



CAIRT

Issue 38
January 2021

Newsletter of the Scottish Maps Forum

In this issue:

- **New online engineering and estate maps**
- **The Society of Scottish Land Surveyors**
- **Recent NLS website additions**
- **Old Ways and New Roads – Bridging the River Tay at Kenmore**
- **Cairt competition**

SCOTTISH MAPS FORUM

The Forum was initiated by the National Library of Scotland in 2002:

- ♦ To encourage multi-disciplinary map use, study and research, particularly relating to Scottish maps and mapmakers
- ♦ To disseminate information on Scottish maps and map collections
- ♦ To record information on maps and mapmaking, particularly in a Scottish context
- ♦ To liaise with other groups and individuals with map related interests
- ♦ To build on, and to continue, the work of Project Pont

CAIRT

The newsletter is issued twice a year. "Cairt" is Gaelic & 17th century Scots for map. For further information, or to be added to the mailing list, please contact:

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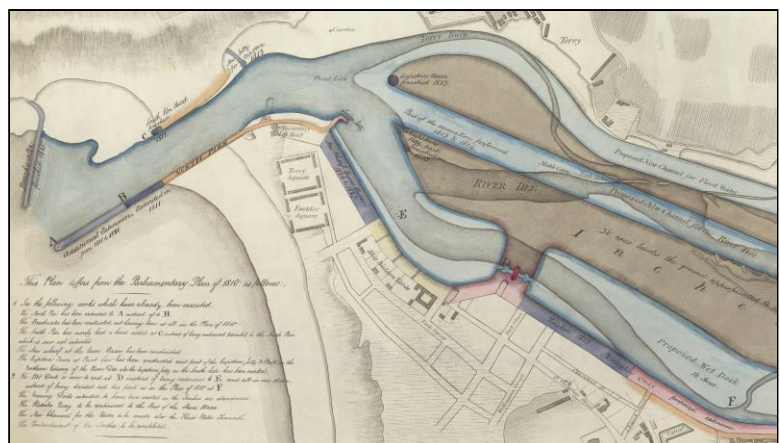
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New online maps showing engineering works and rural estate management in Scotland

In the last six months the National Library of Scotland has put online over 2,800 early maps of Scotland. The most significant of these include 1,072 Stevenson civil engineering plans (ca. 1800-1940), as well as 924 rural estate plans (1750s-1950s). The majority of the Stevenson plans show harbour works in coastal towns, but there are significant numbers of maps too relating to bridges, canals, railways, and river engineering. The Stevenson family also served as engineers to the Northern Lighthouse Board, and drafted plans and profiles of lighthouses. The collection also includes a range of related printed mapping, including charts, county maps, and Ordnance Survey plans used for reference purposes, and often annotated.

Over half of the new online maps show Sutherland Estates (1770s-1920s), but there are also new online maps showing estates belonging to the Lockharts of Lee (1770s-1950s), centred on Lanarkshire, and those of the Fletchers of Saltoun (1750s-1870s), centred on East Lothian. The continuing good work of the *Dumfries Archival Mapping Project* has also resulted in maps going online relating to Caerlaverock (1775-76) and Dalswinton Estate (1768) in Dumfries-shire, Earlstoun in Kirkcudbrightshire and Dumfries-shire (1800-1815), and Dunskey in Wigtownshire (1804). These varied estate maps show excellent detail of rural areas and were made to support all aspects of land management, including agricultural improvement, the creation of designed landscapes and gardens, planning new villages, harbours, mines and industries, as well as new roads, railways, lighthouses, and fisheries.

- View Stevenson engineering plans: <https://maps.nls.uk/collections/stevenson/>
- View named estate map collections: <https://maps.nls.uk/estates/#collections>



Thomas Telford's *Plan for Improving the Harbour at Aberdeen* (ca. 1828) (with south to the top) showing new breakwaters, wharves, quays and floodwater channels for the Dee, all constructed ca. 1810-1827.

The Society of Scottish Land Surveyors: a brief episode in the history of surveying

John Moore and Diana Webster explain the background and purpose behind this little-known society, which promoted the use of Imperial or British/English measures, rather than Scots measures, from 1825.

In 1843, the surveyor John Wood, resident at Canaan Grove, Edinburgh was listed in the city's *Post-Office Annual Directory and Calendar* as the Permanent Director of the Land Surveyor's Society. The following year's *Directory* records that he was elected to this post in 1833 and he continued to be so described in subsequent volumes up to 1847, the year of his death. This enigmatic position runs contrary to evidence in the *Edinburgh Almanacs* for the years 1834 to 1836 which list John Geddes as President and Lord Napier as Patron, without mentioning Wood.¹ In a study of his life and career, where he is described as 'the undervalued cartographer', Robson considered this organisation to be 'as shadowy as Wood himself'.² This brief note seeks to provide a little more detail on what was a rather short-lived episode in the history of Scots surveying.

