into houses and two families lived there. In the 1920s a woman in one of the dwellings set up a 'sweety shop' for local children. Prior to it becoming derelict in the 1960s, the transcriber can recall seeing a group of children playing in the garden. It was demolished in 1972.

(20)

The cinema first came to Pollokshaws in 1910 when a film-show for children was started in the Burgh Hall on Saturday afternoons. In 1921 James Graham built a cinema with seating for 980 at 99/103 Main Street, which stood near the corner at what became Riverbank Street. During the first few years when films were silent, it was THE MAXWELL and there were amateur stage shows as well as films. In 1932 he leased it to J. Boe (of 38 Rossendale Road in the Compulsory Purchase order of 1959?) who renamed it THE PALLADIUM, but Boe gave up the lease and closed it in 1934. Then Graham re-opened it but soon after sold it to a Miss Annie M. Burns. It was managed by a Mr. Sagan who changed the name again, to THE POLLOK, a name it retained until final closure in 1958. Falling attendances caused by depopulation before the re-development and the advent of television had led to its closure. The building was demolished in 1962. The writer was never in it but remembers hearing tales of its reputation as flea pit, when children crowded into the matinee for three old pennies (less than two new pence).

(21)

As part of a 'Plant a Tree' campaign in 1973, a number were planted by the pupils of St. Conval's and Sir John Maxwell School's. One of the trees, planted by Prince and Princess Richard of Gloucester, is marked by an inscribed stone set up near the junction of Parkhill Road and Leckie Street.

(22)

Older 'Shaws residents will remember an old stone factory building in Riverbank Street next to where Lidl's Superstore was established. Along the front between the windows of the upper and lower stories, it had a painted banner sign reading VIKING THRED MILLS. John Melville built it 1903 for the manufacture of thread. On the corner of where Lidl's store stands today there was a newer building built of brick. It was Stewart's confectionery works, where in the 1960s Princess Marshmallows were made. The company later moved to Thornliebank.

(23)

An old Pollokshaws resident, Margaret Dollan who was born in Cartcraigs, celebrated her centenary in the Rowntree Nursing Home in Rutherglen in the year 2000. She was a well known popular and kindly character who never married, who for as long as she was able, in her middle years earned a living charging three pence (old) for washing tenement stairs. She walked leaning forward with her head to one side appearing to look at the sky, which earned her the nickname 'Maggie Lookup'. Later knowledge of the condition diagnosed it as probably cause by an eye defect. After a full days work at stair cleaning, each Friday Maggie called at the Pollokshaws Co-op Society's Central Drapery to pay her account. The transcriber's late wife Eva Berney worked in the cash desk, and said that she did not look forward to Maggie's visits because the cash she handed over, farthings, halfpennies, pennies, and thrup'ny bits were invariably covered in the pipe clay used in the stair washing. Maggie Dollan died on the 21<sup>st</sup> of March 2001.

(24)

In WWII during an air raid on May 5/6 1941, a bomb, described as a UXB (unexploded bomb), landed in the backcourt behind the bank building in Greenview Street. It is noted as bomb number 219 in the Scottish Record's Office's list of ordinances that landed within the city boundary, in which the location is marked as Rosendale Gardens, Pollokshaws. Obviously it should have been Rossendale Road. This was confirmed by a Mrs. Cathy Kelly (m.s. Baxter) now of Australia, who was living in a house in what was known as 'the back lands' adjacent to where the bomb landed. She said the area was sealed off for about a week, but she could not recall the reason for it. She now knows that if the device had exploded, she, her family and many others would not have survived.

In another report, an anti-aircraft shell that had failed to go off at altitude, landed and exploded in Ashtree Road. An eyewitness saw the small crater and the slight damage caused to the nearby 'steamy'/swimming baths building, stating that it was where today there is a pedestrian crossing.

An incident involving ordinance is also recorded in the SRO list at Number 29. A 250kg bomb is marked as having landed in Cartcraigs Road on the 20<sup>th</sup> of December 1940. Extensive enquiries among people around at the time failed to find anyone

who knew anything about it, but a possible explanation is that it was *Gartcraigs Road in Carntyne* that was hit.

A serious fire that started in a factory near the east end of Cogan Street in 1940 was reputed to have been caused during an air raid. But during a recent exchange of e-mails with a gentleman in Canada whose grandfather was manager of a factory in that area at that time, he explained that the fire started because of an accident in a paint store, and wasn't due to enemy action.

