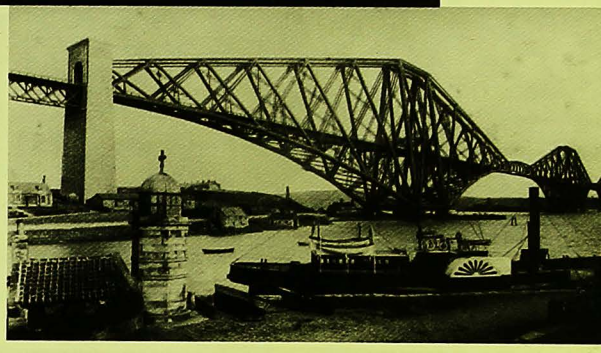
Historic North Queensferry

and peninsula

E Patricia **Dennison**

Russel **Coleman**



THE *Forth Rail Bridge and a Steam Ferry Boat of the Queensferry Passage, c 1890*

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the Scottish burgh survey

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cover note

North Queensferry, the Forth Rail Bridge and a steam ferry boat of the Queensferry Passage, *c* 1890.

Historic North Queensferry

and peninsula

the archaeological implications of development

E Patricia **Dennison**

Russel **Coleman**

the Scottish burgh survey

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contents

figures

AMW	*Accounts of the Masters of Works for Buildings and Repairing Royal Palaces and Castles*, edd H M Paton, J Imrie & J G Dunbar, 2 vols, (Edinburgh, 1957–82).
APS	*The Acts of the Parliaments of Scotland*, edd T Thomson & C Innes (Edinburgh, 1814–75).
CBA	Council for British Archaeology.
CDS	*Calendar of Documents Relating to Scotland*, edd J Bain *et al* (Edinburgh, 1881–8 & 1986).
CSP Scot	*Calendar of State Papers Relating to Scotland and Mary, Queen of Scots*, edd J Bain *et al* (Edinburgh, 1898–1969).
DES	*Discovery and Excavation in Scotland.*
DGCB	Dunfermline Guild Court Book.
Dunf Reg	*Registrum de Dunfermelyn* (Edinburgh, 1842).
ECA	Edinburgh City Archives.
Edin Recs	*Extracts from the Records of the Burgh of Edinburgh, 1604–26*, ed M Wood (Edinburgh, 1931).
ER	*The Exchequer Rolls of Scotland*, edd J Stuart *et al* (Edinburgh, 1878–1908).
Gazetteer	*Ordnance Gazetteer of Scotland: a Survey of Scottish Topography*, ed F H Groome (Edinburgh, 1886).
HS	Historic Scotland.
NMRS	National Monuments Record of Scotland.
NAS	National Archives of Scotland
NSA	*The New Statistical Account of Scotland*, edd The Committee of the Society for the Benefit of the Sons and Daughters of the Clergy (Edinburgh, 1845).
OSA	*The Statistical Account of Scotland, 1791–1799*, ed J Sinclair. New Edition, edd I R Grant & D J Withrington (Wakefield, 1973).
Pryde, *Burghs*	Pryde, G S (ed), *The Burghs of Scotland: A Critical List* (Oxford, 1965).
PSAS	*Proceedings of the Society of Antiquaries of Scotland.*
RCAHMS	Royal Commission on the Ancient and Historical Monuments of Scotland.
RCRB	*Records of the Convention of Royal Burghs of Scotland*, ed J D Marwick (Edinburgh, 1866–1918).
RMS	*The Register of the Great Seal of Scotland*, edd J M Thomson *et al* (Edinburgh, 1882–1914).
RPC	*The Register of the Privy Council of Scotland*, edd J H Burton *et al* (Edinburgh, 1877–).
RRS	*Regesta Regum Scottorum 1153–1406*, edd G W S Barrow *et al* (Edinburgh, 1960–).
SBRS	Scottish Burgh Records Society.
SBS	Scottish Burgh Survey.
SHS	Scottish History Society.
SRS	Scottish Record Society.
SUAT	Scottish Urban Archaeological Trust.
TA	*Accounts of the Lord High Treasurer of Scotland*, edd T Dickson *et al* (Edinburgh, 1877–).

The Centre for Scottish Urban History is indebted to a number of people for their assistance and advice.

The production of this survey would have been impossible without the interest and positive encouragement of local people. In particular, we would like to thank Mr Bob Cubin of North Queensferry. His great knowledge of the village, kindness in reading and commenting on text and our pleasant walks around the village have been quite invaluable. Any mistakes still subsumed are entirely the authors' responsibility. We would also like to thank Mr Wilf Monteith and Mr Jackie Cubin for their discussions on the possible remains of the nineteenth-century tomb and the barrage balloon base at East Cruicks; and also the members of **North Queensferry Community Council and Heritage Trust** for their interest.

We particularly wish to mention and express our gratitude to the **Guildry of Dunfermline** and Clerk to the Guildry, Mr Malcolm Slora, for the use of its important guild records. Liz Paxton, Burial Officer of **Fife Council (West Area)**, also, kindly gave access to North Queensferry Sailors' Society Records.

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Especial thanks go to Mr Chris Neale and the staff of **Dunfermline Library**, Maygate, Dunfermline for invaluable assistance and access to important material, in particular the Brock Papers. The **Royal Commission on the Ancient and Historical Monuments of Scotland** has been supportive; and the staff of the **National Library of Scotland**, at both George IV Bridge and the Map Library at Causewayside, have been extremely helpful. The staff of the **National Archives of Scotland** have also efficiently assisted us in our researches.

To all of these we extend our thanks.

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By tradition, from the time of Queen Margaret, wife of King Malcolm Canmore (1058–93), free passage for pilgrims, en route to St Andrews, was established across the Forth. Certainly, by the reign of Robert I (1306–29), the northern landing point was at North Queensferry; the chapel there, dedicated to St James was granted by Robert I, to Dunfermline Abbey in 1320x22. Little is known of the community but it is safe to presume that the inhabitants of North Queensferry were mainly involved in manning the ferry crossing and providing accommodation and sustenance to travellers throughout the middle ages. Royalty must have been a common sight in the village, placed as it was on the important route from the Borders and Edinburgh north to Dunfermline, Perth and beyond. The seventeenth century was to find North Queensferry involved in national politics. In February 1651, for example, King Charles II (1649–85) visited both North Queensferry and Inchgarvie, with the purpose of inspecting the garrisons in both places. The main purpose of the garrisons was to prevent Cromwell and his troops, based in Linlithgow, from crossing to the north side of the Forth. For its part in the opposition to the Cromwellian forces, North Queensferry was eventually sacked and St James' Chapel reputedly reduced to a ruin. The eighteenth century saw the establishment of two quarries near the village, and also a chemical (magnesia) works, a blacksmith's works, a brickworks and possibly, salt works. As late as 1793, however, it was calculated that there were a mere 312 people in the village. In 1821, the 'Queen Margaret', the first steam ferry boat on the Forth, was launched. By 1828, 1,000 cattle per day could be transported and coaches and private carriages passed daily through the village. Fifty post horses were continually stabled at the Ferry. In 1867, the North British Railway Company, took over the Queensferry Passage and laid down a rail connection at the North Queensferry side, which was opened in 1878, and in 1890 the Forth Rail Bridge was opened. By the end of the century, the village was a favourite resort for 'sea-bathing', rowing regattas were popular and, in 1890, the Dunfermline Golf Club opened a nine-hole course. In the twentieth century the peninsula saw many decades of military presence. By the outbreak of the First World War in 1914, the Firth of Forth had become one of the most heavily defended estuaries in the UK. Since the opening of the Forth Road Bridge in 1964, North Queensferry has changed radically. New housing estates have sprung up and North Queensferry has become, increasingly, a home for commuters.

Historic North Queensferry is one of a series of reports on the historic burghs of Scotland—known collectively as the **Scottish Burgh Survey**—all of which have been commissioned by **Historic Scotland** and its predecessors. North Queensferry, however, never achieved the status of 'burgh'. The main aim of the survey is to identify those areas of the present and historic village which are of archaeological interest and therefore require sensitive treatment in the event of any proposed development or other ground disturbance. It is designed primarily as a manual for the use of local authorities and archaeological curators. However, as an essential prerequisite to this assessment of the archaeological implications of development, it also describes and illustrates the geography and topography of the village, its known archaeology and history, its historic standing buildings and the origins of its street names—all of which will be of interest to the wider public, be they inhabitant, visitor or student.

Historic North Queensferry was prepared within the **Centre for Scottish Urban History**, under the supervision of its Director, Dr E Patricia Dennison. The Centre is part of the **Department of Scottish History, University of Edinburgh**. Dr Dennison and Mr Russel Coleman, of the **Scottish Urban Archaeological Trust**, are co-authors of the report. Mr Kevin Hicks and Ms Kirsty Cameron, of the **Centre for Field Archaeology**, University of Edinburgh, are cartographers and illustrators. Mr Philip Stout acted as research assistant. The project is supervised by the Head of Department, Professor Michael Lynch, and managed for Historic Scotland by Ms Olwyn Owen, Inspector of Ancient Monuments.

The research on historic North Queensferry and its peninsula was carried out in the Spring of 1997. This survey is entirely funded by Historic Scotland with help from the Centre for Scottish Urban History. The Report has been published with financial assistance from **Fife Council**. Further copies may be obtained from Tuckwell Press, The Mill House, Phantassie, East Linton, East Lothian EH40 3DG.

Historic Scotland
May 2000

the Scottish burgh survey

summary

1 Use the colour-coded map on the foldout at the back of this book **figure 28** and/or the **general index** to locate a particular site (normally the site of a development proposal).

2 If the site is in a **blue area**, any development proposal is unlikely to affect significant archaeological remains. No action is needed.

3 **Green areas (light and dark green)** are designated as potentially archaeologically sensitive. If the site is in a green area, it is possible that a proposal involving ground disturbance may encounter archaeological remains. Seek appropriate archaeological advice as early as possible.

4 **Red areas** are Scheduled Ancient Monuments or properties in the care of the Scottish Ministers, and are protected by law. Consult Historic Scotland.

5 Use the map on p 40 **figure 22** to determine into which area of the village the site falls (Area 1 or 2), and turn to the relevant area in the **area by area assessment** for a fuller account (pp 41–66).

6 Use the **general index** and, if appropriate, the listing of **street names** (pp 77–9) for rapid access to information specific to a site, street or named feature of the town.

7 Any queries on Sites of Special Scientific Interest (SSSIs) should be referred to Scottish Natural Heritage.

step 1

As a working manual, the first point of reference is to the colour-coded map on the foldout at the back of the book **figure 28.**

The **red areas** are **protected by law.** Under the provisions of the Ancient Monuments and Archaeological Areas Act 1979 all development proposals which affect them require the prior written consent of the Scottish Ministers (Scheduled Monument Consent) in addition to any planning permission required. These provisions are administered on behalf of the Scottish Ministers by Historic Scotland. *All applications for planning permission which affect either the site or setting of a Scheduled Ancient Monument (red area) must be referred to Historic Scotland,* acting for the Scottish Ministers in terms of Section 15(j)(v) of the Town and Country Planning (General Development Procedure)(Scotland) Order 1992 and Section 5(e) of its Amendment (No. 2) Order 1994. *All enquiries regarding prospective development proposals in or adjacent to red areas should be referred to Historic Scotland for advice as early as possible.*

The **green areas** are **potentially archaeologically sensitive** and may retain significant sub-surface archaeological information. *Consultation should take place with the local authority planning department, where any development proposal or enquiry involving ground disturbance is being considered,* including car parks, road schemes, environmental improvements, landscaping and drainage schemes, as well as the usual range of development and re-development proposals in built-up areas. There is no necessity for a consultation where ground disturbance is not in prospect, such as applications for change of use of a building. There may, however, be a requirement to obtain *planning permission* or, in the case of a listed building, *listed building consent* or, if demolition works are proposed within a conservation area, *conservation area consent.* In such instances, early consultation with the staff of the local authority planning department will always be helpful.

If in doubt whether consultation is necessary, please refer to the local authority archaeologist and the local authority planning department. It is important to note that

sub-surface disturbance within historic standing buildings may also affect archaeological remains, and that some standing buildings may retain archaeological features within their structures. Please seek advice as required.

The **blue areas** denote those parts of the historic village which **may be archaeologically sterile** and where archaeological consultation is probably not necessary. In practice, there is rarely a hard dividing line between the green and the blue areas. If in any doubt, check the account of the relevant area in the **area by area assessment** (*see* step 2), and seek archaeological advice as appropriate.

step 2

In this new series of burgh surveys, each survey has been organised locationally, in order to assist speedy consultation on any proposed development site. In the case of North Queensferry, the historic core of the village has been divided into two arbitrary areas, Areas 1 and 2, which are shown on the plan on p 40 **figure 22.** The second step for the user, then, is to consult this plan and to determine into which area a specific enquiry falls.

step 3

Each area is assessed individually in the **area by area assessment** (pp 41–66). The commentary for each area is prefaced with a detailed plan of that area. Archaeological, historical, geographical and geological factors of particular relevance to the area are all discussed and an assessment of the archaeological potential made. The importance of an integrated approach to the historical and archaeological information is implicit in the design of this report: the history and archaeology are presented together on each page rather than consecutively.

This integrated, area-based approach has involved some repetition of information in the area by area assessment, in order that users are not required to cross-reference more than necessary when dealing with a specific enquiry. Although such repetition would not be normal in a work of interest to the general public, it was felt that it would be permissible here in order to facilitate the work of primary users: local authority planners and other curators of the archaeological resource.

historic standing buildings

historic buildings reinforces the above sections by providing basic historical and architectural information about the historic standing buildings of the village; where relevant, it also provides the area location and an assessment of the archaeological potential of specific buildings. *It should always be borne in mind that historic standing buildings may also contain archaeological remains, both beneath their floors and within their structures.* Some of these buildings may be listed and consequently subject to listed building control. Where listed buildings contain, or may contain, architecturally or archaeologically significant building fabric, the planning authority is obliged to make efforts to ensure that this is preserved and not adversely affected by proposed building works.

objectives for future fieldwork and research

Any report of this nature cannot be definitive. During its preparation, a series of archaeological and historical objectives for future fieldwork and research has been identified (listed at pp 73–5). They will be of particular interest to urban historians and archaeologists, and to those responsible for management of the archaeological resource in historic North Queensferry.

referencing

The **notes** to the background chapters detail *all* the documentary and archaeological sources used (*see also* the list of abbreviations). The **area by area assessments** are not footnoted separately but references are provided for the previous archaeological work and chance finds listed at the end of each area assessment. The report contains a comprehensive **general index** as well as a listing of **street names** giving basic historic information and, where relevant, area location. A **bibliography** and a **glossary** of technical terms have also been included.

The data accumulated during preparation of this survey and draft copies of the completed work, as well as all unpublished reports of any small-scale excavations and watching briefs, are housed in the **National Monuments Record**, John Sinclair House, 16 Bernard Terrace, Edinburgh, EH8 9NX, telephone *0131* 662 1456, facsimile *0131* 662 1477/1499.

full reference to this report

Dennison, E P and Coleman, R 2000 *Historic North Queensferry and peninsula: the archaeological implications of development*, published by Historic Scotland in association with Tuckwell Press, The Mill House, Phantassie, East Linton, East Lothian EH40 3DG. (Scottish Burgh Survey 2000).