The Society of Scottish Land Surveyors was instituted in 1825, and held its first General Meeting in the Waterloo Hotel in Edinburgh on 11 January 1826, with eminent Berwickshire land surveyor John Blackadder (1761-1840) in the chair.³ The apparent stimulus for inaugurating the Society was the *Weights and Measures Act* of 1824 which repealed nearly all of the previous weights and measures legislation and established standard Imperial units across Britain.⁴ Given that a report prepared by a Committee of Management was tabled at the meeting, it is clear that there had been a rapid response by the profession to the recent legislation. Uniform measures had been a goal for over a century since the 1707 Act of Union, but various local standards had held sway until taxation and improved communications required common measurements throughout the kingdom, and higher volumes of trade demanded more consistency in volume and weight measures for goods. Considerable agitation from Sir John Sinclair and the Highland and Agricultural Society had led to the establishment of a Royal Commission in 1819. It referred to a general unfamiliarity with the true measure of contemporary standards and provided powers for the provision of models and copies in each county. In particular, tables were to be produced to show the proportions of those measures in use to the newly established units.

Although originally intended to come into effect in May 1825, the legislation was extended to the beginning of 1826 because of difficulties in manufacturing the new standards which were to be provided to all local authorities.⁵ The *Edinburgh Post Office Annual Directory* for 1826 records the establishment of an Imperial Standard Weight and Measure Office at 12 Royal Exchange and this was to operate until 1828.

'Inquisitions' or juries were held in several Scottish counties, usually before the Sheriff-Depute, to establish the relationship between old local units and the new Imperial units, and to develop conversion tables for payments such as stipends for ministers (paid in kind, for example, as grain), customs duties, feus and rents. Although the Act stipulated the use of Imperial units, it left a loophole whereby older measures could continue to be used if an easy method of conversion were available. The Society set as its goal 'to promote by every means in their power, the introduction of Imperial measures'. Following a suggestion from James Jardine that tables of conversion from the old measures to Imperial units would enable and encourage use of the new measures, the Society decided to publish these tables at their expense under their auspices.

Jardine (1776-1858), a mathematician, civil engineer, and geologist was well qualified to compile the conversion tables. He was a protégé of John Playfair, having studied mathematics under him at Edinburgh University before lecturing himself in the subject from 1796 to 1808. He worked with Thomas Telford on several projects and was engineer of the Edinburgh Water Company from 1819, building pipelines and reservoirs. In 1826 he was working on the construction of the Innocent Railway, so was based in Edinburgh. He had been responsible for bringing the Edinburgh ell standard measure back to Scotland following its comparison with Edward Troughton's graduated scales in London.⁶ It was Jardine's involvement in this comparison which identified him as the person best suited to co-ordinate the re-measurement of the old Scots units when the new legislation introduced Imperial standards. George Buchanan and Thomas Grainger, respectively Vice President and Treasurer of the Society, were nominated to create the appropriate calculations. Both men were eminent engineers, with extensive practices, and it was not until the annual meeting of the Society in January 1827 that 'Specimens of the manuscript, and a page in print' were circulated.⁷

¹ In fact, Napier died in Macau in October 1834.

² Robson, Brian, 'John Wood 1: the undervalued cartographer' *Cartographic Journal*, vol.51, 2014, p.259.

³ *Caledonian Mercury*, no.16287, 14 January 1826, p.2, col.5; *Caledonian Mercury*, no.16292, 26 January 1826, p.1, col.1.

⁴ *An Act for ascertaining and establishing Uniformity of Weights and Measures*, 1824 (5 Geo.4 cap.74).

⁵ Connor, R.D. and Simpson, A.D.C., *Weights and Measures in Scotland: a European perspective*. Edinburgh, 2004, p.392.

⁶ *ibid.* p.390.

⁷ [Buchanan, George], *Tables for Converting Scottish Land Measures & Rates into Imperial*. Edinburgh, 1827. p.iii.

Members recommended that Buchanan and Grainger should prepare separate calculations to be revised by Jardine and William Wallace, Professor of Mathematics at the University of Edinburgh. Only three days later, the Edinburgh press carried a front-page notice regarding the introduction and enforcement of the new Imperial standards and measures in both Edinburgh and Midlothian.⁸ The following month, a jury appointed by the Sheriff of Midlothian established and fixed the proportions between the existing and Imperial measures.⁹

As well as conversion tables, newspaper reports of the Society's first meeting focussed on the resolution to have a standard Imperial chain accurately 'marked out in some convenient and central part' of the city.⁷ This was in accord with the terms of the Act but, understandably, such emphasis on conformity in the length of measuring chains was also a matter of general professional concern. Foreseeing the value of a metric scale, there was a strong counter-argument put forward for a chain of one hundred feet as a standard. Although the Imperial acre had been established by the Act of Union, outside of the Borders it had only been partially introduced. Nevertheless, a degree of flexibility did exist and John Ainslie's influential *Comprehensive Treatise on Land Surveying*, published in 1812, did not specify which particular chain measure was being described in the text. This has been taken to suggest that certain Scottish landowners were as likely to commission surveys in English as in Scottish measure.