(25)

A reference to the derelict steading seen today on the south side of Barrhead Road east of the Boydstone Road junction might be of interest. The 1858 OS map identifies it as East Cowglen Farm, while another steading west of Boydstone Road was Cowglen Farm. In later years the M77 was built on the site of the latter, although the farm building had been demolished many years before the motorway was built. East Cowglen became Broompark Farm. The transcriber lived in Old Pollok from 1945 to 1958 when Broompark was mistakenly identified as Cowglen Farm. It was still functioning with both livestock and arable, and survived as a working unit into the 1970s. There were occasions in the 1960s when driving a bus along Barrhead Road, the transcriber was brought to a stand while a heard of cows crossed over from Pollok Estate into the farm yard.

(26)

Peter Swan, a coal miner living in Cowglen, who probably worked in one of the mines there around the middle of the 19<sup>th</sup> century, married Janet Wingate in 1847. At a later date they moved to Pollokshaws where he set up in business as a spirit merchant (Wingate's *Born to Coal* p18). It is fair speculation to consider that he may have been the originator of the name of the pub, The Old Swan Inn at the corner of Haggs Road and Pollokshaws Road. The original establishment was on this land with a 'Swan' emblem suspended above it, and when it was demolished and the red sandstone tenement was built, it is quite likely that the name would have been carried forward to the new pub on the same site. Today it is called The 1901. A photograph exist dated c1896, showing the corner of Haggs Road before the tenement was built. In it, among other features, of the corner site there is an establishment with the sign T.W. CRAWFORD. SWAN INN. Above the entrance on the corner there is a board with a depiction of a swan.

(27)

In addition to those previously mentioned, other farms around Pollokshaws were Burnfield and Lochinch. Nether Auldhouse Farm was east of the junction of Auldhouse and Nether Auldhouse Roads, but it was demolished in the year 2000. Shawmoss Farm building in Shawmoss Road, Pollokshields, still exists as a well kept private dwelling among the bungalows. There was a farm in the village near the Townshouse, and before the 1850s Greenview Street was Cow Loan along which cattle were driven to pasture along Haggs Road

(28)

On page 1 of the summary, reference is made to the hamlet of Bogles Hall or Haugh, or Bogles Bridge on the south bank of the River Cart, which was absorbed by the expanding village of Pollokshaws in the 18<sup>th</sup> century. The 'Bridge' in the name seems

to be in conflict with that of the Shaw Bridge over the Cart. But 150m south of the Shaw Bridge there was another bridge that crossed the Auldhouse Burn, at that time flowing on its original bed. It is not beyond the bounds of possibility that this was what was meant by the term Bogles Bridge. The Hall in Bogles Hall is probably a corruption of Haugh, an area of level ground on the inside of a bend of a river or burn.

At the other hamlet, Auldhouse Bridge, would have taken its name from the one in Thornliebank Road over the same burn at Auldhouse Avenue. Here, on the other side of the burn next to Auldhouse Road, there was a farm known as Auldhouse Dairy, where the farmer, Mr. McCallum, had a herd of cattle. Next to it was Auldhouse Cottage which in the 1950s and '60s was the residence of Mr. Garside, Superintendent of Glasgow Corporation Parks Department. Auldhouse Bridge itself was rebuilt in 1906 to accommodate the tram lines. *See poem below.*

(29)

In a field of Broompark Farm in Boydstone Road, until the 1960s there was a memorial stone which gives a clue to the origin of the name. It was about six feet high and stood a few yards inside the boundary hedge opposite Rosegarth Cottage. It was so well weathered that it was difficult to make out what shape it had been originally. The 1667 date inscribed on it was during the time of the Covenanters, and it was known in past times as The Preaching Stone. It is reputed to have been set up in memory of a martyr, Thomas Boyd. Richardson's 1796 map has a group of buildings surrounded by trees here marked *Boydstown*. It is possible that a Boyd from here was one of the two farmers, the martyrs referred to previously in this history.

(30)

After the manufacturing process, white cotton cloth had to be made pristine before it could be sold. Before bleach was developed in the 18<sup>th</sup>/19<sup>th</sup> centuries it was laid out in fields to be whitened by the sun. In Pollokshaws the bleach fields extended from the loop of the Auldhouse Burn west of Auldhouse Bridge.