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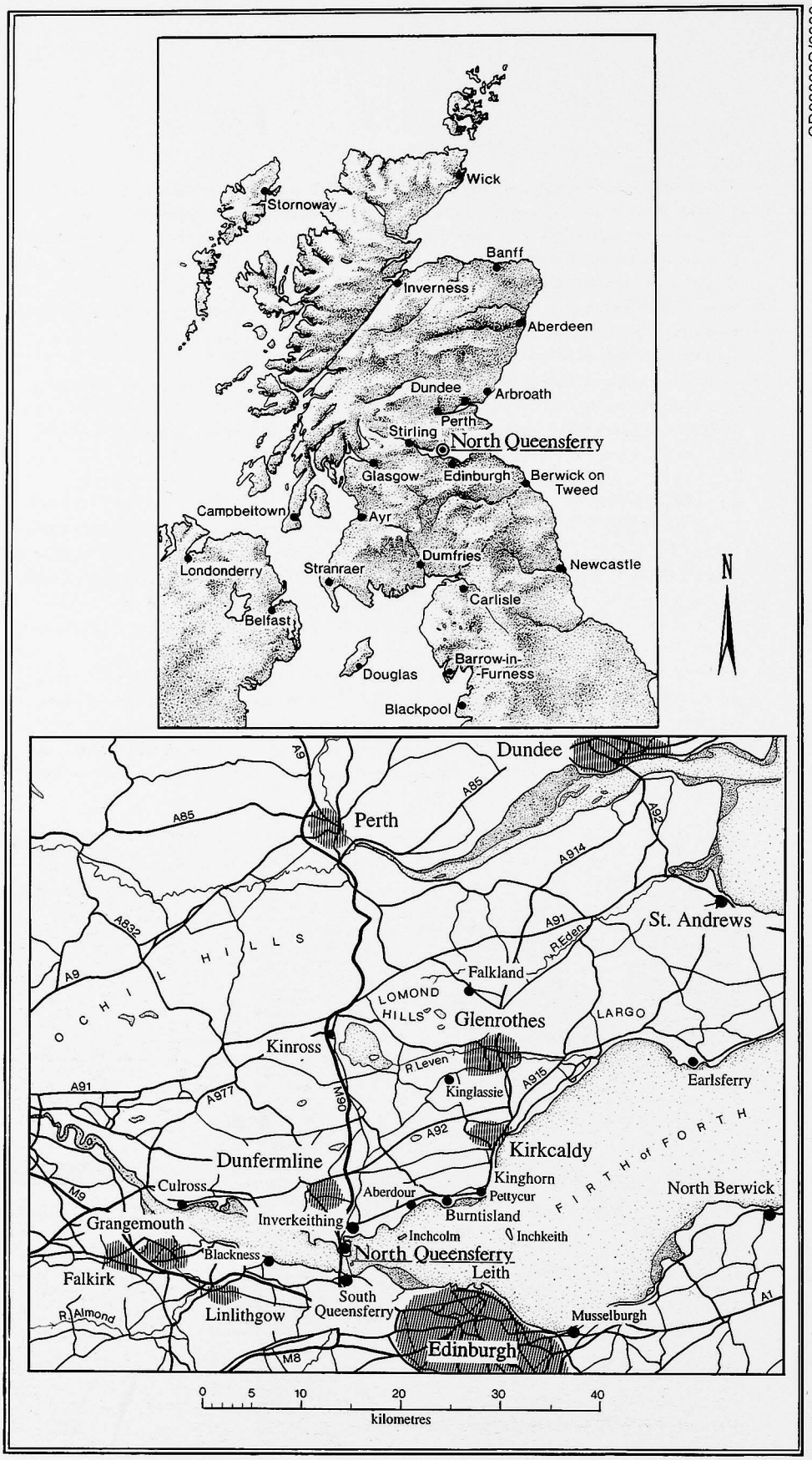

figure 1
Location of North Queensferry

North Queensferry and peninsula: its site and setting

North Queensferry is situated on the south coast of Fife, the rocky promontory on which it stands jutting out into the busy sea-lane of the Firth of Forth **figure 1**. For centuries, this was the northern landing place of the ferry across the Forth, known as the Queensferry Passage. The main routeway north—connecting Edinburgh and the south with the north (Perth), and with the north-east (Dundee, Arbroath, Aberdeen and into Moray)—this road from North Queensferry also led to two of the most important ecclesiastical centres in medieval Scotland, St Andrews and Dunfermline, and to the royal palace at Falkland **figure 1**.

By the middle of the tenth century, St Andrews is thought to have already been a place of pilgrimage.[1] It is with Queen Margaret, however, that North Queensferry's importance on the pilgrim route is confirmed. Margaret (*c* 1046–93) encouraged pilgrims to visit St Andrews by giving free passage across the Forth, the ferry crossing still bearing her name. She was canonised in 1250, and her shrine at Dunfermline Abbey itself became an important place of pilgrimage.

Of the many hostels and inns built specifically to cater for pilgrims, no trace survives today. Much of the village of North Queensferry was cleared and rebuilt in the eighteenth century **figure 2**, and the Chapel of St James **figure 5**, of which only a fragment survives intact, is the only medieval standing building to remind us of centuries of medieval history. Dedicated to the patron saint of travellers, it was granted by Robert I (1306–1329) to Dunfermline Abbey in 1320x22.

North Queensferry was primarily a ferry crossing and its medieval neighbours were mostly ports. Indeed, fifteen out of the eighteen royal burghs in Fife were coastal ports, emphasising the strategic and commercial importance of these harbour towns in the North Sea network, and reflecting the significant trading links they had with France, the Low Countries and the Baltic. Within a fifteen kilometre radius of North Queensferry,

figure 2
Oblique aerial photograph of North Queensferry 1988

there are a number of burghs on either shore of the Forth which would have been contemporary with settlement at North Queensferry: Inverkeithing (which first received its charter 1153x62), Burntisland (1541), Culross (1490), Dunfermline (1124x57), Kinghorn (1165x72) and Aberdour (1501), and, on the opposite side of the Forth, South Queensferry (1315x28), Edinburgh (1124x27) and Linlithgow (*c* 1138).[2] There were also other medieval ferry crossings, North Berwick to Earlsferry, for example, and from Pettycur, Burntisland and Aberdour across to Leith **figure 1**.

As well as being a natural point for a ferry crossing, the headland and the islands in the Forth have also been of strategic importance. Defences in the Forth have their origins from at least the sixteenth century; Inchgarvie, for example, is known to have been garrisoned as early as 1515.[3] When the first of the many gun batteries was established at North Queensferry is not certain but as early as the mid seventeenth century, Cromwellian forces captured and removed the guns of the Battery prior to the Battle of Inverkeithing (*see* pp 19–20). New works and repairs were also being carried out in the late eighteenth and early nineteenth century.[4] The rail bridge, opened in 1890, and the naval dockyards at Rosyth being built from 1903 onwards, prompted new defensive works in the late nineteenth and early twentieth centuries. Known as the Coastguard and Carlingnose Batteries, the remains of these and later Second World War structures can still be seen, and some of them have now been protected as Scheduled Ancient Monuments in recognition of their importance to the history of this area.

The headland is dominated, however, by the two giant bridges. The Forth Railway Bridge and North Queensferry station opened in 1890; the bridge took eight years to construct at a cost of £3.4 million.[5] It was only when the Forth Road Bridge opened in 1964 that North Queensferry finally lost its place as the landing-point of the ferry across the Forth. The bridge took six years to build, at a cost of £19.5 million.[6] Prior to the bridge opening, a typical year in the 1960s would have seen 40,000 ferry boat crossings carrying 1.25 million passengers, 600,000 cars and 200,000 commercial vehicles.[7]

A ferry crossing for centuries, a stopping-off point for pilgrims, an integral part of the Forth's defences, a centre for quarrying, a fishing village, a popular bathing resort and the chosen site for both rail and road bridges—North Queensferry has had a colourful past for such a small village. Today, North Queensferry is principally a dormitory town for Edinburgh. An increasingly popular place to live, small residential housing schemes are now filling in the undeveloped open spaces and extending earlier settlement.

administration

The county of Fife survived the local government re-organisation of 1975 intact, when Fife Regional Council was created and comprised the districts of Dunfermline, Kirkcaldy and North-East Fife, and the Glenrothes Development Corporation. After further local government re-organisation in 1996, Fife Council was created.

geology and geography

A promontory jutting out into the North Sea, bounded by the Firths of Tay and Forth to the north and south respectively and by the Ochil Hills to the west, Fife is almost completely self-contained. Its coastline measures some 185 kilometres, its landward boundaries with Clackmannan, Perthshire and Kinross some 98 km.[8]

Fife has a diverse countryside of rolling hills and small valleys. The Ochil Hills enter from Perthshire in the west, continuing on to Newburgh and Tayport as the North Fife Hills. To the east, the Lomond Hills roughly divide Fife into east and west. The largest of the valleys are the straths of the Eden and the Leven, the two principal rivers of the region.

The main geological divisions in Fife run from the south-west to the north-east. Stratheden is bounded to the north by the North Fife Hills, which are comprised primarily of lavas of Lower Old Red Sandstone age (*c* 400 million years old), and which form a

figure 3
Oblique aerial photograph of the peninsula, looking south 1950

continuation of the Ochil Hills. The southern slopes are comprised of softer Carboniferous rocks (*c* 290–360 million years old), which are protected from erosion by the Midland Valley Sill, a sheet of intrusive rock that underlies much of central Scotland.[9] At the south-west end of Stratheden, for example, these dolerite intrusions form the Lomond Hills, the twin peaks of East and West Lomond being the eroded necks of volcanoes. Similar intrusions occur in south and east Fife, pushing through the underlying Carboniferous rocks to cap much of the higher ground, and volcanic necks also form Kincraig Point, Elie and The Binn, Burntisland, for example. The rocky promontory on which North Queensferry stands is also part of the Midland Valley Sill; exposed sections of it can be seen in road cuttings of the A90 and in numerous quarries **figure 3**.[10] Quarrying had begun in the eighteenth century and, by the time of the 1854 Ordnance Survey map, there were seven quarries on the North Queensferry headland alone. The dolerite, or whinstone as it is also known, was popular as slabs, sets and kerbs for use in pavements, roads and harbours.

The southern belt of Fife is also bisected by Upper Carboniferous Coal Measures (*c* 300 million years old) stretching from Culross in the west to Largo in the east. These reserves were exploited on a large scale in the late nineteenth and early twentieth centuries, producing a string of mining villages through this predominantly agricultural region, although this impinged little on North Queensferry life.[11]

The foreshore of the coastline west of North Queensferry is dominated by mud flats, in places up to two metres deep. This coastline is more sheltered than that to the east of North Queensferry, and industrial monuments relating to mining and salt panning have recently been found in coastal surveys.[12] Raised beaches also predominate here. Common features of the Scottish coastline, raised beaches are relics from the post-glacial period when meltwaters from thawing ice caps raised sea levels before the land recovered (with the loss of the weight of the ice), leaving former beaches up to 15 m above the present reach of the sea. From Cult Ness south, the land rises sharply to form the North Queensferry peninsula, the geological and geomorphological boundary between the Firth of Forth and Forth Estuary **figure 4**. To the east of the peninsula, mud accumulates on the foreshore area and the coastal edge is again dominated by low-lying raised beach deposits.

Around the coast, the soil is generally fertile and well drained giving rise to good arable land. Away from the coast, however, the soil has a high clay content and until the improvements of the eighteenth and nineteenth centuries, this land was mostly moor, bog

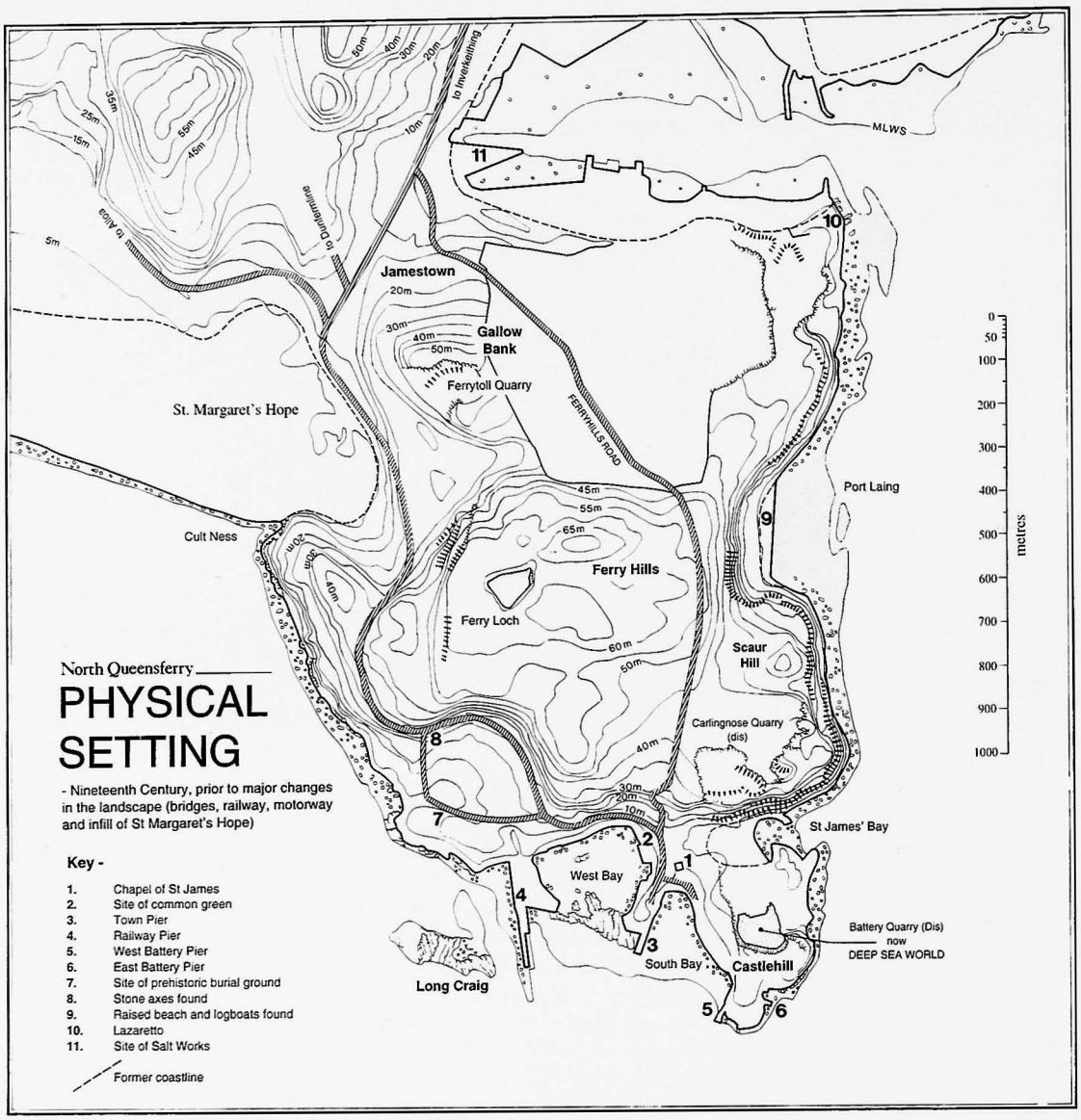

figure 4
The physical setting of North Queensferry

or loch. The Ferry Hills above North Queensferry, and Carlingnose to the east, however, remain unimproved, the thin soils covering the rock supporting rare grasslands, parts of which are now classified as Sites of Special Scientific Interest **figure 4**. The diversity of the flora and fauna is increased by the presence of Ferry Loch, a small, seasonally flooded mire.

topography of the village

The historic core of the settlement at North Queensferry lies on low-lying ground, *c* 7 m OD, around the head of South Bay **figure 4**. On the north side, the land rises sharply up to the Ferry Hills, the summit of which stands at *c* 70 m OD, and to Castlehill, to the east.

With West Bay to the west, St James' Bay to the east, Castlehill to the south and east and the steep slope up to the Ferry Hills on the north side, the natural topography effectively confined early settlement at North Queensferry to the head of South Bay; the small, terraced gardens are a visible reminder of the exposed rock of the setting.

It is difficult to envisage the layout of medieval North Queensferry. The focus of the town today is Main Street, which starts at the head of the Town Pier and runs northwards and then westwards around West Bay. The focus of the small medieval settlement, however, would have been at the head of South Bay, with the main thoroughfare on an

east to west alignment, lying parallel to the shoreline. This alignment is perpetuated by a modern archway between *nos* 26–28 and 22–24 Main Street. From this point, a former thoroughfare turned northwards and westwards, skirting around the edge of West Bay. Known as the King's Way, it led from the ferry landing place at the head of South Bay round the coast to Dunfermline. Much lower down the slope and nearer the coast than the present Main Road, it led approximately to where Ferrybarns Farm stood (cleared for the Forth Road Bridge) before heading north. The King's Way was in use from the medieval period until 1773 when the New Toll Road was opened. There was also a second road in the medieval period. Leading from South Bay over Kirkhill to the foot of The Brae, and probably following the same line, it led over the Ferry Hills to Inverkeithing, a distance of around 2 km. It, too, became a toll road in the eighteenth century. At the northern end, it has since been quarried away.

The core of the medieval settlement was probably concentrated around St James' Chapel. By the eighteenth century, much of the chapel building had disappeared, the ground having previously been taken over by the Sailors' Society and used as a cemetery. The present kirkyard walls are thought to have been erected in 1759. The present day Chapel Place and Helen Place (a possible corruption of 'herring', *see* p 78), which border the chapel on the north side also lie within the core of the medieval settlement.

St James' Bay, now restricted to a small cove, originally extended at floodtide to present-day Helen Place and the east end of Post Office Lane (formerly North Lane). This had been a safe anchorage bounded by Carlingnose to the north and Castlehill to the south. Quarrying from the late eighteenth century onwards appears to have had the effect of gradually infilling the bay with debris.