Wallace investigated the possibility of laying down a standard measure and scale on a suitable part of the College building, at that time under construction. This had been agreed to by the University Trustees and Wallace, aided by the Edinburgh optician, Alexander Adie proceeded to mark off a standard Imperial chain of 66 feet on the parapet of the College between its entrance and South College Street (**Fig.1**).



Fig.1. The standard chain measure was installed between the entrance to Edinburgh University and South College Street, which is on the left. The parapet and railings were removed in the mid-19th century for road-widening. Thomas H. Shepherd, 'The University, South Bridge Street', from *Modern Athens*, 1829.

⁸ *Caledonian Mercury*, no.16443, 13 January 1827, p.1, col.2.

⁹ Buchanan, op. cit. p.iv.

Visiting country surveyors could gain access, supervised and assisted by the Janitor, verify their own measuring chains and arrange for these to be corrected with the proper degree of tension by Adie for a small charge.¹⁰ It was envisioned that another standard chain would be laid down on the parapet wall of the Royal Institution on the Mound and in January and May 1827, both Robert Stevenson, the Society's President and John Steedman, Secretary, wrote to Sir William Arbuthnot, Secretary of the Board of Trustees for the Encouragement of the Manufactures and Fisheries of Scotland who owned the building, requesting permission to have a length of an Imperial chain marked at some convenient and accessible location for the use of general public verification.¹¹ Arbuthnot replied in the affirmative in August, stating that such a measure could be marked on the inside of the parapet, but that the Board refused permission for anything similar to the College measure which they considered likely to disfigure the building's appearance.

The initial newspaper report announced that the Society was 'open to the admission of Engineers, Architects, and Amateur Surveyors'. Indeed the lists of office bearers during the first decade of the Society indicate that most would now be described as 'engineers'. Opportunities for land surveyors were shrinking. Much of the surveying work associated with agricultural improvement, enclosures and divisions of commonty which had occupied the later eighteenth and early nineteenth centuries had been completed, and surveyors diversified increasingly into employment as factors, land agents, or engineers and architects.¹² It is possible that the name of the Society highlighting 'land surveyors' was chosen because measuring land and drafting plans was the common feature of the emerging professions of engineering and architecture. The Institution of Civil Engineers had been founded only a few years earlier in 1818, so it was inappropriate to have an engineers' society, and the number of professional architects was small. There was no professional body for land surveyors, although a small group had established The Surveyors' Club in London in 1792, which held meetings and dinners, and developed a charitable fund to support elderly or distressed surveyors.¹³ The word 'amateur' to describe surveyors requires some explanation. In the early nineteenth century it did not imply non-professional, unpaid, or unskilled, as the term is used today, but would have referred to someone who loved or had an interest in a topic: for example, members of the Royal Society were often described as 'gentleman amateurs'. The use of the term

¹⁰ *The Scotsman*, no.706, 14 October 1826, p.5, col.4. *The Scotsman*, no.703, 4 October 1826, p.6, col.1.

¹¹ National Records of Scotland. Museums and Galleries files. ED3/192.

¹² Although the publication of Ordnance Survey maps reduced opportunities for private surveying, this did not threaten career prospects for the land surveyor in Scotland until the late 1840s.

¹³ City of Westminster Archives, 2257, Surveyors' Club papers, 1792-1993.

'amateur surveyors' would widen the appeal of the Society to anyone involved with surveying.

The Society's next general meeting took place in November 1827, again at the Waterloo Hotel, at which time proof copies of the tables were circulated and approved. Under its imprint, *Tables for converting Scottish Land Measures & Rates into Imperial* was published by Daniel Lizars that month at the modest price of three shillings.¹⁴ Significantly, the preface carried Jardine's report to the county jury and, with particular regard to land measurement, the decision on the accurate measurement of the standard ell was based on his calculations. Buchanan was to publish a companion *Tables for converting the Weights and Measures* the following month. Both books were considered as valuable in promoting the general adoption of the new system of mensuration. In describing the November meeting, the press correspondent noted that the Society numbered about forty members 'among whom we find the names of the principal Engineers and Surveyors of Scotland'. Of greater value was the articulation of the Society's objectives, namely 'to promote a mutual acquaintance and friendly intercourse among its members; to improve their professional knowledge, and the practice of the various branches of land surveying, planning and levelling'.¹⁵ This was an occasion for recognising the Society's achievements and, once the business of the meeting was completed, the members sat down to dinner. 'Many appropriate toasts were drank [sic], and the evening was spent with much sociality' which included an address by the newly elected president, Robert Bald celebrating the life and achievements of Thomas Telford.¹⁶