(31)

George Bennie, designer of the Bennie Railplane and one of a family of eight children, was born 1891 in a 24 room mansion house, Auldhouse-field, in Pollokshaws. It stood on part of the site of what had been a bleachfield in the area that became Westwood Road, Wellmeadow. In the 1920s Bennie designed a system of overhead travel by a track suspended from 'A' frame gantries. A 150 yard long experimental length of it complete with a car with two working propellers was constructed at Milngavie in 1929, and many influential men of the transport industry came from far and wide to inspect it. But it was a concept too advanced for its time in this country, and nothing came of it. The test track remained as a landmark between the railway line and A81 road until it was dismantled in 1956.

(32)

Among the leading firms engaged in the processing of cloth industry in Pollokshaws is that of the Eastwood Beetling Co., bleachers, dyers, and finishers, with a factory at the extreme end of Cogan Street whose important undertaking we select as the subject of this brief descriptive sketch. The business is of very old standing, having

been established thirty years ago as a Limited Company, from whom it was acquired by the present proprietors in 1889. The premises occupied by the firm are of considerable extent, the works covering an area of two acres, and comprising (a) suite of offices, private rooms and lavatory, and ranges of buildings devoted to the several departments of the business. These include spacious bleaching, dying, and finishing works, fitted throughout with improved steam plant and machinery of the newest type requisite for perfecting the various processes of the trade. An extensive and valuable connection has been established by the firm, who number on their books the principal houses engaged in the manufacturing of textile fabric in the kingdom.

(33)

JIMMY Greenlees was the Glasgow engineer who produced the outline general arrangement drawings for a revolutionary turbine-blade making machine designed and built in Pollokshaws. Code-named ECM (electrochemical machine), the sophisticated apparatus could produce up to four aero-engine turbine blades in 25 minutes regardless of hardness of the metal involved, thus hugely altering standard production times. In 1961, development and manufacture of the ECM was entrusted under licence from Rolls-Royce to Crow Hamilton & Co, a small general engineers operating from a converted wooden First World War aircraft hangar in Hags Road.

Greenlees's drawings were pieces of artwork in their own right, drawn on tracing paper in an era before computer aided design, using only setsquare, angle pieces, and a 2H pencil sharpened to Jimmy's favourite chisel point. From his little drawing office high above the workshop floor, drawings flowed off his board, the mechanical plans enlivened and enhanced by 3-D views, exploded diagrams, and perspective outlines. His cheerful departure from conventional third-angle projection may have dismayed his more orthodox colleagues, but down on the factory floor his artwork made clear the purpose of the finished piece. Greenlees headed a generation of new blood into what had previously been a 25strong company producing solid but unimaginative machine tools for the tube, boiler, and steam locomotive industry. The advent of the ECM changed all that, and electronics began to replace Clyde-built machinery. With his input, the original four-head horizontal ECM was further developed in single-head and vertical models.

At his beloved drawing board, Greenlees affected a relaxed view of life, his tall frame leaning forward in his trademark pose of surprised interest, and always with time to help a young apprentice. Greenlees might have progressed, but when the company moved production to Hereford in the late 1960s, home ties in Giffnock proved too strong, and he retired early to the house in Fenwick Road that had been in the family since 1932. Art and engineering ran in his genes. His great-grandfather Robert Greenlees was a water-colour painter who was head of Glasgow School of Art, and ancestral relatives included artist James Greenlees, and William Greenlees, an engineer who worked for Sir William Arrol & Co on the building of the Forth bridge.

Educated at Shawlands Academy and the Royal College of Science and Technology (now Strathclyde University), he took an engineering apprenticeship then a post with Henry Wiggin, part of an international nickel company whose Scottish

interests were based in the Argus works in Carnwadric. His artistic abilities were also recognised, and for a time in the late 1930s he produced a pocket cartoon for the Glasgow *Evening News*. At home, his wider family were on the receiving end of a minor torrent of cartoons, caricatures, and Christmas cards, all the product of a pen which in a few strokes captured the essence of a situation. His output continued in spite of disabling illness two years ago. He died working on a caricature of himself, a figure in flying helmet, leather jacket, silk scarf, and goggles, at the controls of a streamlined turbo-Zimmer.