Other features of the village include the common, or washing, green. This was situated adjacent to the King's Way, an area today known as the West Sands. There are several wells in the village, at least one of which may be medieval in origin. Willie's Well may be the oldest, as it stands close to both the King's Way and the common green. Of the two other wells, the Waterloo Well stands at the foot of The Brae on the east side, while further up The Brae stands the Jubilee Well.

notes

1 M Lynch, *Scotland: A New History* (Edinburgh, 1991), 94.
2 Pryde, *passim.*
3 A Saunders, 'The defences of the Firth of Forth', in D J Breeze (ed), *Studies in Scottish Antiquity* (Edinburgh, 1984), 469.
4 *Ibid*, 471.
5 P Dean & C Dean, *Passage of Time: The Story of the Queensferry Passage and the Village of North Queensferry* (North Queensferry, 1981), 76.
6 *Ibid*, 76.
7 P Dean & C Dean, *North Queensferry: A Walk Round the Village* (North Queensferry, nd), 75.
8 R Lamont-Brown, *Discovering Fife* (Edinburgh, 1988), 1.
9 A R MacGregor, *Fife and Angus Geology* (Bishop Auckland, 1996), 7.
10 *Ibid*, 7.
11 J Gifford, *The Buildings of Scotland: Fife* (London, 1988), 19.
12 In April 1996 Maritime Fife carried out 'A coastal assessment survey for Historic Scotland: Fife—Kincardine to Fifeness'; it is deposited with Historic Scotland.

archaeological and historical background

pp 11–39

Scotland's archaeological story begins with the Mesolithic, after the last Ice Age ended, around 10,000 years ago. While it is possible that there was a human presence in Scotland in inter-glacial periods before the end of the last Ice Age, the scouring effects of the glaciers have ensured that evidence is so far lacking. The earliest settlement of Scotland attested to by archaeology dates to around 7,500 BC, when much of Scotland was covered in dense woodland which supported a rich variety of game, particularly red deer. The few Mesolithic (literally meaning Middle Stone Age) settlements known in Scotland tend to be found along the coast line and river banks. These communities were 'hunter-gatherers', who ate fish and shellfish, followed herds of woodland game through the seasons, and supplemented their diet with wild plants and berries. Their semi-nomadic existence has left few archaeological traces, although shell middens and flint tools are common finds along former river and coast lines. Excavation has revealed traces of Mesolithic settlement at Morton in north-east Fife, where hearths, stakeholes and stone tools tell of the nomadic hunters who camped there around 7,000 years ago.[1]

It is difficult to imagine what the North Queensferry headland would have looked like thousands of years ago. The sea level would have been much higher immediately after the last Ice Age, and what became North Queensferry would probably have been submerged. In fact, the low-lying neck of land between St Margaret's Hope and Inverkeithing Bay would probably also have been flooded, giving the Ferry Hills and much of the North Queensferry headland the appearance of an island in the Forth **figure 4.**

This is supported by the evidence of an ancient shoreline, a stretch of raised beach behind Port Laing, for example **figure 4.** Raised beaches are a common feature around the coastline of Scotland, and date from the period after the Ice Age, when the meltwaters of ice glaciers raised sea levels. Prior to the ice melting, however, the enormous weight of the ice sheet was sufficient to depress the underlying land by an appreciable amount. Thus, with the loss of the weight of the ice sheet, the land recovered and rose in height, a process known as isostatic recovery. The processes of melting and recovery were not simultaneous, and resulted in a complex sequence of events, leaving behind former beaches stranded up to 15 m above the present reach of the sea. Other clues to North Queensferry's ancient shoreline come from the discovery of sand and shells in the older parts of the village and from whale bones encountered during the digging of drains in the nineteenth century.[2]

Around 3,500 BC, people began to live a more settled existence mainly in response to changes in the environment. Large areas of woodland were cleared by burning and trees were cut down with stone tools, livestock was kept and the land was farmed for crops. The transition was gradual, with both ways of life—that of the Mesolithic hunter-gatherers and of the farmers of the Neolithic—probably occurring together for some time. In recent years aerial photography has been invaluable in identifying potential Neolithic sites, of which little or nothing survives above ground; indeed, aerial photography has revealed settlement, ritual and burial sites of a wide chronological range.

Monuments of the third and second millennia BC include burial sites such as chambered cairns, cairns and cists, and ritual sites such as henges, stone circles, standing stones and cup-marked stones. These Neolithic early farming communities buried their dead in communal stone-built chambered cairns or in barrows of wood and turf, which sometimes contained large numbers of burials. The considerable regional variation in the types and styles of these monuments no doubt reflects local traditions and perhaps the origins of the societies which used them. Excavation has revealed evidence of ritual and mortuary enclosures at Balfarg, in central Fife; two house-like wicker structures, enclosing platforms for the excarnation of the dead, and an early henge were recorded. These structures were in use in the middle of the fourth millennium BC, and are among the earliest monuments in the area. Nearby, a much larger henge had been constructed some generations later, and excavation has shown it to have had several phases of activity and construction; the henge now forms the attractive centre-piece of a housing estate. Henges

are important as they seem to represent a change in society in the centuries around 3,000 BC, the emphasis shifting from chambered tombs used by small communities to large henges involving the communities of much larger areas.[3]

By around 2,500 BC, the tradition of monumental tombs containing large numbers of burials waned in favour of a new trend for single grave burials. These Bronze Age peoples developed metal-working and new styles of pottery, and began to live in unenclosed settlements. Excavation of the burial mound at Collessie in central Fife recorded a cist containing an inhumation and a beaker. Dug into the old ground surface were at least two pits, one containing a beaker, and the other a cremation with a bronze dagger, its haft decorated with a gold fillet. Remains of the ox-hide covering of its wooden sheath have provided the earliest date for a metal artefact from Scotland.[4]

By the Late Bronze Age and Early Iron Age, settlements begin to dominate the archaeological landscape. These include numerous fortified settlements, ranging from large hillforts to enclosed villages and isolated single family dwellings. The end of the Bronze Age, around 600 BC, was a time of considerable change. Iron tools begin to appear in the archaeological record. Society seems generally to have been more competitive, with the emergence of tribal groups perhaps competing for territory and natural resources, although less defensive types of settlement also existed. Aerial survey has greatly expanded the Iron Age and early historic archaeological record of Fife by adding numerous examples of ring-ditch houses, souterrains and square barrows.

It was this perhaps more fragmented Iron Age society which the Romans encountered in the first century AD. The names of several Iron Age tribes were recorded by Ptolemy in his famous map of the Roman world, compiled around AD 167, and include the *Venicones* in Fife. The first Roman penetration into southern Scotland may date to AD 71 to 74, when Gnaeus Julius Agricola became governor of Britain in AD 77. Agricola campaigned in Wales and northern England before moving into Scotland and advancing to the Tay. The following year was spent consolidating and garrisoning the new frontier zone, in particular establishing a line of garrisons in the valley between the Forth and the Clyde.[5] In AD 81 he probably campaigned into south-west Scotland, pondering an expedition to Ireland and perhaps considering routes up the west coast.[6] In AD 82 he advanced beyond the Forth—a campaign culminating in the defeat of the Caledonians under Calgacus at the battle of Mons Graupius in AD 83 (possibly somewhere in north-east Scotland).[7] This was the climax of his governorship and, shortly afterwards, he returned to Rome.

Agricola's unknown successor consolidated these advances, establishing a system of roads and forts throughout central and eastern Scotland. The nerve centre was to be the fifty-three-acre legionary fortress at Inchuthil on the Tay, but Inchtuthil was demolished before construction was even completed.[8] A series of military disasters in the Balkans occasioned this dramatic shift in policy, with troops having to be redeployed from elsewhere in the Empire. Inchtuthil and all the forts north of a line from Newstead to Glenlochar were abandoned *c* AD 87 and, by the turn of the century, the Romans had fallen back as far as the Tyne–Solway line.

In the early AD 120s, Emperor Hadrian chose a line slightly further north for the construction of a massive barrier of turf and stone—Hadrian's Wall. In AD 138, his successor, Antoninus Pius, ordered his army to advance into central Scotland and begin construction of a second great barrier, the Antonine Wall. Built in the years after AD 142, the Wall stretched for some 60 km between Bo'ness on the Forth and Old Kilpatrick on the Clyde, with fortlets probably at every mile, and forts at wider intervals. New forts were established south of the Wall, many on or close by sites of abandoned forts, with some north of the Wall, up to the Tay. These forts were abandoned in the AD 160s, when the army was withdrawn to the line of Hadrian's Wall. Some were retained as outposts, in Dumfriesshire and up to the Tweed, but by about AD 180 most of these were abandoned, and Hadrian's Wall once again became the northern frontier of Roman Britain.

There was one final episode in the history of Roman Scotland. Emperor Septimius Severus and his sons, Caracalla and Geta, arrived in Britain in AD 208 to mount a major campaign in the north, specifically against two tribes—the Maeatae, probably based in

Stirlingshire, Strathearn and Strathmore, and the Caledonians further north.[9] Probably accompanied by a fleet, Severus and his army advanced through eastern Scotland and up the east coast. Despite taking the title *Britannicus*, 'conqueror of Britain', Severus' celebrations were short-lived, for a major rebellion occurred in the following year. Severus died in AD 211 and his son, Caracalla, immediately returned to Rome, abandoning the Scottish conquests.[10] Hadrian's Wall was again reinstated as the northern frontier of the province, with some forts garrisoned in the Cheviots as out-posts. By the late third century AD the Picts—probably a new power grouping amongst the tribes—and others were putting increasing pressure on the northern frontier. Hadrian's Wall appears to have been garrisoned until the early years of the fifth century AD, before Britain was finally abandoned by Rome.

There is very little evidence for settlement in the immediate area around North Queensferry until the medieval period. A few stray finds of the Neolithic and Bronze Age, however, provide clues as to the peninsula's first settlers or visitors. All of these were discovered in the nineteenth century and few details were recorded. Several prehistoric stone axes were found, at least one of which, an adze discovered during the cutting for a drain, was found in the field beside the farmhouse of Ferrybarns **figure 4.**[11] Another axe is known to have been found re-used in a boundary wall at Port Laing **figure 4.**[12] The axes are probably Neolithic in date (*c* 4000–2000 BC) and were largely used by early farming communities to clear the dense forests which are thought to have covered much of Scotland at this time. The details of these finds are somewhat sketchy, but slightly more is known of perhaps the most interesting find, three Bronze Age burials. They were discovered in 1857 beneath a tumulus known locally as Cromwell's Mound, situated close to the front door of Craigdhu, a large villa overlooking the coast, west of the Railway Pier **figure 4.**[13] The records are confusing, but the mound appears to have measured about 12 m in diameter. Three stone cists were found beneath the mound and, in the largest of the three, two urns and calcined bones were discovered. The urns were decorated with zig-zag patterns, and the larger of the two is thought to have covered the smaller, tea-cup sized urn.[14] The former crumbled to pieces when exposed to the air. The burials are thought to be Bronze Age, and probably date to the second millennium BC or the first half of the first millennium BC.

Around the same time as the burials came to light, two logboats were also discovered, upside down, embedded in the sand at the south end of Port Laing **figure 4.**[15] Made from hollowed-out tree trunks, they were exposed for a long time before they finally disappeared during the First World War.[16] Although these may be prehistoric in date, most of the many logboats that have been found across Scotland are now known to be medieval **figure 4.**[17]

As well as evidence for prehistoric activity on the North Queensferry headland, there is a tradition of a Roman road. Known locally as 'Agricola's Way', it starts at the south-east opening of the old railway tunnel and continues as a scar on the hillside in the grounds of Northcliff House **figure 23.**

the early historic period

Major changes occurred in the political organisation of Scotland in the period after the withdrawal of the Romans. By the third century AD, the numerous small tribal groups recorded in Ptolemy's *Geography* were coalescing into larger confederacies; and, by the fourth century, these confederacies seem to have merged into an even larger grouping known as the Picts. By around the middle of the first millennium AD, the Pictish kingdom dominated Scotland north of the Forth and Clyde estuaries, attested to by a rich heritage of carved stones, spread throughout the north-east. Fife contains many placenames of Pictish origin, of which *pett* (modern *pit*), meaning portion or share, is the most common. Placenames must be used cautiously but, when set alongside archaeological evidence, including aerial photography and the distribution of carved stones (the largest body of evidence for the early historic period), their value increases.

Argyll was occupied by the Dàl Riata Gaels, originally from north-east Ireland, whose name *Gaedil* became translated into Latin as *Scoti*. Eventually the *Scoti* came to dominate and gave their name to Scotland—but not until the mid ninth century AD, when Kenneth mac Alpin (*c* 843–58) established royal, political and cultural supremacy over the Pictish kingdom.

This period also saw the conversion to Christianity of the native peoples of what we now call Scotland. From his base at Whithorn, Wigtownshire, St Ninian is reputed to have led the first Christian mission to southern Pictland in the early fifth century AD; but monks from the monastery of Iona, founded by St Columba in 563, undoubtedly had more impact in most of Pictland. The conversion of Pictland and Northumbria was completed possibly before the end of the seventh century AD. In the Lothians the teachings of the sub-Roman Northumbrian church (brought by the Anglian settlers) spread through the valleys that ran north and south to the Forth. Their aspirations, however, were contested to the north and west by the earlier Columban Celtic, or monastic, church. The Northumbrian King Oswald (634–642), after previous exile in Iona, was responsible for inviting the Columban monk St Aidan to found the monastery at Lindisfarne. The Columban church then founded monasteries at Old Melrose (of which only the ditched embankments survive)[18], and possibly also at St Abb's Head; following the Synod of Whitby in 664, however, the Northumbrian church severed its close ties with Iona, and attempted an expansion into Pictland.[19] Throughout the early historic period the areas of influence of both the Columban church and the Northumbrian church changed with the shifting political allegiances.[20]

The first historical allusion to the area is, in fact, to Inchgarvie, the island midway between North and South Queensferry, which now supports the central cantilever of the Forth Rail Bridge **figure 1**. John of Fordun (or Fordoun), a chronicler writing in the fourteenth century, relates in his *Chronica Gentis Scotorum* that the Pictish king, Hungus, after defeating in battle the Northumbrian king, Athelstane (from which the village of Athelstaneford, near Haddington, takes its name) with a combined army of Picts and Scots, displayed the king's severed head on a pike on an island in the middle of the 'Scottish Sea'.[21] Tradition has it that this island was Inchgarvie. If correct, this would suggest that the island was a well known landmark in the busy sea lane of the Forth, but may also suggest that a crossing between what were to become North and South Queensferry also existed. That there were old names for the strait—'Casschilis' or 'Cilis Cassie' (meaning 'narrow firth')—and, in particular, for the peninsula—'Ardchinnechenam' or 'Ardehinnechenan'—would suggest that the area was well known and, possibly, inhabited. The Ferry Hills, with a supply of fresh water from Ferry Loch and as a vantage point for surveillance in all directions, would have been a highly suitable settlement site.

the middle ages

While North Queensferry would have been used as a suitable crossing point over the waters of the Forth for earlier travellers, it is from the time of Queen Margaret, wife of King Malcolm Canmore (1058–93), that we can gain a fuller understanding of the role of the ferry, and also of the small community that serviced it on the north shore. Turgot, biographer of Margaret, writing shortly after her death in 1093, recorded that she provided ships for the crossing, and endowed hostels on either side of the Queensferry, which she provided with staff 'to wait upon the pilgrims with great care'.[22] It is said that Margaret first landed in Scotland, with her mother, her brother Edgar Atheling, and her sister Catherine, at a bay to the west of the Queensferry peninsula, known since as 'St Margaret's Hope' **figure 4**.[23]

The first firm reference to a ferry passage, however, comes in 1129, when there is mention of the 'passagium de Invirkethin'.[24] This has raised the question as to whether the twelfth-century crossing landed at Inverkeithing, rather than North Queensferry; and that the 'hospitia' or rest houses for pilgrims were, in fact, in Inverkeithing. This would, however, have considerably lengthened the ferry crossing in a difficult stretch of water.