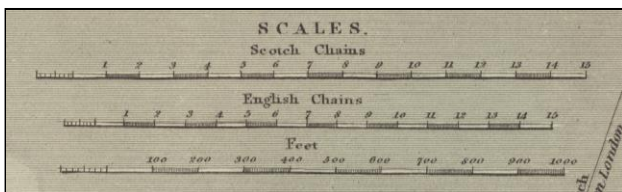


Fig.2. James Hay anticipated the introduction of the *Weights and Measures Act*, 1824, and aimed at a wider market, by offering both 'Scotch' and English scales. *Hay's new plan of Musselburgh and environs*, 1824. Courtesy of the WS Society. <https://maps.nls.uk/view/216390366>.

In many respects, this event was the high point of the Society's existence. The following year, the annual meeting was held in Ambrose's Hotel, again concluding with a dinner.¹⁷ Although open to

all Scots engineers, architects and surveyors, this was an Edinburgh-dominated group. Early notices commented that letters had been received from all parts of the country from fellow professionals who could not attend. However, the Society was run by practitioners based in the capital who had close working relationships with each other. Office bearers between 1827 and 1836 listed in the *Edinburgh Almanacs* include Robert Stevenson, George Buchanan, John Steedman, Thomas Grainger, Robert Bald, John Miller, James Flint, John Geddes, David Crawford, John Wood, James Leslie and Mr Stephens [John Stevens?]. In 1829, William Napier, ninth Lord Napier of Merchistoun accepted the invitation to become the Society's patron, a post he held until his death in 1834. Although known as a naval officer and trade envoy to China, he had earlier farmed sheep in the Borders, been elected a Fellow of the Royal Society of Edinburgh in 1818 and had participated in surveying new roads close to his residence.

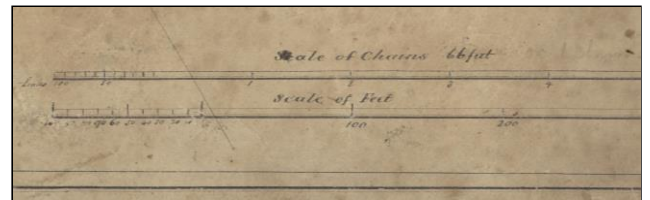


Fig.3. The Sutherland Estate introduced the 66ft Imperial chain immediately after the *Weights and Measures Act* was introduced. *Plan of Helmsdale*, 1826. Courtesy of Sutherland Estates. <https://maps.nls.uk/view/216589255>.

Unfortunately, the impact of the 1824 Act had been diluted by its admission that customary measures could remain in use, providing their relationship with the new measures was well-understood. In a contemporary discussion on the Society's contribution to implementing the changes, an anonymous author observed that while many surveyors had adopted the new standards, owners were frequently less prepared to accept them as they considered contents in Scottish acres more attractive to purchasers.¹⁸ This resulted in additional calculations to the work of individual surveyors, and practitioners lobbied for the loophole to be closed. Subsequent acts in the 1830s confirmed the requirement for Imperial measures and abolished certain Scottish units (e.g. the Scottish ell).¹⁹ Plans after 1825 indicate whether Imperial units (for example, Imperial chains of 66 feet, also known as British or English chains, derived from Gunter's chain) or Scots measures (eg. chains of 74 feet) apply.

¹⁴ Advertised in *Edinburgh Evening Courant*, no.18145, 5 January 1828, p.1, col.4. A further edition with little change appeared in 1838, presumably in response to subsequent legislation enforcing the Imperial system. The *Tables* are available online at <https://books.google.co.uk/>.

¹⁵ *Caledonian Mercury*, no.16575, 19 November 1827, p.3, col.3.

¹⁶ *The Scotsman*, no.821, 21 November 1827, p.6, col.2.

¹⁷ *Caledonian Mercury*, no.16729, 17 November 1828, p.4, col.3. In the same November issue of *The Scotsman* as the report on the 1827 annual general meeting, there was a notice regarding the Waterloo Hotel to be let on lease.

¹⁸ 'On weights and measures' *Quarterly Journal of Agriculture*, vol.2, 1829, p.267.

¹⁹ *An Act to amend and render more effectual Two Acts of the Fifth and Sixth Years of the Reign of His late Majesty King George the Fourth, relating to Weights and Measures*, 1834 (4 & 5 Will.4 cap.49). *An Act to repeal an Act of the Fourth and Fifth Year of His present Majesty relating to Weights and Measures, and to make other Provisions instead thereof*, 1835 (5 & 6 Will.4 cap.63).