He is survived by his younger sister, Vera), and her family.

James Greenlees; born October 16, 1912 , died December 1, 2002.

Obituary by Gordon Casely in The Herald December 2002.

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*(Extract from Stratten's GLASGOW & IT'S ENVIRONS 1891 p43)*

About 170 hands are employed in the works under the capable supervision of the principal, who enjoys the advantage of a thoroughly technical knowledge of every branch of the work, and is thus able to give practical effect to the latest scientific improvements and developments in each department of the business. The telegraphic address of the firm is 'Eastwood', Pollokshaws; and in conclusion we have to congratulate the proprietors upon their signal success in maintaining the old established reputation of the house, and by their energetic and enterprising management extending the scope of the operations of the work to meet the necessities of their constantly expanding trade.

*100 years ago:*

Scotland's first aviation exhibition opened on Pollok Estate, Pollokshaws, granted for the event by Sir John Stirling Maxwell, Bt. when a British aviator made flights on a Bleriot monoplane

*(From The Herald archives 03/06/2010)*

*150 years ago: From THE HERALD archives, 06/09/2006*

The children, 105 (*in number?*), attending the Pollokshaws Industrial School, an excellent institution, were by the kindness of Sir John Maxwell, permitted to spend a holiday at Pollok last Thursday. The children were allowed to visit the gardens with the head gardener, and supplied with abundant refreshments. After singing a hymn, they were marched to a field where they enjoyed playing games.

Brief extract from AN ECONOMIC HISTORY OF SCOTLAND 1100-1939. S.G.E. Blyth & Butt. Blackie 1975, p165.

Archibald Ingram and John Glassford were involved with the Pollokshaws Printing Company (textiles) c1750.

*And from Glasgow: Fabric of a City, by Maurice Lindsay, published by Robert Hale, 2001, p36.:*

The first cambric and print-fields were set up in Pollokshaws in 1742.

### ALDHOUSE BRIDGE

This poem by Nicholson was brought to the transcriber's attention by Anne Robertson. It was suggested to him in 1905 by a conversation with an old 'Shaws man at the Auldhouse Bridge, which was being replaced to widen the road to carry the tram lines to Thornliebank.

1.

*Auld brig, ye're tae my memory dear,  
Could you but speak you'd let us hear  
O' olden times, and folk that's gane  
Wha often stepped ower your keystone.  
I've kent ye weel maist o' my days,  
On you I tore my youthfu' claes  
Whan trying to drap on spoutin' stane,  
And struggling tae get back again.*

2.

*Afore they did your burn pollute  
In it I've ginnel'd some fine trout,  
But \*Thornie gie's ye sic a dose,  
It kills the fish, and pains the nose.  
A cooling spring oosed your foot,  
Though mony noo my word will doot,  
But I hae often speil'd your stair  
Wi' stoups o' water drawn frae there.*

3.

*My lightsome hert whan buoyed wi' hope  
Has often tarried by your cope  
To catch a glimpse o' one sweet face,  
Which brightens up our trysting place,  
In wedded life for lang it shone  
As quieting star to all our home,  
When God to heaven the light transferred,  
Left me bereft of joys lang shared.*

4.

*Like human nature, we are told,  
Burdens increase as we grow old,  
That's like yersel' whan no sae stable,  
Had mare tae bear than you were able.  
Wi' steam road roller, threshin' mill  
And traction engine ye had your fill,  
But wi' it a' you never failed  
Until mair width the trams entailed.*

5.

*Auld brig, I'm maist like you masel',  
To service here maun bid farewell,  
We baith ha'e weathered mony a storm,  
And testing burdens ha'e we borne.  
Wi' racking heart and tearful' een  
I've followed corpse o' mony a frien',  
And soon, methinks, 'twill come my turn,  
To no' come back ower Auldhouse burn.*

6.

*Here man and brigs, for one brief day,  
Are kenned awhile, then pass away,  
And ithers come to tak oor place,  
Thus time rolls on wi' telling pace.  
Sae noo, auld brig, wi' a' ma hert,  
I testify you've done your pairt,  
May I frae Him wha rules abune,  
Receive at last alike "Weel dune".*

By J. B. Nicholson

\**The Thornie* was the pollution discharged into the burn by Crum's works at  
Thornliebank