During the reign of David I (1124–53), the prior and canons of Dunfermline Abbey were granted free passage, along with their men and goods, on the ferry;[25] a right that was confirmed by Malcolm IV (1153–65) in 1153x60,[26] although none of these grants make it clear precisely where the northerly landing place was sited. When confirming free crossing to the Abbey of Scone in 1163x64, Malcolm IV's charter refers to 'the queen's port' (*ad portum reginé*), but this is probably a reference the settlement on the south side of the Forth rather than to the passage.[27] In 1165x68, when William I (1165–1214) was confirming his predecessors' grants to Dunfermline Abbey, the Ferry Passage was, once more, referred to as 'passagium navem de Invirket'.[28] The term 'passagium de Inverkethin', however, does not necessarily imply that the north landing point was at Inverkeithing, as at this point the peninsula formed part of the lands of Inverkeithing; and the term might apply equally to the site where North Queensferry developed. The association of the name of the passage with Queen Margaret commenced, as far as extant evidence shows, in 1184, when a confirmation by Pope Lucius III to Abbot Archibald of Dunfermline of various rights referred to 'dimidium passagii S Margaret Regine';[29] and the old names of 'Ardchinnechenam' or 'Ardehinnechenan', for the peninsula, and 'Casschilis' or 'Cilis Cassie' for the strait, were totally superseded.[30]

According to local tradition, Alexander III (1249–86) had crossed at North Queensferry on the night of his death when he fell from his horse on Kinghorn cliffs. Certainly, by the reign of Robert I, the northern landing point was at North Queensferry; reference is made to the support of two chaplains at North Queensferry chapel, which was associated with the ferry crossing.[31] This chapel **figure 5**, dedicated to St James, appropriately the patron saint of travellers, was probably already of some antiquity: when it was granted, by Robert I, to Dunfermline Abbey in 1320x22, specific instructions were given that the chapel should not only be provided with two chaplains and be preserved and plenished, but also the building was to be repaired, which, along with the charter's reference to pertinents belonging to the chapel by right and antiquity, suggests that it had been standing for at least a number of years.[32] Along with the grant of the chapel, the abbey also received half of the Ferry Passage, which had been forfeit by Roger de Moubray for opposition to the king. In consequence the Abbey of Dunfermline now controlled all of the Queensferry Passage. The abbey also held lands on both sides of the

figure 5
Chapel of St James
1870s

water, Malcolm IV having granted 'hospital lands' known as the Ferry Field, by Inverkeithing, when he confirmed the grants made by his predecessors to rights over the ferry crossing (*see* p 15).[33] It is believed that the 'Dundas Dyke' defines the line of division between the abbot's lands and those of Inverkeithing. The date of the walling is unclear; but it passed from Port Laing Beach in a westerly direction over the Ferry Hills to Cult Ness, dividing North Queensferry from the Inverkeithing lands of Cruicks.

Little is known of the community that grew up on the peninsula or of those that worked the ferry crossing. In 1275, Abbot Ralph of Dunfermline set up 'eight oars in the new passage boat'. Two of these were allocated to one John Armiger and another two were held by women. For this right, the holders were to pay eight pence per year and 'perform the usual services'.[34] In exchange, the holders would, presumably, expect to make a profit from fares. It may safely be assumed that the small settlement clustered in the low-lying terrain, close by the ferry landing. Various alternative sites have been suggested for this landing point: west of Craigdhu; near the present Battery Pier (*see* p 47); or in St James' Bay, sometimes called St James's Port, which was much larger than at present, much of the bay having been infilled with quarry working debris. Both St James' Bay and South Bay were naturally protected; but with South Bay being closer to the southern shore of the Forth, it is possible that this was the favoured landing place. The elevated ground, where the Coastguard Cottages now stand, was once larger. Much of it has disappeared with quarrying (*see* p 60) and is lost to the site of the present Deep Sea World. It used to be called Castlehill, which suggests at least some primitive fortification on its top. It is very probable that the village developed beneath its protective shadow, close by South Bay, St James' Bay and the chapel. Near the chapel is a piece of land traditionally known as 'Croft Angry'. The name suggests a royal connection; and it may have been here that, in the middle ages, the royal retinue lodged while awaiting calm weather for a safe crossing.

There was a tradition that the first settlement was, in fact, in the Ferry Hills, beside Ferry Loch; and that old stone foundations found here were remnants of this early village. It seems, however, unlikely that the medieval village would be in the hills; the main function of village life was the maintenance of the ferry crossing; and a site closer to the landing place would have been favoured. An attempt by Lombards to establish a settlement in the Ferry Hills, probably as a commercial venture, in 1270, was thwarted by failure to gain permission.[35] The nearby area of land, called the Cruicks, adjoining Inverkeithing Bay, was at this time under the control of Inverkeithing, having been granted to the burgh by William I in 1165x78.[36]

It is safe to presume that the inhabitants of North Queensferry were mainly involved in manning the ferry crossing and providing accommodation and sustenance to travellers throughout the middle ages. Royalty must have been a common sight in the village, placed as it was on the important route from the Borders and Edinburgh north to Dunfermline, Perth and beyond. It is not known how large items and animals were loaded into the boats. There would appear to have been some problems as, in 1425, James I (1406–37) ordained that all ferries where horses were transported should have a gangplank, for ease of access.[37] It would seem that this was not obeyed, as in 1467, an act of parliament deemed it necessary 'for the King's highness and his lieges' that gangways should be erected to facilitate the shipping of beasts. Failure to comply within twenty days would result in confiscation of the boat and loss of the right to ferry for a year and a day.[38] This ruling was repeated again in 1469 and in 1474.[39] In 1474, parliament also determined that the cost of passing over the Queensferry Passage should be one pence per man and two pence per horse. The comparison with the charges at Kinghorn (two pence per man and six pence per horse) is a reflection of the length of the crossing.[40]

A reference five years later suggests that the service of the two chaplains at St James' Chapel had, at some point, ceased. In 1479, Henry Creichton, abbot of Dunfermline, granted to one David Story, the office of a chaplainry 'newly founded' by him in St James' Chapel. David Story was to receive a stipend of ten merks yearly (a merk being 13s 4d), some of the offerings at the altar and an allowance for maintaining the ornaments and

vestments of the altar. The new chaplain was to reside in the manse of the chapel, which had a garden and stood to the north of the chapel and two acres of ground and pasturage for a horse.[41] It has been presumed that these two acres were to the west of the village (*see* p 51).[42] The chapel appears to have continued to be properly served. James IV (1488–1513) often crossed the Forth from North Queensferry and, in 1504, is known to have made an offering of fourteen shillings in the chapel;[43] and again in 1507.[44]

the sixteenth and seventeenth centuries

The ferry crossing continued to be used by royalty throughout the sixteenth century. Mary of Guise, for example, travelled from North Queensferry, in 1538, after her marriage to James V (1513–42) in St Andrews. The details of the baggage that accompanied her and her retinue is a fine reminder of the extent of bustle that any royal crossing must have made in the village. Included were 'bedding and cofferis with lynyng claithis and ane coffer of the maister stabiller to the quene; ane chair and ane buird [table]...For carying of the said geir furth of Dunfermeling to the ferry, v hors ... the Dames of Honouris beddis fra Dunfermeling to Edinburgh'. The 'Ferry boit that past all to the Quenis ferry to bring oure the quenis grace at hir entres in Edinburgh' cost £9 8s 6d.[45] Her daughter, Mary Queen of Scots (1542–67), crossed on the ferry numerous times, perhaps most notably in 1568, after her escape from imprisonment in Loch Leven.

The impact of the Reformation was wide-ranging, extending well beyond matters of religion. The Ferry Passage became part of the Lordship of Dunfermline, which was bestowed by James VI (1567–1625) in 1589 on his queen, Anne of Denmark, as a wedding present. The Passage had already been divided up into sixteenths, by Robert Pitcairn, commendator of the Abbey of Dunfermline, in succession to the abbots, and these one-sixteenths were feued out to various individuals,[46] including one Dundas and Preston of Valleyfield, in 1565 and 1566. The scheme proved so successful and shares were purchased so rapidly that Pitcairn added a further two shares; thus dividing the Ferry Passage into eighteen sixteenths![47] The feuars continued the practice of the abbey of supplying the boats and drawing a quarter share of the profits, after the fortieth penny of the whole fare had been deducted.[48] The fares by this time were set at four shillings for a boat for one person requiring it entirely for porterage; or eight pence for a man and horse; or four pence for a man or woman. The rates were fixed 'under pain of deid and confiscation of their goods'; there had, in the past, been numerous attempts by the ferrymen to overcharge.[49] The abbey's temporal property was also disposed of, including 'different parts of North Queensferry and the Ferryhill'.[50] Attached to the one-sixteenth parts of the Passage feued out were the lands on both sides of the Forth. Twelve of these were on the south side; and the north was divided into four.[51]

The Books of the Assumption of the Thirds of Benefices, which indicate the level of ecclesiastical rentals at the time of the Reformation, give some indication of the relative wealth of St James' Chapel. 'North Ferry' supplied two bolls of wheat, four bolls of bere (barley) and eight bolls of oats, compared with, for example, Easter Gellet's eleven bolls of wheat, one chalder plus two bolls of bere and three chalders plus four bolls of oats; and Wester Gellet's eleven bolls of wheat, one chalder plus two bolls of bere and four chalders plus two bolls of oats. Even when combined with South Queensferry, North Queensferry paid in penny mail rental to the abbey a mere £20 19s 5d. Musselburgh, by comparison, paid £364 and Kinglassie £132 17s 4d.[52] Clearly North Queensferry was a tiny settlement. On 3 March 1572, the crown bestowed the chaplainry of St James on Henry Boswell, son of William Boswell, a burgess of Dunfermline and member of a noted local family. This was to last for seven years to support him in the 'study of grammar' at Dunfermline's grammar school. Ten years later, while still a 'student in the grammar school', he was presented to the vicarage by the crown.[53] A charter of 1584 refers, therefore, to Henry Boswell as 'vicar', not chaplain, of St James' Chapel. In this year, Boswell disposed to James Brown and his wife, Elizabeth Lunn, and to their son, John Brown, and his heirs 'ane piece of land containing two aikers pertaining to the said

figure 6
Black Cat Inn
1936

vicarage with all thair pertinentis lyand at the North Quenis Ferry betwixt the bray callit Bowishill on the eist the gait or rod [road] on the south and the hauchis of the ferry on the west and the hauch bray on the north parts'.[54] Clearly, the two acres of glebe were being disposed of and this description confirms that the land lay to the west of the modern Northcliff, and is partially covered now by the road to Inverkeithing and modern housing.

The first road to Inverkeithing, of which there is evidence, led from South Bay, over Kirkhill. It then followed approximately the line of the present Brae and Ferryhills Road until the point where it has now been removed by quarrying works. Its line, however, may easily be noted where the old road emerges from the quarry workings, a little to the east of the remnants of the eighteenth-century toll house (*see* p 45). Another road diverged westwards, passing to the north of the seventeenth-century Black Cat Inn **figure 6** (*see* p 46), from where it hugged the shoreline of West Bay and passed round the peninsula to Dunfermline.[55] By the sixteenth century, this road was called 'the King's Way to Dunfermline' **figures 4** & **18**; and, given that this was the route taken by royalty and the abbot and monks of Dunfermline, it was probably kept in a better state of repair than that to Inverkeithing.[56] The earliest map extant depicting North Queensferry was drawn by Timothy Pont some time in the 1590s (Pont 36, *South Uist, Inverkeithing, Linlithgow and West Lothian*). Pont travelled around Scotland, depicting settlements, castles, woodlands, churches and other significant features. Although possibly only a rough sketch of North Queensferry, Pont's map clearly emphasises North Queensferry as being on a peninsula.[57] The small plan depicts a small settlement, of one main street, with two roads leading from it, and three ships at anchor in the bay of Inverkeithing, a much bigger settlement **figure 7**.

It may safely be assumed that the homes of the villagers were made of readily flammable wood: on Christmas night 1547, Sir John Luttrell, who was garrisoning the island of Inchcolm **figure 1** for the English, landed at North Queensferry and 'burned the town and the geldings of the men who fled in haste'.[58] It is quite possible that St James' Chapel was also damaged at this time. The village and its ferry service were to be greatly affected by the English attempt, after the Battle of Pinkie in 1547, to set up a pale which extended along the southern side of the Forth in what has come to be called the 'Rough Wooing'. At times over the next two years, services were halted to prevent ease of movement around the country; and on other occasions both boats and able mariners were summoned to assist, for example, in the siege of Broughty, or to transport troops. Victuals and manpower were also demanded: North Queensferry, for example, was one of the Forth ports to supply labour at two shillings a day for sixteen days, to assist in the refortification of Inchkeith after the successful removal of the English.[59]

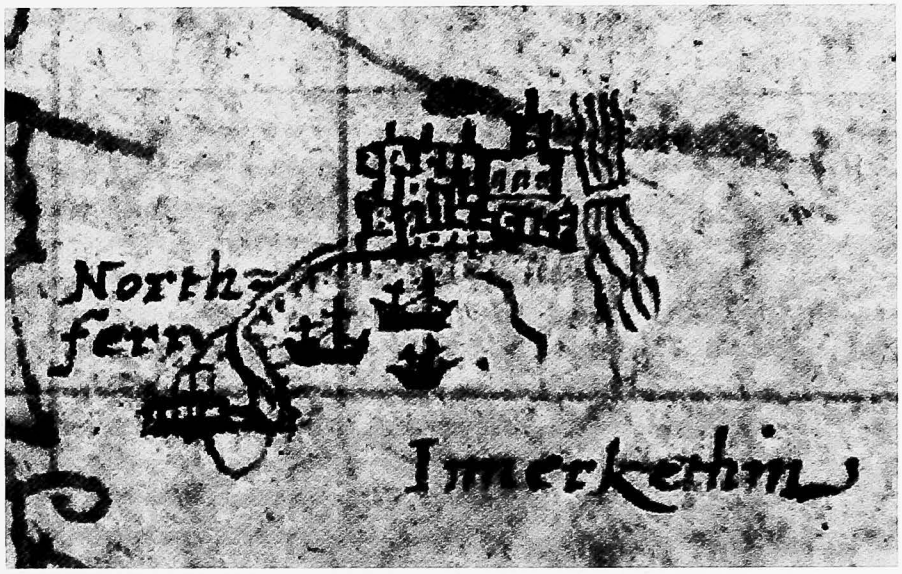

figure 7
Detail of Pont's map of *c* 1590

The importance of the Queensferry Passage for those travelling around the country became even more clear in 1584. In August of that year, plague had a grip in Fife. In order to prevent it crossing the Forth and hitting the capital, the ferry was instructed to close by royal decree. The orders, however, were defied and boats continued to make the crossing, even into the following year. This disregard of instructions resulted in the confiscation of the boats' sails; the procurement of new sails; and instructions from the Privy Council that the magistrates of Edinburgh, Leith and Kinghorn should impound the sails at Queensferry, as well as at Burntisland and Aberdour. The Leith–Pettycur ferry was exempted, as it agreed to co-operate in these controls.[60] In the event, plague did reach Edinburgh and the town suffered its worst bout of 'the pestilence' in the sixteenth century.

There is an interesting insight into the size and workings of the ferry boats in 1598. In this year, Harry Thomson and John Burgane, 'awners of ye new boit at North Ferry', complained about misuse of their boat by James Cant and Andrew Thomson. The Regality Court of Dunfermline, therefore, enacted that 'in all tymes coming there sall nane of the handlars and travellaries in ye said boitt transporteye samyn fray ane syde of ye ferry to ye uthir with na fewar number in fair weddar nor sex habill hands and in ye time of wyntar and rouche wedder wuth na fewar nor sevin habill persouns, excepd the said Hary Thomsoun or the said John Burgane elder be thair in ye boitt or any ane of them'.[61] Such a number of crew does not seem excessive, if the ferry boats were of the size of that seized by Luttrell when he burned North Queensferry (*see* p 18): it was then maintained that the boat was large enough to carry eighty men.[62]

The seventeenth century was to find North Queensferry further involved in national politics. In 1647, for example, Jean Moubray of North Queensferry was paid £205 Scots for transporting 1,000 horses and their riders, at three shillings each, and 1,1000 footmen over the crossing in her boat called 'The Burgane'. The records do not make it clear whose troops these were; but it is possible that they were 'Engagers' in support of Charles I (1625–49), at that point imprisoned on the Isle of Wight.[63]

North Queensferry was to see closer military action four years later. In February 1651, King Charles II (1649–85) visited both North Queensferry and Inchgarvie, with the purpose of inspecting the garrisons in both places. The village was equipped with a 'great sconce' or battery. This consisted of five guns at the East Ness, the low ground below Castlehill and another twelve either on Castlehill or at Carlingnose.[64] The main purpose of the garrisons was to prevent Cromwell and his troops, based in Linlithgow, from crossing to the North side of the Forth **figure 1**. Blackness Castle fell to the Cromwellians and an English fleet came up the Forth, wiping out opposition at Inchgarvie and taking a guard ship moored in the Hope. The sconce at North Queensferry, however, held out. In the July, however, 1,700 troops under Colonel Overtoun approached round the back of the sconce, which was trained on the sea, and landed at Port Laing and were thus able to

move up into the Cruicks and secure the peninsula for the Cromwellians.[65] The North Queensferry guns were captured, dragged across Ferry Hills and repositioned, facing north, at Gallow Bank **figure 4**. By 19 July, General John Lambert reinforced the advance party with two regiments of horse and two of foot; and by the morning of 20 July, 4,500 soldiers manned the peninsula.[66] Earthworks were erected across the isthmus at Jamestown. A force of some 4,000 of the king's army moved from Torwood to position themselves north of the English, Highlanders on Castlandhill and Lowlanders, the less experienced, occupying a position on Salvedge Hill to the south of Inverkeithing. The Cromwellian troops moved forward, with important reserves hidden in Well Dean, the valley between Gallow Bank and Ferry Hills proper. Resoundingly defeated, many Scots fled as far as Pitreavie Castle, where a further stand may have been attempted; but the pursuit and killing was savage and prolonged.[67] For its part in the opposition to the Cromwellian forces, North Queensferry was sacked and St James' Chapel reputedly reduced to a ruin.[68] It may, however, have suffered some damage in the previous century.