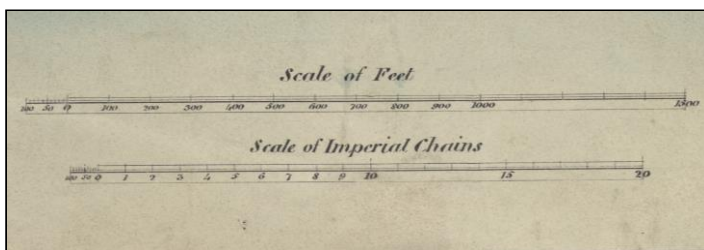


Fig.4. It is not surprising that George Buchanan, editor of the *Tables for Converting Scottish Land Measures & Rates into Imperial*, used Imperial chains. *Castleton and Cottage Parks*, 1830. <https://maps.nls.uk/view/216586840>

The *Edinburgh Almanacs* list the Society and its officers until 1836 but nothing else of its activities is known, with John Wood's claim to be Director of the Society in his directory entry of 1847 as the latest record which has been traced. It can be assumed that, having achieved its initial goals, subsequently it provided a sociable forum for the profession in the capital.

See <https://maps.nls.uk/cairt/moore-webster/> for the full article with accompanying *Appendix* listing office-bearers.

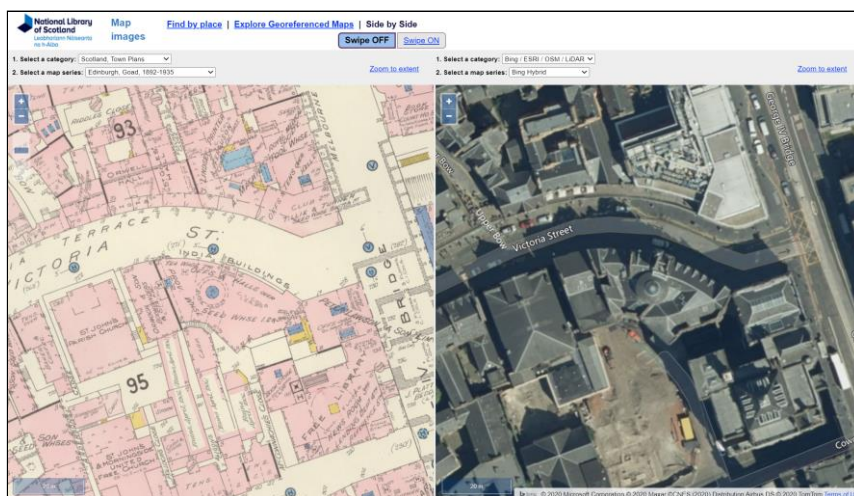
Other recent NLS website additions

- **Charles Goad Fire Insurance Plans of Scottish Towns, 1880s-1940s**

230 very detailed maps covering the main industrial areas of seven towns and cities in Scotland, particularly useful for showing the function of each building, as well as often the names of particular companies or institutions there.

<https://maps.nls.uk/additions.html#89>

Right: Detail from Goad Fire Insurance Plan of Edinburgh (Victoria Street), as viewed in our 'Side by Side' viewer.



- **Military maps of Scotland, 1656-1923**

82 maps which add to the main existing Board of Ordnance and Wade collection military maps from the 18th century, drawn from other manuscript and early printed map collections.

<https://maps.nls.uk/additions.html#88>

- **Transport plans of Scotland, 18th-20th centuries**

102 specialised early maps, plans and profiles relating to relating to bridges, canals and railways.

<https://maps.nls.uk/additions.html#90>

- **Coastal charts of Scotland, 1592-1947**

100 more charts of Scottish coasts and waters by private map-makers, doubling the number of sea charts we have online.

<https://maps.nls.uk/additions.html#91>

- **German naval charts of British waters, 1938-1945**

21 German naval charts of Scottish and British waters, produced by the Oberkommando der Kriegsmarine in Berlin.

<https://maps.nls.uk/additions.html#96>

- **Commercial mapmaker series maps of Scotland, 1870s-1930s**

214 series maps, primarily at the half-inch or quarter-inch to the mile scales, by Bartholomew, Gall & Inglis and W. & A.K. Johnston.

<https://maps.nls.uk/additions.html#98>

- **OS Scotland, 25 inch to the mile, 1855-1882 (supplementary "Parish edition" sheets)**

1,657 detailed "Parish edition" sheets for areas which we also have a later reprinted "Combined edition" sheet for. <https://maps.nls.uk/additions.html#100>

Old Ways and New Roads – Bridging the River Tay at Kenmore Putting the story together with the help of maps

Although the military roads and bridges constructed under the supervision of General George Wade and his successor Major William Caulfield did much to improve the ease and safety of travel in the Scottish Highlands in the first half of the 18th century, their primary function was to facilitate the movement of troops to the Highland garrisons of Fort George, Fort William and Fort Augustus. Away from the safe corridors created by these new roads travel remained challenging and risky, characterised by poor roads, unsafe fords and unreliable ferries. This paper focuses on one particular location at Kenmore, in Perthshire, to illustrate how maps can be combined with other documents to tell the story of how further road improvements came about in the second half of the 18th century.