Routine work and play, sickness and health continued throughout the troubles. Plague had hit again in 1645. There was a tradition that a plague victim was buried at the north end of Port Laing beach, in the rocks, at a place called the 'Sailor's grave'. A stone, like a gravestone, was last observed in the nineteenth century, although some believe that it was seen in the early twentieth century;[69] it was said to have been bluish and engraved with an 'S' and the date '1645'. Another potential threat was witchcraft. The Reverends Walter Bruce at Inverkeithing and Ephraim Melville, grandson of Andrew, at South Queensferry were notorious witch finders. Those discovered on the north side of the Forth were burned at the Witch Knowe in Inverkeithing.[70] The church authorities also zealously tried to purge their congregations of superstitions. In 1648, for example, the Synod of Fife spoke out against the 'kindling of bonfyres upon superstitious nightis viz Midsomer and Allhallowmes'. The same Synod was also 'informit that some went superstitiouslie to wellis denominat from Saintis', while the Presbytery of Dunfermline 'heiring that thair are some resorting to wells in a superstitious way for obtaining health to sick and distracted persons' ordered that the guilty make 'thair repentance in sackcloathe in the face of the congregatione'. Very probably, Willie's Well, in the heart of the village, beside what was, in the seventeenth century called the common green **figure 4**,[71] and Our Lady's Well, on the north-west side of the peninsula, were two such venues.[72] Our Lady's Well stood near to Gallow Bank. This spot took its name from the fact that it was the place of public execution for Inverkeithing burgh, lying as it did within the territory of Inverkeithing. In all probability, at one time, there were gallows standing here. The years of Covenanting struggle that followed also impinged on the people of the village. Some supported the illegal, secret conventicles, to worship in the Presbyterian fashion rather than the re-established Episcopalian Church. James Henderson, the North Queensferry innkeeper, for example, was declared a rebel and had his goods forfeited for attending conventicles in 1676x77. In 1682, Robert Dick, a ferry man, was one of a number charged with 'withdrawing from the church and keeping house and field conventicles and for disorderly marriages and baptisms'.[73]

In any sea-faring community, death was never far away. A common box was set up by the sailors, for the support of those members, widows and orphans in need, probably in 1598.[74] The sailors of North Queensferry had a loft or gallery in St Peter's Church, Inverkeithing, on the south side of the west end of the church, where they might worship together; North Queensferry had become attached, but with the assent of Dunfermline parish, to Inverkeithing parish church in 1643.[75]

A further example of community finance was instituted in 1647. The Privy Council decreed that a certain sum should be taken by the ferrymen from each fare and placed in a collection box. This 'Ferry Silver' was to be used for keeping the landing quays in good order, at the discretion of the Privy Council. The fares by this time were thirty-six shillings Scots for 'the best boat', eighteen for 'the lesser boat', twelve for a yawl, three for a horse and rider and one shilling Scots for a 'footman'. The collector of the 'Ferry Silver' was instructed to give a crown every quarter to the bell ringer and the keeper of the clock at

North Queensferry.[76] Where this clock was sited is not clear. By 1661, it was claimed that 'the ferry business yields a very moderate gain'; but there were now thirty-two shareholders, so a number, at least, felt it a venture worth trying.[77] Also complaining were the village brewsters. The Regality Court of Dunfermline decided in 1669 that ale should be sold at sixteen pence the pint. North Queensferry argued 'that they [would] be forced to give up brewing in respect any chainge they [had was] from gentlemen and strangers that pass at the ferris who will not drink the aill that they might brew at that price'. The Ferry people were, therefore, permitted to sell their ale at twenty pence a pint.[78]

By 1669, there were four official ferry boats working the crossing. Archibald Wilson had a new boat called the 'Yesterfriggit'; 'a great boat' called the 'Burgane' was owned by the widow Jean Moubray—probably the boat used in 1647 to transport troops and horses; the 'Issobel' belonged to John Allan of South Queensferry; and a further new boat, the 'burgane yoll', belonged to the north side. At this time, the Regality Court made a number of rulings for the efficient running of the service. Amongst them was the instruction that 'no man or boat presum to transport passangers upon the Lord's day either in the tyme of dwyne service or any uther tyme unles the pairtie be upone some publick concernment... or if any uther passanger upone the accompt of seiknes goeing for any phisician for ane passien'.[79] This was not the first such instruction. In 1635, any ferryman taking a boat over the Passage on a Sunday was to be fined twelve shillings and if subsequent disobedience was noted he was to 'stand at the kirk door in sack clothe and make confession of their fault before the congregation'.[80] Whether either ruling was obeyed is doubtful. According to the Inverkeithing Kirk Session Records, in 1695, 'the people in the Northe Ferrie are to be admonished publickly by the minister not to passe in bouts upon the Sabbath Day and also not to carrie in their water as formerlie'.[81]

The seventeenth century appears to have been a time of squabbling on the Passage. Illegal boats plied the crossing, passengers were overcharged and disputes arose between proprietors. Landing places were a particular source of friction, with North Queensferry insisting that all boats be moored at the north side. In 1678, the Regality Court felt matters were such that it was necessary to decree that 'sailors and boatmen carry themselves decentlie and not upbraid and threaten the patrons they serve'.[82]

the eighteenth and nineteenth centuries

North Queensferry was to see many changes over these centuries. At the beginning of the eighteenth century, the Ferry was still a close-knit community, largely dependent on the sea and the firth for its existence **figure 8**. But changes were to come. A relatively new but influential property owner in the village in the eighteenth century was the guild, or guildry, of Dunfermline. The guild held extensive property within the village itself as well as the right to let out fishings beside its lands.[83] Negotiations over ownership of land were, however, not always conducted in a gentlemanly fashion by other parties. Bailie George Hill of South Queensferry was constantly raising issues and having complaints raised against him.[84] A case, for example, was submitted against him to the Annual Committee of Burghs for his 'unwarrantable and illegal conduct'.[85] In 1728, the guild agreed to purchase a tract of land from Hill at the North Ferry. It raised a rental annually of twenty-one bolls of bere and a lamb; and the terms negotiated with Hill seemed reasonable. These lands were in the Ferry Hills for, a year later, four members of the guildry visited North Queensferry to inspect their marches and report on the condition of the barn and ruinous byre. Their tenant was instructed to repair the barn and byre, for which he was paid forty merks; and he was then given a tack or lease of nineteen years. Further loans were made by the guildry to Kennedy and his son. The records, however, make it clear that not all financial transactions were straightforward. Hill clearly had debts outstanding to other people; and some of his payments for the land at Ferry Hills were to be paid to his creditor on production of a bill of debt from Hill. In 1731, the outcome of failure to fulfil the bargain resulted in an officer passing, in 1731, to apprehend Hill, but he outwitted the guild by shutting himself in a locked room. The clerk of the guild was

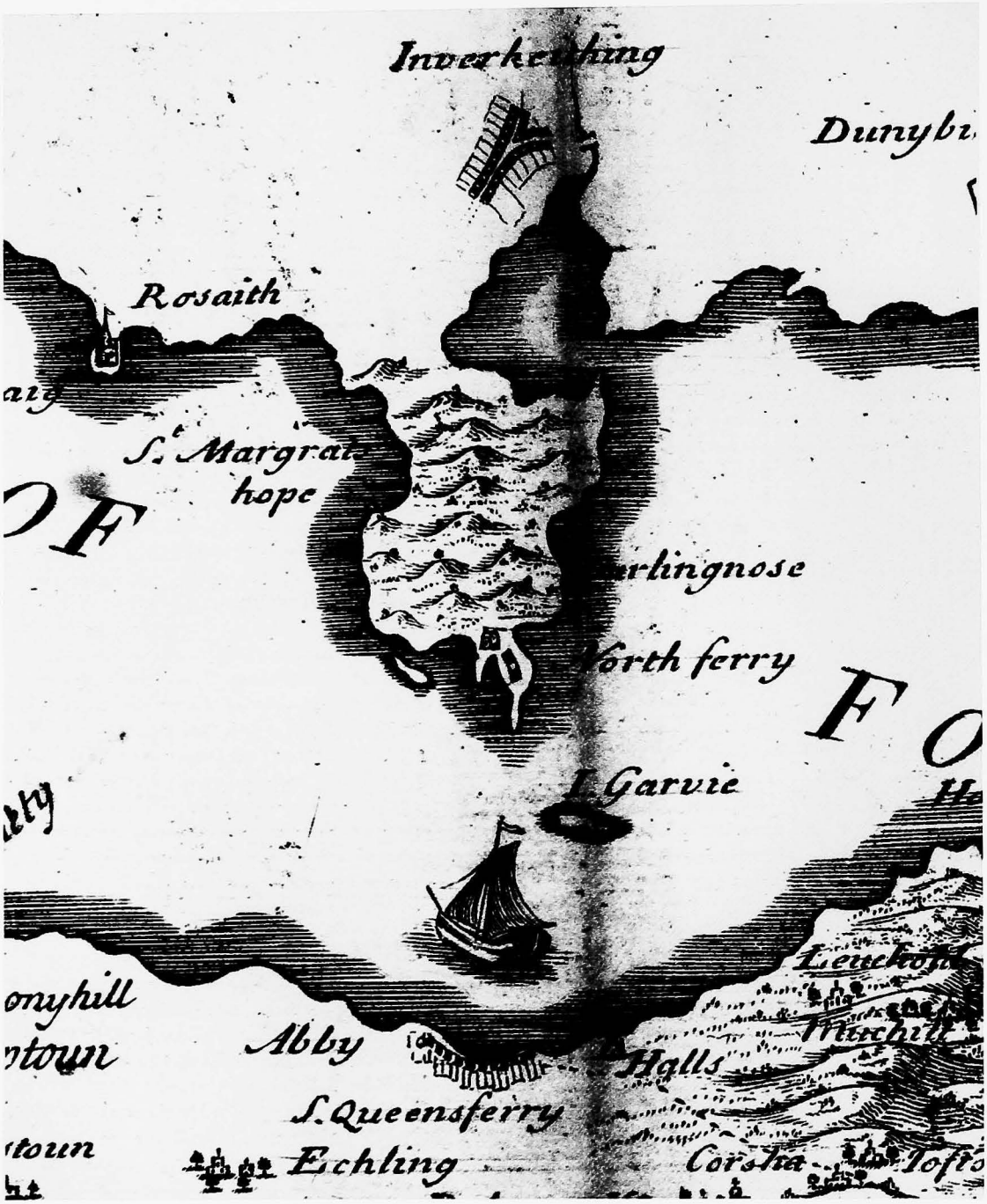

figure 8
Detail of Adair's map of West Lothian 1737

instructed to obtain legal permission to break down his doors and officers of the guild passed with the official to apprehend Hill. How long the matter was prolonged the records do not make clear; but by March 1733 Hill was imprisoned in the tolbooth at South Queensferry.[86] He was, however, in a matter of months, released on the advice of a physician, because of ill health.[87]

The guildry was negotiating for the purchase of further land—a quarter of the Ferry Hills in 1740;[88] and, presumably, this was successful, as in 1748 a decision was made to set it out in tack to the highest bidder, by public roup. Advertisements to this effect were to be placed on the church doors of Dunfermline and Inverkeithing.[89] By 1763, the guildry decided to set up a committee which succeeded in purchasing more parts of the Ferry

Hills. It is clear, also, that the guild held other land in and beside the village. In the same year, a tack of thirteen years was given to Robert Campbell, merchant in Stirling, to quarry whinstone for road paving on the guild's 'ground or rocks' next to the village, westwards towards Haugh-End. The following year, he gained a tack for eight years to quarry to the east of the village; by 1767 Campbell was employing 145 men, most of whom came from Inverkeithing.[90] One, or both, of these quarrying works was causing problems in 1785, when complaints were made about the rubbish made by small stones being transported from the guild's quarries for the canal company. To date, the loads had amounted to 1,638 tons.[91]

The records also show that the guild held land at Carlingnose, which the guild opted not to sell to Charles Abercrombie, writer of Edinburgh, as it was worth £5 rent annually.[92] Two further proposed land transactions show the extent of the guild lands. In 1781, one John Lamond wrote to the guildry requesting that some of their number meet with Captain Fraser, Chief Engineer for Scotland. The latter was proposing that a battery be reinstated on the point of the East Ness.[93] Such a proposal was prompted by the visit to the Forth of John Paul Jones, the Kirkcudbright-born, American naval officer intent on distracting British interests from the Wars of Independence.[94] On 11 June, two days after the meeting, it was decided that not only should there be a battery on the Ness, but also on the top of Castlehill to protect ships going further up the Forth. Captain Fraser gained the permission of the guild that they would forego, temporarily, the use of the land, for the establishment of a battery and access road, on condition that the tenant was indemnified for any damage done. Two years later, however, since a decision had been taken to maintain a permanent battery on the site, the guildry deemed it wise to sell the land at East Ness and Castlehill, while retaining all fishing and sailing rights off shore; but the price of £750 demanded by the guild was thought too high, Fraser 'complaining of the unreasonableness' of the guild's position. The government continued to pay a rental of £53 15s per year, although the records indicate that this was often in arrears.[95] It is known that, by 1806, this battery was constructed of an open earthwork, with embrasures, in which were mounted eight twelve pounder guns of foreign origins. One NCO and three gunners were in charge and lodged in permanent barracks.[96]

The extent of the guildry's landholding is further evidenced in 1799. In this year, the Trustees of the Passage determined to improve the landing places on the north side. To this end, the guildry was approached to sell land for an access to the Haugh-End shippings. In the event, the guildry agreed to feu the land for £3 per year, but insisted that the only building to be erected on the land was to be a shelter for the ferrymen. A month later, it relented and agreed to a shelter for passengers and that a pier at the West Haugh might be built by the trustees. There is no evidence that these were ever built. The guild retained the quarrying rights for itself. The guildry was also petitioned for a tract of land in the 'Whinny Knows', part of the Ferry Hills. This was required for grazing cattle while awaiting their crossing over the Forth. The guildry agreed to sell at a cost of sixty guineas.[97] These negotiations reveal more than the extent of the guild lands; they also show that quarrying was an emerging industry in the village; that settlement had not spread up the hill from the nucleus of the old village, if cattle grazed on the 'Whinny Knows' and that there was still no one settled landing place for the ferry boats.

That quarrying was becoming an important part of North Queensferry life is indicated clearly in a report of Thomas Pennant, published in the 1770s:

> *landed in the shire of Fife, at North-Ferry, near which are the great granite quarries, which help to supply the streets of London with paving stones; many ships then waiting near to take their lading. The granite lies in great perpendicular stacks; above which is a reddish earth filled with friable micaceous nodules. The granite itself is very hard, and is all blasted with gun-powder: the cutting into shape for paving costs two shillings and eight-pence per tun, and the freight to London seven shillings.*[98]

There was also a local tradition, probably unfounded, that Samuel Greig, who came from a well-known North Queensferry and Inverkeithing family, and was sent to St Petersburg in 1763, subsequently rose to be an admiral of the Russian navy, designed the fort of Kronstadt and had the latter constructed out of North Queensferry 'granite'.[99]

In spite of the emerging interests in quarrying, the Ferry Passage continued as the mainstay of employment throughout the eighteenth century. But the problems associated with the Passage persisted. In 1702, one John Hill petitioned the South Queensferry town council that Passage boats should have free access, on both sides of the water, to the landing platforms, on which considerable expense had been disbursed: 'boatmen not belonging to the water passage' were 'violently' keeping the shippings from the Passage boats. The council found for the official ferrymen and decreed that all other shipping was to give way to the ferry boats; and if they failed to do so the masters of the ferry boats had the right 'to cast loose the moorings of the offenders'. Moreover, if a boat was unloading goods and a passenger boat appeared, it was to make way for the ferry to discharge its passengers, before continuing with its own unloading.[100]

In 1749, the Court of Admiralty at Dunfermline, in an attempt to effect greater accountability, conceived the idea that the ferry be supervised by an 'able carpenter and sailor', who would be directly responsible to the judges of the court and would submit written reports twice yearly.[101] The official ferry boats by this time numbered four 'large' boats and four yawls.[102] The fact that the South Queensferry town minutes record that, by 1748, the town's shipping had decayed to only one small brig of thirty tonnes[103] and the lack of mention of ferry boats suggests that North Queensferry was successfully monopolising these boats at the north shore. Indeed, the fact that all boats were moored on the north side overnight meant that, from 1749, every night the captain of each ferry nominated a crew member to watch for the signal from the south side, a lighted fire, that a ferry boat was required. The timing of the ferries was further regulated by the ringing of a bell in North Queensferry every two hours, the time being regulated by its public clock. From March to August, the first bell was at 4 am and the last at 8 pm and from September to February 8 am and 4 pm. Ferrymen were instructed, however, that on market days the bells were to be ignored and cargo taken immediately to the other side. By this time, a passenger was paying two shillings Scots and the charge for a horse was four shillings.[104] A measure of the importance of the role of the ferrymen may be noted in 1793, when it was laid down that they were to be free from being press-ganged.[105]

The coming of turnpike roads meant a demand for more efficient service from ferry crossings. At some point between 1769 and 1773, as part of the new improvement schemes, a new road was laid out along the west shore of the peninsula **figure 4**; and the old road was closed. This closed access for locals to the Haugh Well, so a small path was provided to it from the main road.[106] The necessity for this access rather suggests that Willie's Well and any others in the village were not providing adequate supplies of water. Ainslie's map of 1775 shows clearly the line of the new road and the site of the Ferry Toll, where payment was made for use of the thoroughfare. Interestingly, the toll house on the Inverkeithing Road, still standing partially (*see* p 71) near Jamestown, is called the 'Old Toll'; and it is safe to assume that this was an earlier toll house.