Fig.1. Detail from Pont 23 showing the Tay ferry at Aberfeldy, c.1595. (Adv.MS.70.5.7)
<https://maps.nls.uk/view/00002318>

For more than a century prior to the construction of Wade's Bridge at Aberfeldy in 1733, the only way of crossing the River Tay was by ferry, an earlier bridge at Dunkeld, built in 1617, having been washed away just four years later. Although this carried the military road leading from Crieff to join the Great North Road at Dalnacardoch, the road leading further west past Castle Menzies and along the foot of Drummond Hill towards Loch Tay proved unsatisfactory because of obstruction by Sir Neil Menzies, combined with the risk of flooding and a ruinous bridge over the Keltneyburn. Thus it was that, in 1771, the Earl of Breadalbane, obtained subscriptions from neighbouring landowners towards the cost of building a bridge to replace the ferry at Kenmore 'being fully sensible of the great utility a bridge cross the Tay at Kenmore will be to the county in general and to the adjacent countries'.¹ With additional subscriptions from neighbours and the earl's tenants, work was soon underway of the building of the bridge to a design by John Baxter, possibly assisted by civil engineer John Smeaton whose Perth Bridge had been completed in that same year. The construction of the bridge was well under way when tourist Thomas Pennant, in the course of his second Highland tour of 1772 described how he was able to cross the Tay 'on

a temporary bridge just below the discharge from the lake [where] a most elegant bridge is now constructing in this place'.² A plaque on the bridge records a gift by the Crown of £1,000 sterling taken from the funds of the Annexed Estates towards its construction.

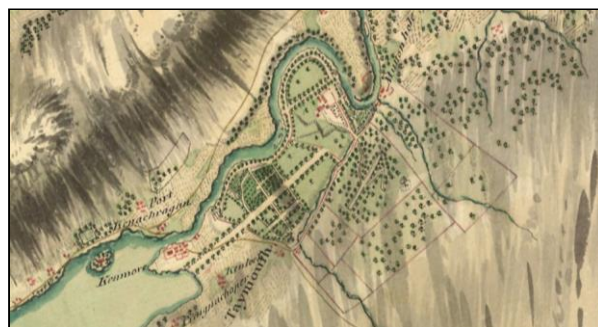


Fig.2. Detail of Roy's Military Survey showing the Taymouth Castle polices and the village of Kenmore. Courtesy of the British Library Board
<https://maps.nls.uk/roy/index.html>

Not everyone was pleased to see the new bridge when it opened to traffic in 1774, least of all the local ferryman Donald Nicol, described as a 'fisher at Kenmore'. Among the Breadalbane papers is a petition from Nicol, dated 1775, seeking compensation for the loss of his three ferry boats which had been commandeered by the bridge builders. Of these, one was sold, one sank in Loch Tay, and the third 'was driven by a large speat from the harbour at Kenmore down the river to the Elysian Fields where it sank and was rendered useless'.³



Fig.3. Detail from George Taylor & Andrew Skinner's Survey and Maps of Roads of North Britain or Scotland, 1776. (NLS shelfmark: EMS.b.3.48)

<https://maps.nls.uk/view/74400358>

The new bridge was already in place when George Taylor and Andrew Skinner published their Survey and Maps of Roads of North Britain or Scotland in 1776 as an aid to the increasing number of tourists who were following what Thomas Pennant referred to as the *petit tour* of the Highlands, which included visits to the four great designed landscapes

² From Thomas Pennant, *A Tour in Scotland and Voyage to the Hebrides* 1772, 2 Vols. (1790).

³ NRS Breadalbane Muniments GD112/11/1/2/5, 1775.

¹ NRS Breadalbane Muniments GD112/48/3, 1771.

associated with Inveraray Castle, Taymouth Castle, Blair Castle and Dunkeld House (Fig.3). Already, by 1773, the Earl of Breadalbane was complaining about the number of tourists who were presuming upon his hospitality and damaging the walks within the castle policies.

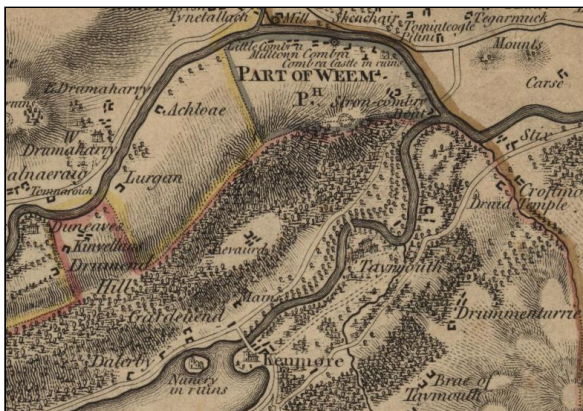


Fig.4. Detail from James Stobie's Map of the Counties of Perth and Clackmannan, 1783. (NLS shelfmark: EMS.b.2.30). <https://maps.nls.uk/view/74400313>

As early as 1754 a proposal had been made to divert the public road further south from the earl's park onto the Braes of Taymouth to take it further away from, and out of sight of the castle, though it took until 1788 for the new line to be finalised and adopted. This may explain why two roads are depicted on Taylor and Skinner's map of 1776, and even on James Stobie's Map of Perthshire in 1783 (Fig.4). As late as the 1820s there was still a number of objectors to the new road, led by Captain Robertson of Edradynate, who claimed that the new road was too steep for traffic, and who petitioned for the road to be returned to its original course. This eventually led to a court case in 1823 which saw the objectors' case dismissed.⁴ (Fig.5)

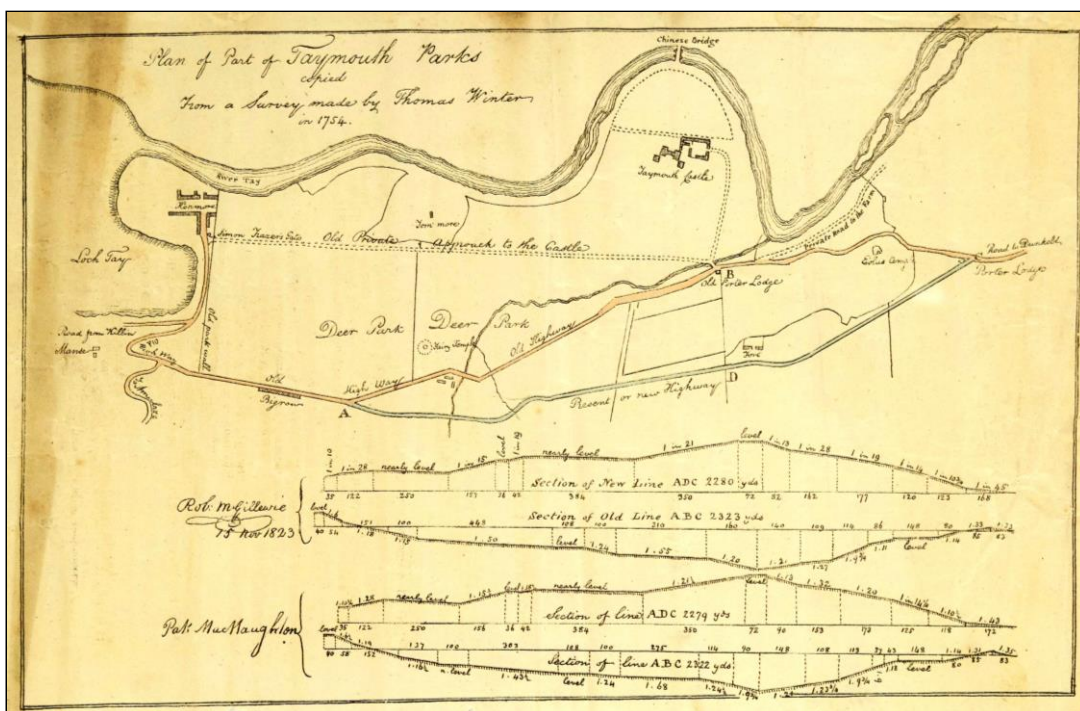
Another interesting result of the building of Baxter's bridge and the diversion of the public road was the remodelling of the village of Kenmore (Fig.6). This is the subject of an undated memorandum to be found among the Breadalbane papers which describes the improvements to be made.

'As it is found absolutely necessary in consequence of the improvements and plantations, making and to be made at the east end of Loch Tay, that the village of Kenmore be red up and made (what it was originally intended for) an ornamental village, it is Lord Breadalbane's orders that the tenants of houses in the said village do remove all byres, outhouses etc.'⁵



Fig.6. Detail from George Langland's Plan of the Taymouth Policies, 1786. Courtesy of the National Records of Scotland (NRS RHP 961/2)

By the time of the First Edition Ordnance Survey of 1862 (Fig.7, overleaf) virtually all trace of the earlier road had been obliterated and the village of Kenmore had taken on its present picturesque appearance, as described in Anderson's Guide to the Highlands and Islands of Scotland (1850).