One of the physical reminders of the North Queensferry seamen may still be seen (*see* p 52). In 1752, the sailors of the Ferry erected a wall around the cemetery at the erstwhile Chapel of St James **figure 5**. Precisely why is not stated; some have argued that it might have been an attempt to thwart grave robbers, or Resurrectionists, who dug up newly-buried bodies at this time, for the purposes of medical research. Alternatively, a wall of a few feet, at least, may have been required as a retaining wall for earth as the level rose within the cemetery precinct.[107] The traditional village cemetery, from medieval times, stood immediately to the east of the chapel.

In the latter part of the century, also, there is further evidence of community spirit. Before dividing up their profits, the boatmen, who were merely hired and did not own their own boats, set aside some of their earnings before pooling and dividing it up amongst their number. Some was necessarily set aside for the feuars, but the rest was for

figure 9
Cottages on the west side of The Brae 1960

the provision of boatmen in difficulties and for a schoolmaster at the Ferry.[108] Along the lane to the east of the chapel lies Melinkie Cottage. Probably built in the first part of the century, it was acquired by the Sailors' Society in 1769; it was used from then until 1827 as the village school.[109] The previous school had been sited a little further north, near to the pathway that became known as 'Piggery Steps'. Only partial stone walling of the building, now incorporated into a shed, remains.

North Queensferry remained a small, inward-looking community. The *Edinburgh Evening Courant* of 19 December 1772 commented that 'North-ferry consists of a few steadings of houses',[110] meaning pieces of ground on which houses were built. As late as 1793, it was calculated that there were a mere 312 people in the village.[111] As well as the seventeenth-century Black Cat Inn **figure 6** and eighteenth-century Melinkie Cottage, other remnants of these 'steadings' still remain. Close to Melinkie Cottage, still stands Heron House, once called Herring House. This may have taken its name from its function as a place for gutting herring and mending nets, or from a local woman, Helen McRitchie (*see* p 70). Ivy Cottage, originally facing onto the King's Way, and Brae House and White House, standing on the newly built road to the north (*see* p 69), may still be seen. 10 Post Office Lane and Yoll Cottage, which originally stood at the shore of St James' Bay, already becoming infilled with waste from quarry workings,[112] also give some clues not only to eighteenth-century housing, but also to the street pattern in the village. The village still clustered at the foot of the peninsula, although settlement was beginning to creep up The Brae **figure 9**. The house of the same name, still standing, once formed two eighteenth-century dwellings and was possibly originally single-storeyed (*see* p 69); and about the turn of the century Hill House was built on slightly higher ground. There were merely a few stables for livestock further up into Ferry Hills, and possibly a farm at Carlingnose. Beyond, the Cruicks area, still forming part of Inverkeithing's burgh lands, apart from a portion purchased by the Dunfermline guildry in 1766,[113] appears to have been unpopulated.

Although a small community, North Queensferry felt itself to have a distinct identity, exemplified, for instance, in its successful insistence that ferry boats be moored at the north side of the Passage and that those who worked the boats should come from the village. It had few ties with Inverkeithing other than attendance at Inverkeithing parish church. Although still officially part of Dunfermline parish (only from 1855 was it officially in the ecclesiastical parish of Inverkeithing),[114] North Queensferry people continued to receive financial support from the Inverkeithing Kirk Session and parish. In 1723, Helen Brown of North Queensferry was granted a monthly pension of eighteen shillings by the parish, for example; and the following year, James Hill was granted £6 to help him buy a house.[115] Elspeth Adamson was given funds for the upkeep of her children in 1737.[116] The village may also have had its own poor box at this time; it certainly did so in 1755 when money was borrowed from it.[117] The morals and wrongdoings in the Ferry,

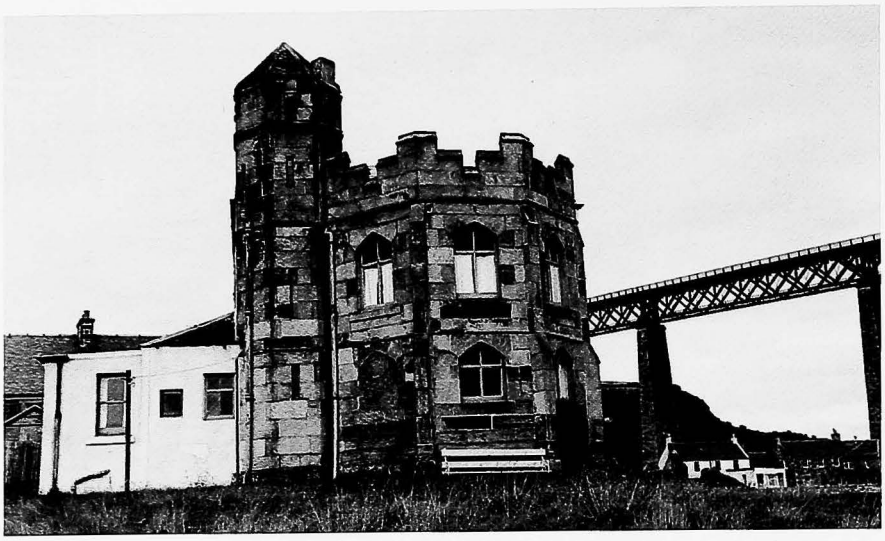

figure 10
Mount Hooly
(Signal House
or Tower House)
1960

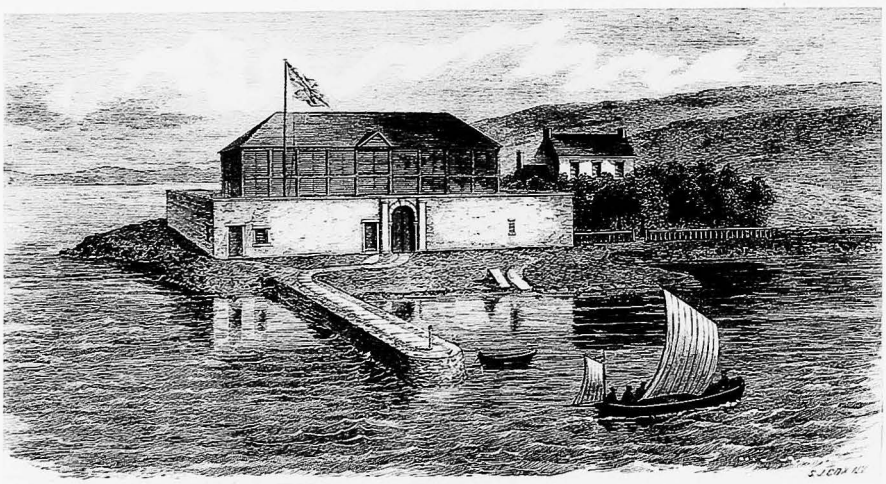

figure 11
Lazaretto,
Inverkeithing Bay,
Fifeshire
1829

however, equally came, in practice, within the remit of Inverkeithing parish. In 1721, for example, Margaret Stenhouse was called before the minister for following soldiers to 'Northferrie', which was deemed 'light and unsuitable carriage'. In January of the following year, a young Ferry woman, Margaret Bathgate, was found to be pregnant. As she was unmarried, she was called before the Inverkeithing Session.[118]

Nineteenth-century records suggest that attitudes to outsiders were becoming less suspicious. When the Sailors' Society reconstituted itself in 1818, its members included men from South Queensferry, Leith and from as far afield as Dundee and Greenock.[119] The Society continued to maintain the walls and gate of the cemetery; and, to help finance this expenditure, the Society decided to hire out their mortcloths to non-members at a cost of eight shillings for a large one and four shillings for a small.[120] Where the causes of death of the members of the Society are recorded, not surprisingly, drowning was relatively common. In 1823, Captain William Gourlay met a different end. The records indicate that cause of death was 'shot in duel'.[121] One of the last duels fought in Scotland, the principals, their seconds and a doctor crossed over the Passage and came to the uninhabited Ferry Hills, where Gourlay was shot by a pistol. The spot is marked today with a standing stone.

The fabric of the school house continued to be maintained;[122] and it was here that the Society's meetings were held.[123] In 1826, however, a subscription was set up for a new school house and the old school was to be converted to a dwelling house and let to tenants. By the following year, this ambitious scheme had been achieved. The land was acquired from Mr Scott-Moncrieff, who held more land further up the Ferry Hills.[124] Not only did the new school have space for teaching, but also accommodation for the master,

figure 12
Detail of OS 1855 6-inch map of Fifeshire

on the floor above; and from 1828, the Society held its meetings here and, on occasion, in the Signal House **figure 10.**[125] The siting of the new school was significant: it was a little further up The Brae from Hill House. Settlement was beginning slowly to move up into the Ferry Hills.

James Simson, son of the medical officer at the lazaretto at Cruickness **figure 11**, completed in 1810 to replace a quarantine vessel, has written a fascinating account of his life there from 1831–5. An observant boy, he gives, as an adult, a detailed commentary not only on the flora and fauna, but also on topographical features on the peninsula **figure 12.** The new school house was the last building in the village on the Ferryhills Road. He comments that this and the new inn were the only recently built properties in the village.

The inn he thought 'a handsome building, having its back so close to the water that it seemed to form part of the sea-line. Its inmates had thus the most convenient facilities for bathing'. This was Mitchell's Inn, later called Albert Hotel, on the site of the earlier Hope Tavern. After leaving the school house, one passed by Carlingnose and beyond, to the east of the road, the land was 'clothed throughout in the finest of pasture, and...covered with horses, cattle and sheep'. Carlingnose, itself, was 'a perpendicular precipice which was being gradually eaten away by quarrying the stone for street-paving and such purposes'. A little further up the road was 'a recent plantation on the brow of the village'; he believed it the work of one Captain Macconochie. In fact, Macconochie's plantation may still be seen in the ground of Northcliff. Robert Scott Moncrieff was responsible for a plantation further up Ferryhills Road. The only other feature passing over the brow of the hill was a derelict tomb, set in the middle of a small field-like enclosure and bounded by a dry-stane dyke. It had an entrance to the east and a parapeted roof, on which whin bushes were growing. Latterly, the door began to hang off and the children could see inside a large, brown empty jar, of an antique shape.

Sometimes, the boy and his friends would climb up the hill behind the tomb to the Ferry Loch, where a boat was moored. From this vantage point, the children could see only two properties: the toll house and St Margaret's, an imposing villa built by a Mr Elias Cathcart, with a quarry nearby it (that of Well Dean), the source of the stone for its construction. The land for St Margaret's had been purchased from the Dunfermline Guildry in 1830.[126] Cathcart, too, established a plantation of trees round his property, still to be seen proliferating today. Looking over St Margaret's Hope, the children, until after the cholera epidemic of 1832, could view the five or six quarantine boats awaiting permission to move their men and cargo to the lazaretto. To the south of St Margaret's Hope was Ferrybarns farm, a small, single-storeyed, thatched house and one of only two or three farms on the peninsula, the other being the Cruicks farm and, possibly, that at Carlingnose.[127] Interestingly, for one so observant and careful in recording his haunts in the Ferry Hills, Simson makes no mention of Dundas Dyke. This might merely mean that he did not consider it worthy of mention. In 1840, the guildry determined that the Ferry Hills should be enclosed with a stone dyke, of four feet height, lipped with lime on both sides and neatly pointed.[128] This may well have been a reference to Dundas Dyke; but whether this was an original or a replacement dyke is unclear.

Port Laing beach was a favoured spot; but Simson noted that it was not, at this time, in spite of being the only sandy beach, frequented by visiting bathers. This he felt might be explained by the fact that the Ferry had excellent bathing facilities close by the village. At times, the beach would be set out with the stakes and fishing nets of the salmon fishers. The beach could be approached from the direction of Cruicks Farm by a track, big enough to take farm equipment and still visible, in places, today. A little to the north of Port Laing and the tomb lay Henderson's Dyke. This ran from the shore to the walled garden of the Cruicks farmhouse, meeting another which passed eastwards to the shore above Port Laing. The natural vegetation of this part of the peninsula was whin, bramble bushes and ferns.

The south shore of Inverkeithing Bay attracted not only more habitation than the hilly areas to the south but also a little industry, there being a chemical (magnesia) works, a blacksmiths and, possibly, salt works near to the old toll house. By the end of the century, a brickworks, the clay for which was dug close by, in what is now 'Jamestown Pond', stood beside Jamestown, as well as saltpans.[129] The lazaretto itself stood at the head of the pier at Cruickness. Apart from accommodation for the victims of the disease, there was also a watch-house, of great importance during the cholera epidemic of 1832. A contemporary illustration shows it to have been surrounded by a high wall. The pier was thought to be of considerable age and probably built of blue stone and sand stone. The medical officer lived in a nearby house; and a few other dwellings lined the Cruickness road to Jamestown.[130]

It was said, in 1802, of the ferry crossing, that the traveller 'finds such inconvenience in landing that he greatly wonders how it could possibly happen that so glaring an

figure 13
Town Pier

impediment at a passage so much frequented as the Queensferry has been suffered to remain'.[131] This was somewhat confirmed five years later, when a meeting was held at Kinross of 'noblemen and gentlemen' interested in the Passage: they felt it important to improve facilities by erecting a new inn by subscription.[132] In 1809, a Forth Ferry Trustee Company was established. John Rennie, a distinguished engineer, suggested many improvements and an estimate. These were, ultimately, effected at a cost of £33,825.[133] The Town Pier **figure 13**, known sometimes as the Signal House Pier, was rebuilt in 1810–13, according to the plans of Rennie and extended in 1828 by Thomas Telford. Two old low water piers stood off Battery Point and these, too, were reconstructed but it was the one to the west of South Bay -the Town Pier—that was now more used. This became the main landing point for the ferry boats crossing from South Queensferry. The Town Pier was to be the arrival point for Queen Victoria and Prince Albert in 1842. In honour of the occasion, the pier was carpeted in red cloth and triumphal arches were erected in the village.[134] Still standing at the head of the pier, to aid navigation, is the hexagonal lighthouse **figure 14**, constructed around 1810 as part of the improvement scheme. Nearby, now with a modern addition to the north, is Mount Hooly (another name for the Signal House or Tower House) **figure 10**, the ground floor functioning as a waiting room for passengers and the upper as a meeting room for the trustees and the office of Captain Scott, the first superintendent of the Ferry Passage.