Contd. on page 8

Fig.5. Plan of Taymouth Parks 1823, after Winter's plan of 1754, showing southerly diversion of the public road. Courtesy of the National Records of Scotland (NRS RHP 92892)

⁴ NRS Breadalbane Muniments GD112/47/21, 1823-1824.

⁵ NRS Breadalbane Muniments GD112/20/4/1, ND.

‘The village of Kenmore, at the end of Loch Tay, consists of an inn, a score of small houses (a few of them bedecked in front with ivy, honeysuckle, virgin’s bower and sweet briar), occupying in a wide double row the slope of a small peninsula formed between the river and a creek, or prolongation of the lake, and surmounted by a church with a neat, square whitewashed spire.’

At the other three houses on the Highland circuit, similar moves were afoot : at Inveraray with the bridging of the Shira and Aray, the making of a new road round the head of Loch Fyne, and the creation of the new town of Inveraray ; at Blair Castle with the building of New Bridge of Tilt and the creation of new road to replace the old military road to the north of the castle ; and at Dunkeld with the building of Thomas Telford’s bridge in 1809 to replace the hazardous East and West Ferries, together with the creation of a new road looping round to the north of the policies.

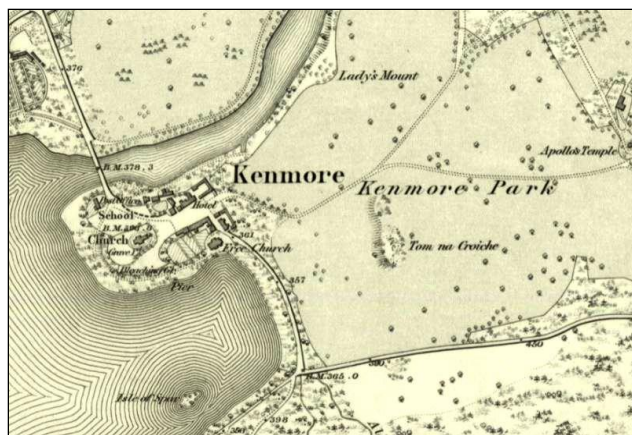


Fig.7. Ordnance Survey 6-inch 1st edition map. Perthshire sheet LIX (surveyed 1862). <https://maps.nls.uk/view/74428139>

Christopher Dingwall

This article is based on a chapter in a new book published to accompany what was to be a major exhibition at the **Hunterian Museum in Glasgow** entitled **Old Ways and New Roads : Travels in Scotland 1720-1832**, planned to run from **29 January to 9 May 2021**.

Unfortunately, as a result of the Covid-19 pandemic, which has prevented the loan of exhibits, the exhibition has had to be reduced in scale. That said, many of the items which were to be on display are illustrated in the book which has the same title as the exhibition, and which contains essays by a variety of authors under four thematic headings – The Theatre of War, Antiquities, Custom and Improvement, Picturesque Prospects and Literary Landscapes.

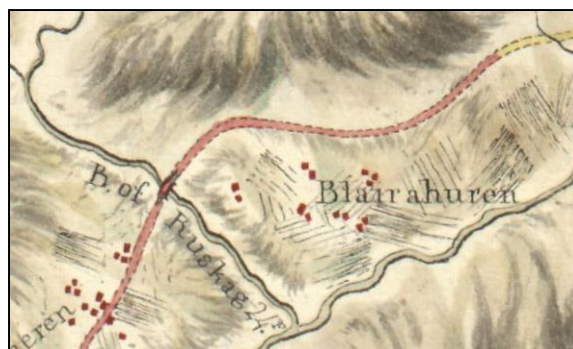
Edited by John Bonehill, Anne Dulau-Beveridge and Nigel Leask, and published in paperback by Birlinn Ltd., the book has the ISBN 9781780276670, and costs £20.00.

Cairt competition!

Win a copy of *Old Ways, New Roads: Travels in Scotland, 1720-1832*

This newly published book, described **above**, looks at the opening up of Scotland through new routeways in the 18th and early 19th centuries, and the new graphic and textual descriptions of the landscape by soldiers, surveyors and commercial travellers, as well as by leisure tourists and artists.

This map detail on the right features a military road constructed in the mid-18th century. Please let us know the **name** of the mapmaker and **title** of the map.



Send or e-mail your answers, marked *Cairt Competition* to maps@nls.uk or to the address on the front cover by 30 March 2021. The winner will be picked randomly from the correct entries and informed by 15 April 2021.

Many thanks for everyone who sent in answers to the competition in the last issue, and congratulations to our winners Mr T. Nolf and Mr M. Webster. The detail shown was from Sutton Nicholls’ *A new map of North Britain or Scotland* [ca. 1710]: <https://maps.nls.uk/view/216441818>. This was the first map of Scotland showing roads as ‘direct-distances’ or straight lines between places, a method popularised by John Adams in his 1677 map of England.