Rennie also surveyed the roads in and leading to the Ferry; and this may be seen on the plan he produced in 1811. The proposed new road hugging close to the shore around the west side of the peninsula, passing from the toll bar to a pier connecting with Long Craig Island, was never, in fact, constructed. It was, however, at this point that the main thoroughfare in the heart of the village was created. Main Street, leading directly from Town Pier, now superseded the old King's Way and Kirkhill.[135] A contemporary account is fine indication of the improvements effected. While noting that the village, the superior of which was the Marquis of Tweeddale (as successor to the Earl of Dunfermline), was 'inhabited by the boatmen principally', it comments that 'the piers are unrivalled and there is an elegant and commodious inn'.[136]

A notion of the level of movement across the Forth and the effect it must have had on North Queensferry may be gained by an assessment of the year 1811. Those who used

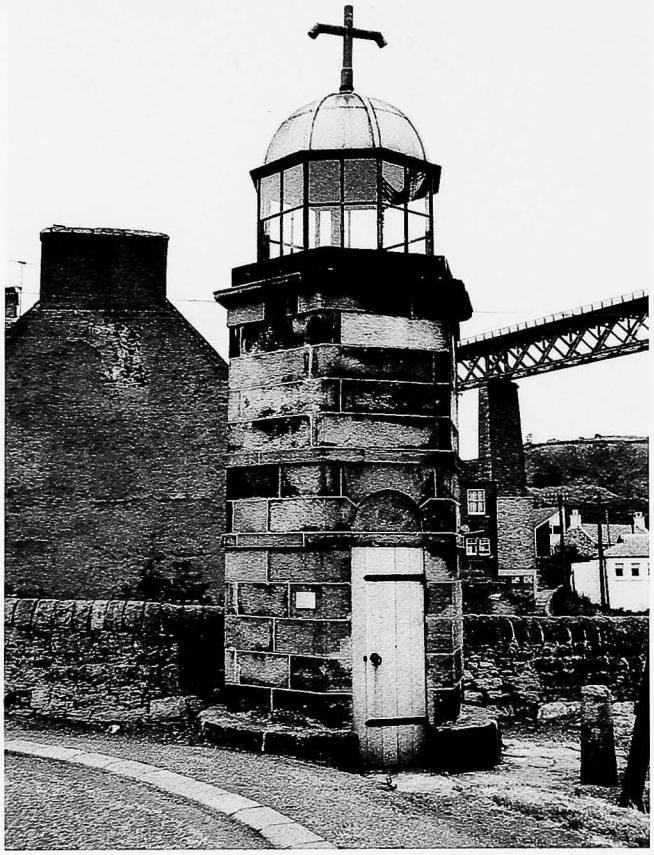

figure 14
Lighthouse

the ferry were locals, travellers, officials, animals, vehicles, freight and mail. An average of 288 persons crossed each day; and, over the year, using the crossing were: 1,515 carriages, 4,254 carts, 13,154 horses, 18,057 cattle, 25,151 sheep, 5,520 barrel bulk and 2,615 dogs.[137] By 1814, the ferry boats were, deliberately, flat-bottomed, in order to draw little water and be readily drawn up to the quays.[138] In 1821, however, the 'Queen Margaret' was launched at a cost of £2,369—the first steam ferry boat on the Forth.[139] It took a mere half hour to cross.[140] From this time, until 1838, the Passage was served by the 'Queen Margaret'; four large sailing boats—'Prince Regent', 'Blair Adam', 'Primrose' and 'Earl of Moray'; three pinnaces—'Pitfirrane', 'Ouearn' and 'Keavil'; and three yawls.[141] Such was the improvement in facilities that 1,000 cattle per day could be transported by 1828.[142] The implications for the village, in terms of congestion, noise and refuse disposal are staggering. Allied to this, coaches and private carriages passed daily through the village. The 'Royal Mail' went between London and Aberdeen; the 'Defiance' to Dundee; the 'Coburg' to Perth; and others more locally, to Dunfermline and other parts of Fife. Fifty post horses were continually stabled at the Ferry. The regular arrival of coaches and changing of horses must have meant that the small village was throbbing with noise and activity nearly twenty-four hours of the day; the first of the mail coaches, drawn by four horses, came at 4 am, announcing its arrival with a bugle.[143]

Much of village life, in consequence, still revolved around the Ferry Passage and the provision of services for travellers. 'Mitchell's Inn' was named after its owner who had a coaching business and a further two inns stood a little to the south, at the north end of the Crags, as the rocks here were called.[144] On a prime site to attract the custom of travellers, Mitchell's Inn was merely one of thirteen places where spirits might be bought in the village. A little further along the road is the Ferrybridge Hotel. Originally named the Roxburgh Hotel, it was established by the daughter of Charles Roxburgh, a ferry boat skipper in the mid nineteenth century.

In 1867, the North British Railway Company, with their branch from Ratho serving South Queensferry, took over the Queensferry Passage and laid down a rail connection at

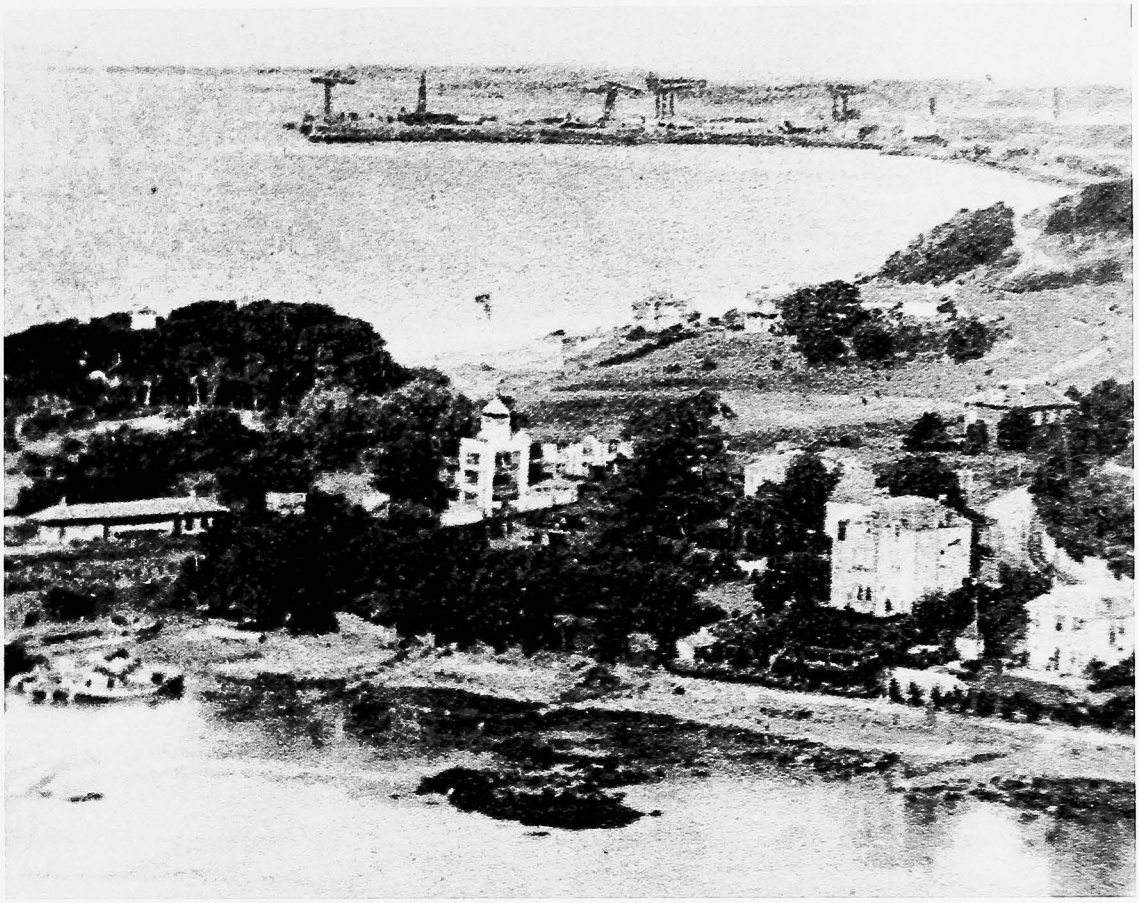

figure 15
Railway Pier restaurant *c* late nineteenth century

the North Queensferry side, which was opened in 1878. The services on this side were reported, in 1877, to be a single platform and a raised signal cabin. Soon, passengers were to have an elaborate restaurant which also functioned as a waiting room, from which they could gain excellent views up and down the Forth **figure 15**. Passing through a tunnel in the Ferry Hills, the train met an intermediary station at Inverkeithing, before passing to Dunfermline.[145] The coming of the railway was not universally accepted in the village. It was felt by some that too many people left the Ferry to do their shopping. Where previously in the village 'everything' could be purchased, now one woman sufficed to serve in a shop, where three men had been needed before. The West Sands had also formerly been beautifully clean; and it was here that boys went swimming. The new railway pier, however, caused an eddy and mud or 'slink' encroached and covered the sand.[146]

Greater changes were soon on the horizon. Plans were set afoot to traverse the Forth with a bridge. 1879, however, saw the disastrous collapse of the Tay Rail Bridge. But the engineers were not ultimately deterred and from 1882 staggering amounts of materials and men began to arrive on both shores of the Forth. With the coming of the Forth Bridge (*see* pp 61–2), the branch would disappear from the working timetable; although it was, spasmodically, in use for goods removal. It is, for example referred to in the 1950s in the context of 'Burns Siding, North Queensferry Goods and North Queensferry Pier' until closed permanently in October 1954.[147]

Not only was the construction of the Forth Rail Bridge, which was opened in 1890, itself a monumental task, but tunnels, cuttings and embankments had to overcome a multitude of natural obstacles. The most difficult section of track for the North British to engineer was that between the bridge and Inverkeithing. At the north end of the bridge the track crosses Ferry Hills through a steep whinstone cutting. Excavations eighty feet deep began at both ends of the cutting. The rock, however, was found to be so friable and liable to fall on the track that a 'roof', with air vents, was placed over the tracks already cut, thus giving the effect of a tunnel; and the central, unexcavated portion was tunnelled out, rather than excavated down.[148] On exiting the 'tunnel', a further problem to be

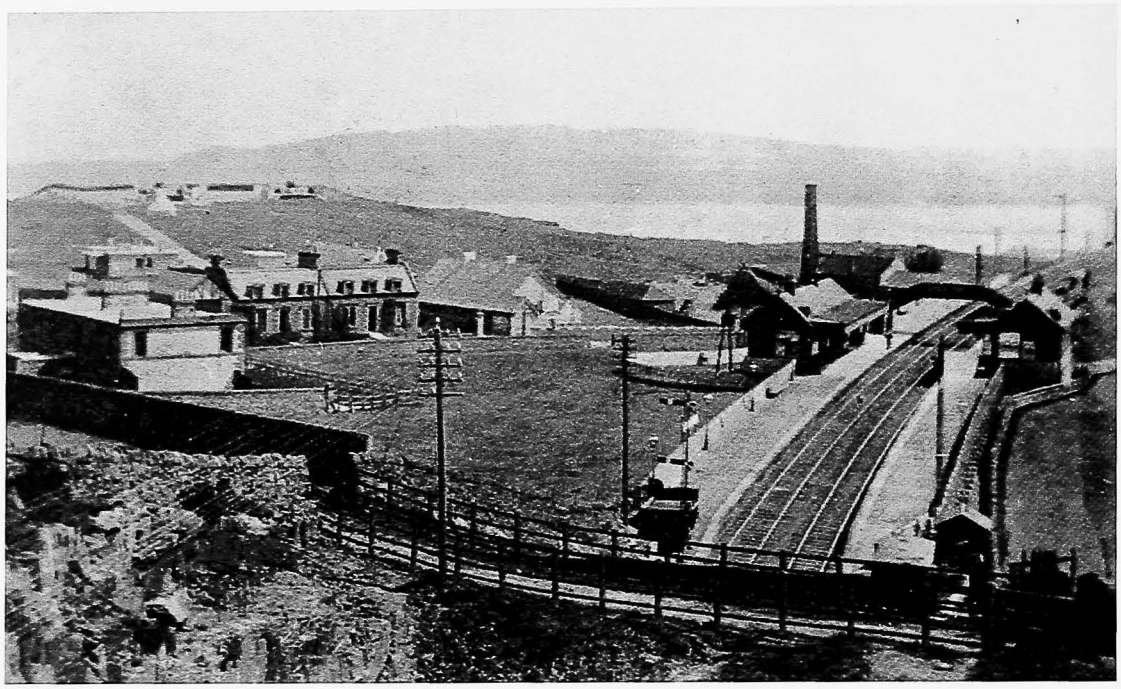

figure 16
Railway station, with public right of way in foreground
c 1950s

overcome was the passing of the track over the boggy ground of an extinct volcano. The seventy-foot orifice was infilled with stone and rubbish from the nearby Jubilee Quarry;[149] and the track then passed over the sixty-five feet high Jamestown viaduct and tunnelled underground to Inverkeithing. The cost of this section alone was £110,000.[150] Interestingly, the rights of the ordinary villagers were not forgotten in this mammoth project: when, in 1875, the Railway Company purchased land from the guildry in order to construct the tunnel, it was agreed that the company would maintain two gates **figure 16** on either side of the railway, to afford proper access to the fields.[151] The bridge itself was a masterpiece of construction **figures 17 & 18**; the largest ever built and the first with a steel superstructure. The *Illustrated London News*, in 1889, commented on the 'long stride over space...the longest distance between supports yet covered by mechanical means'; and Benjamin Baker, the bridge's designer, called it 'a romantic chapter from a fairytale of science'.[152] For the people of North Queensferry its construction was perhaps less romantic. Major upheavals hit the village, with the preparations of foundations, the building of the north section of the bridge itself, the influx of workmen and their temporary lodgings and the arrival of throngs of spectators, from awe-inspired locals to distinguished visitors, scientists, engineers and royalty.

By the end of the century, the village was considered to be a 'favourite resort for sea-bathing, it has a post office, with money order, savings' bank and telegraph departments, a railway station, a coastguard station, a Free Church, and a public school [sic]'. The Free Church, built in 1878, became United Free Church in 1900, Church of Scotland in 1929 and stood at the foot of The Brae, facing west down the road to Dunfermline.[153] This, however, was still a small community; it had had a population of 434 in 1831, and this had dropped to 360 fifty years later.[154] By 1901, however, the village population had risen to 760.[155] One sign of growth of the younger generation was that the school house on The Brae could no longer adequately accommodate the pupils; and a new school was erected next door, at the turn of The Brae, in 1875. In 1897, a second storey was added.[156]

Sea-bathing was not to be the only pastime in the Ferry. Rowing regattas were popular; and the North Queensferry team won all over the country. Local regattas proved particularly popular with outsiders when the Forth Bridge was under construction.[157] Golf was also to arrive in the Ferry Hills. In 1890, the Dunfermline Golf Club opened a nine-hole course. So popular was its new venue that the membership numbers rose from fifty-four to 307. Access to their club was greatly facilitated by the opening of the new rail bridge; the North British Railway Company issued special concession tickets to those

figure 17
Forth Rail Bridge under construction, from the Ferry Hills 1889
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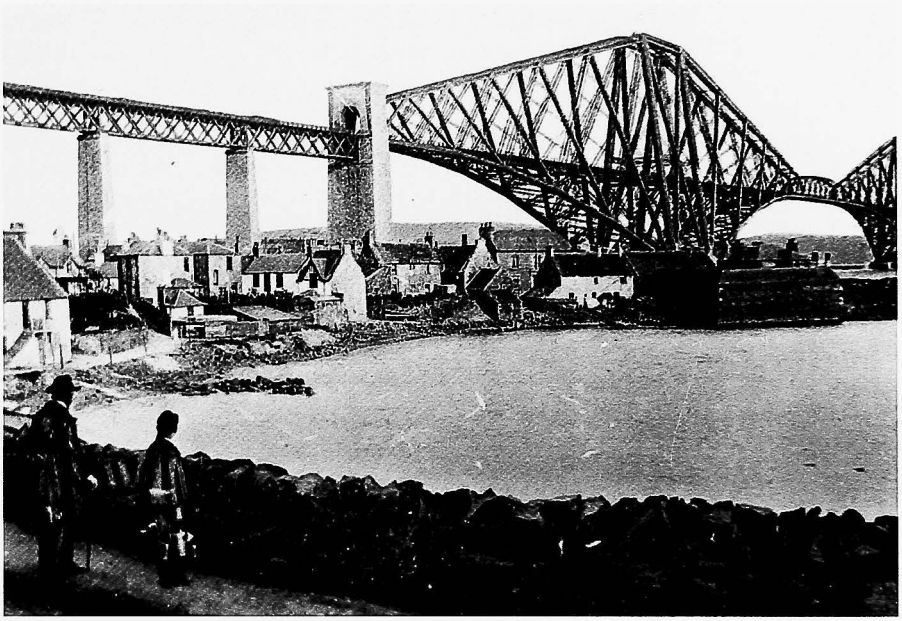

figure 18
Forth Rail Bridge and West Bay, with the line of former King's Way along the shoreline, *c* late nineteenth century

travelling to the course. As a result, the club attracted a number of Edinburgh members; and the Railway Company opened the daily 5.17 pm golf special from Waverley Station, Edinburgh to North Queensferry. Ferryhills Road must have taken on quite a different character as the bowler-hatted Edinburgh gentlemen streamed up the hill! An article in the *Dunfermline Journal* in 1891 revealed another attraction: the putting ground was so good that 'it would tempt the cracks of St Andrews'; the course, although hilly, was relatively free of trees and whins; and the aspect was open, with magnificent views. By the following year, the course was extended to eighteen holes; and, in 1893, the club's lease was extended to the entire Cruicks estate, including Cruicks House, which, in 1897, became the new clubhouse.[158]

The bracing air and vegetation was noted not only by golfers. Sir James Simpson, well known for his early use of chloroform, sent his patients to the Ferry to recuperate.[159] The well water was also, as shown by analysis, of excellent quality; but, in dry summers, the main sources—the Jubilee Well and that at the bottom of The Brae—offered insufficient water and additional supplies had to be carried all the way from the well near the Ferry Toll (the old Our Lady's Well). The control of the supply had also caused problems. The water tank at the foot of The Brae could be controlled by the officer in charge of water from the water house half way up The Brae, which caused a lot of rancour. This had been

built around the year 1783. The solution was found with a new supply piped from Glensherup, in the Ochils.[160] The Ferry Hills were noted for the variety and luxuriance of their wild flowers. This, and the setting and views from the peninsula encouraged eminent artists and geologists alike to settle in the village in the summer months.[161]

post-script—the twentieth century

Events in 1897 and 1898 were to be harbingers of the great changes that were to take place in North Queensferry in the ensuing century. Letters of concern appeared in the *Dunfermline Press* in 1897 over rights of way, in particular from Port Laing beach to Ferryhills Road, in a south-westerly direction.[162] The following year, however, thirty-five and a half acres of land south from Port Laing to Carlingnose was sold to the War Department, with an additional small piece on the shore for the provision of a jetty. Effectively, it was feared, access would now be prevented and old rights of way lost; but in reply to questions in parliament, as reported in Hansard, 14 May 1901, Lord Stanley, Secretary of State for War, discounted any intention of interfering with the right of way from Cruickness to North Queensferry.[163] In 1903, the guildry agreed to sell the government land at what was now called Battery Hill (Castlehill) for £900.[164] The peninsula was about to see many decades of military presence.

By the outbreak of the First World War in 1914, the Firth of Forth had become one of the most heavily defended estuaries in the UK; the naval base at Rosyth was nearing completion, and there was an anchorage for the fleet to the west of the rail bridge. With three lines of gun batteries, from the island of Inchkeith in the east to the defences at Carlingnose at the north end of the bridge, gunfire could sweep the channel. Defences were basically batteries of guns set in concrete emplacements, with magazines below and protected around the perimeter with trenches, pill boxes and barbed wire. At North Queensferry, the Carlingnose Battery **figures 19 & 20** had two six inch coast defence guns with a range varying from 14,000 to 24,000 yards, while the Coastguard Battery **figure 21**

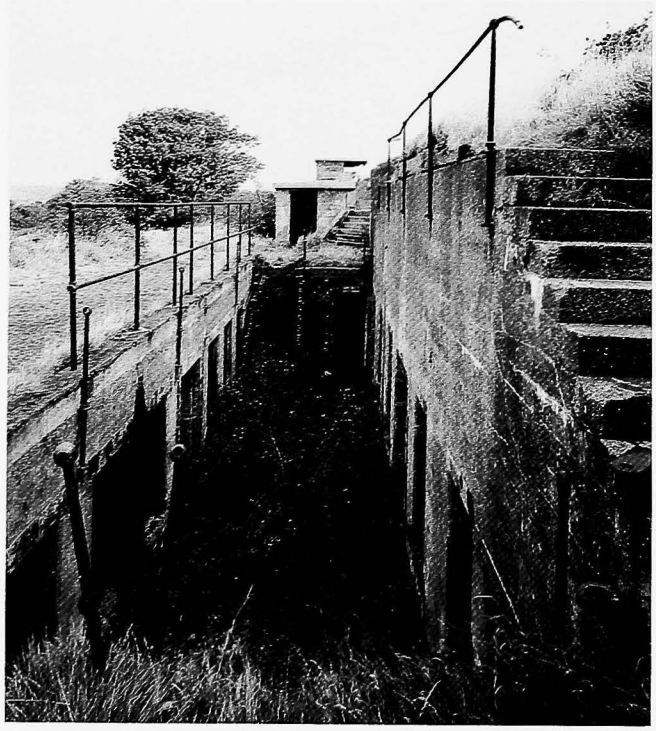

figure 19
Carlingnose Battery
1992

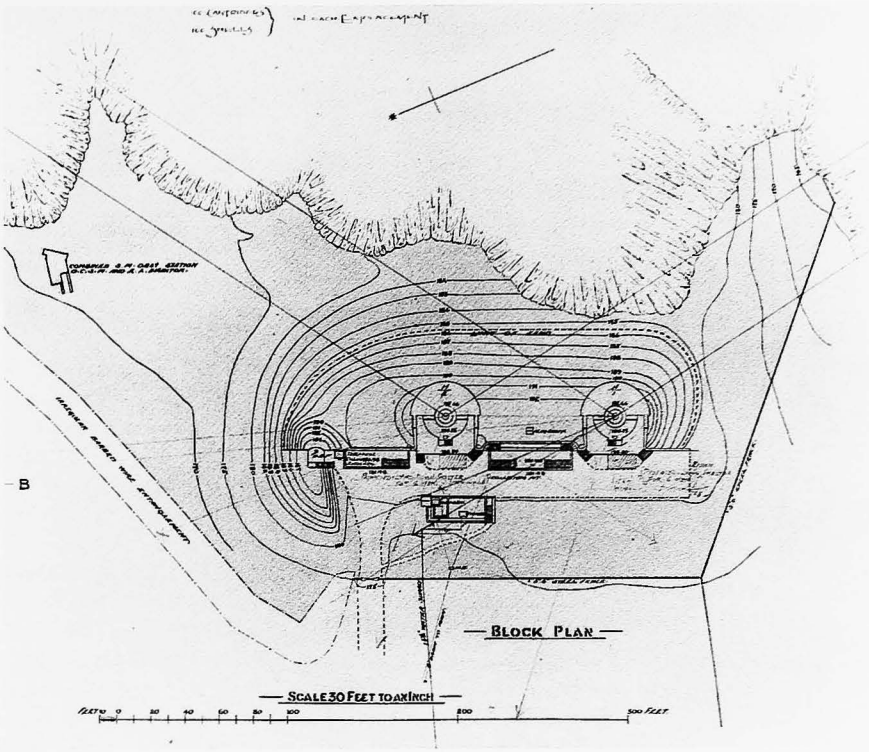

figure 20
Record Plan of Carlingnose Battery, MOD Fortification Design Branch 1904
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figure 21
Coastguard Battery 1988
© Crown Copyright: RCAHMS

had two twelve pounder guns, with a range of 10,000 yards, devised for anti-motor torpedo boat action. The Carlingnose Battery was part of an interlocking system, under a common fire-command, while the Coastguard Battery was to fire independently of the chain of command. The Firth of Forth, as far east as the Elie/North Berwick line, was considered a 'fortress', with the groups of guns and batteries only elements of the whole.[165]

The guns at Carlingnose were disposed of at the termination of hostilities in 1918, although the Royal Engineers continued to use the barracks as their base whilst dismantling off-shore fortifications. The barracks were then placed on a care and maintenance basis. During the Second World War, the Royal Engineers again operated from the barracks, but the gunsite was converted to use in an anti-enemy aircraft defence capacity. The Royal Artillery manned twin Vickers Mk 8 guns and supporting searchlights. A similar role was carried out at the Coastguard Station site and within the Rosyth Naval Base. From October 1939 until the end of 1943, barrage balloon crews were located at Cruicks Quarry, East Cruicks, Carlingnose Quarry, Ferrybarns and Well Dean; and the interior of Battery Hill became a munitions storehouse.[166] The lives of villagers were changed, also. The building of defences, the construction of Rosyth Dockyard and, later, the Second World War brought a new type of influx—English and Irish workers, personnel to man the defences, and Polish husbands for some local girls, many of whom settled in the village.

Most of the remnants of this military presence have now disappeared; but the close-knit identity of local Ferry people had been assimilated into a more cosmopolitan community. The opening of the Forth Road Bridge was, perhaps, one of the last links to be severed with North Queensferry's historic past; for it meant the closing of the Queensferry Passage. Since this time, the Ferry has changed radically. New housing estates have spread over the old Haugh and into the Ferrybarns land; the erstwhile Carlingnose barracks land, later to be the site of the children's annual village gala, is unrecognisable; and houses and flats now stretch up into the Ferry Hills. Village houses were no longer for those who plied the Forth and the seas beyond; the Ferry was becoming, increasingly, a home for commuters.

There is, however, much that remains of the historic village and its surroundings. The nucleus, centred around St James' Chapel, still gives a flavour of life in earlier times; the villas above the nucleus, such as Northcliff and along the Inverkeithing Road and Ferryhills Road, reflect the increasing gentrification of some areas of the village in the nineteenth century; and, equally importantly, the richness of the locality's flora and fauna, recognised by naturalists as long ago as the late eighteenth century, still partially survives, in spite of all the changes that have taken place. Hopefully, these will be preserved, by the designation of areas of Ferry Hills and Carlingnose as Sites of Special Scientific Interest and the opening, in 1999, of the Carlingnose Wildlife Reserve by Scottish Wildlife Trust. And, perhaps most crucially, the origins and important role of this once small community have not been forgotten; and memories and tales of the old ways are re-enacted every year, when the primary school children, as Queen Margaret and King Malcolm, with their attendant retinue, parade through the village from the old Town Pier, beside South Bay, the landing point of so many historic journeys.

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116 NAS, CH2/195/3, Inverkeithing St Peter's Kirk Session Minutes, 1735–1838, 30 Aug 1737.
117 NAS, CH2/195/5, Inverkeithing St Peter's Kirk Session Minutes, 1754–69, 3 Feb 1755.
118 NAS, CH2/195/1, 10, 14.
119 North Queensferry Sailors' Society Records, 1818–40, *passim.*
120 *Ibid*, 1831.
121 *Ibid*, 30 Oct 1823.
122 *Ibid*, back of book.
123 *Ibid*, 6 June 1821.
124 Stephen, *History of Inverkeithing*, 406.
125 North Queensferry Sailors' Society Records, 6 Dec 1826, Dec 1828; 10 Dec 1847.
126 DGCB, 1819–1837, 7 June 1830.
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128 DGCB, 1837–1855, 17 April 1840.
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130 J Simson, *Reminiscences of Childhood at Inverkeithing; or Life in a Lazaretto* (Edinburgh, 1882), 53–75.
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132 DGCB, 1807–19, 30 Oct 1807.
133 Weir, Ferries, 64.
134 Cunningham, *Inverkeithing*, 136.
135 We are grateful to Mr Bob Cubin for clarifying this for us.

136 *NSA*, ix, 237.
137 Weir, 'Ferries', ii, 685.
138 *Ibid*, ii, 683.
139 *Ibid*, i, 213, quoting NAS NRA(S) 0175, Report on Queensferry Passage, 5 April 1828, 13.
140 Weir, 'Ferries', ii, 686.
141 *Ibid*, ii, 683.
142 *Ibid*, ii, 685.
143 Cunningham, *Inverkeithing*, 177. For full details of the Passage, *see* Dean & Dean, *Passage of Time, passim.*
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146 'Brock Papers'.
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150 W Scott Bruce, *The Railways of Fife* (Perth, 1980), 175.
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161 *Ibid*, 133.
162 'Brock Papers'.
163 In view of the existence of a state of war and Defence of the Realm Acts, public access was subject to scrutiny by members of HM Services. We are indebted to Mr Bob Cubin for clarifying this.
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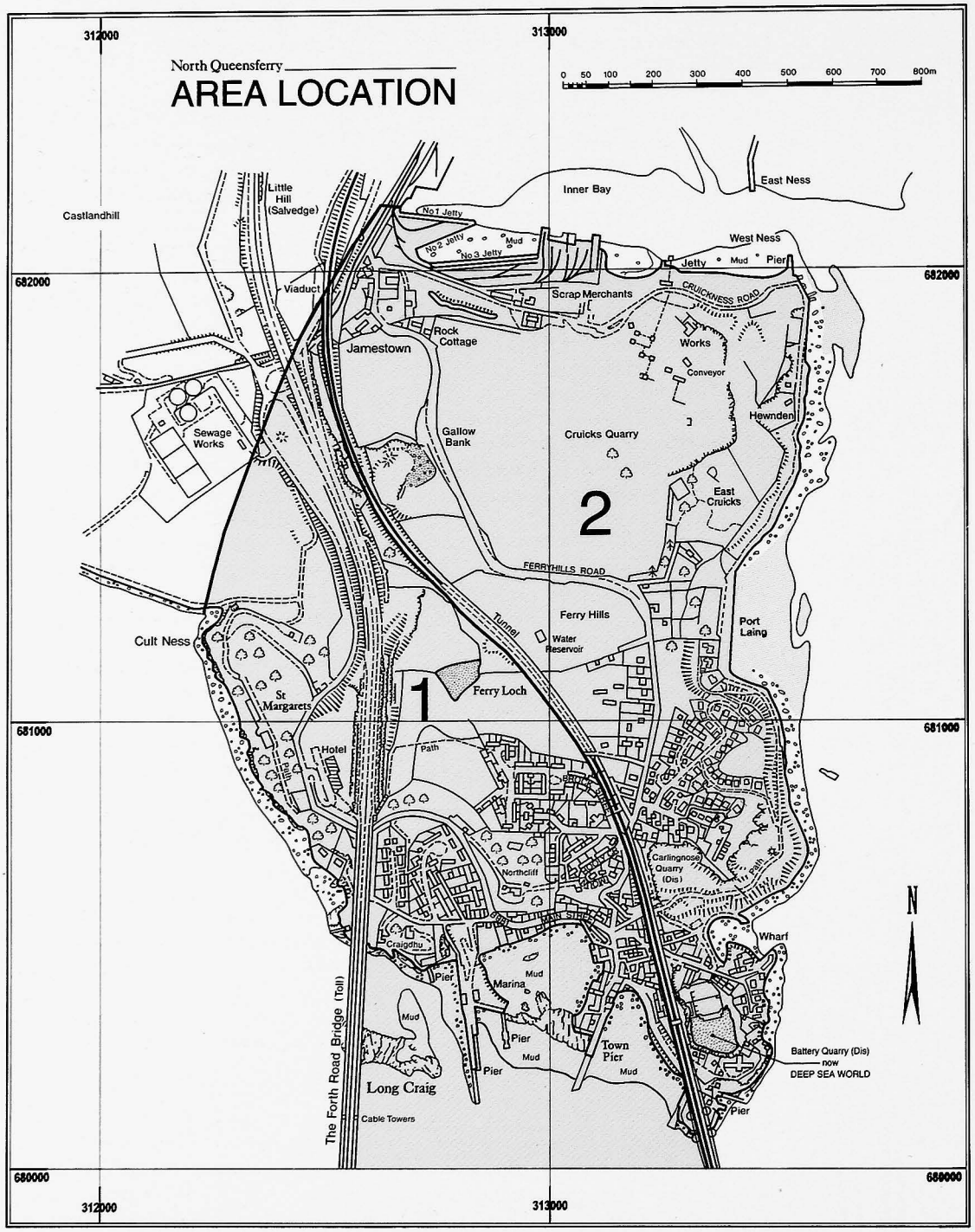

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figure 22
Area location map

The North Queensferry peninsula has been divided into two areas, the railway forming the dividing line **figure 22**. Inverkeithing Bay forms the northern boundary of the study, while a line extending from Jamestown south-west to Cult Ness forms the north-western boundary. Area 1 comprises the land to the west of the railway line, and includes much of North Queensferry village itself, South and West Bays and the Forth Road Bridge. Area 2 comprises the land to the east of, and including, the railway line. The Forth Rail Bridge, the Forth defences, Port Laing and Jamestown are the principal features contained within Area 2.

area 1

peninsula west of railway line **figure 23**

description

The core of the village clusters around the head of South Bay **figures 2 & 24**, but in recent years residential housing developments have spread westwards towards the Forth Road Bridge, northwards to Carlingnose (**area 2**) and the lower slopes of the Ferry Hills (**area 2**) and around St James' Bay (**area 2**).

The main thoroughfare is Main Street. It leads around West Bay, starting at Pierhead. The south section of Main Street is a mixture of hotels (Ferrybridge **A figure 25** and Albert Hotels **B**), shops and housing. At the foot of Main Street is Town Pier **C figure 13**, on which stand two of the most distinctive landmarks—the hexagonal lighthouse **D figure 14** and the octagonal Tower House **E figure 10**. The latter was the former ferry office and waiting room, but now has a large addition to the north.

The medieval core of the village would have clustered around the Chapel of St James **F figure 5**. Only part of its west wall and north wall survives today, the ruins now enclosing a walled cemetery. Tightly packed houses, along Chapel Place and Helen Place, now crowd the site. Much of the village was rebuilt in the eighteenth century and a number of

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future development

There are at present no development proposals for this area of North Queensferry.

archaeological potential

This area contains the core of the medieval settlement, the exact boundaries of which are uncertain. The focus for this settlement is thought to be the head of South Bay and the archaeological potential is, therefore, concentrated around the chapel **F figure 5**. Only the west wall and north walls survive above ground but the rest of the ground plan is likely to be preserved within the kirkyard. The medieval cemetery **10** is thought to extend to the east and beyond the present kirkyard walls and, therefore, burials may survive in the streets around the chapel.

The line of the two medieval roads, the King's Way **V** and Kirkhill **U**, both of which have since disappeared, would also be of archaeological significance. The former followed an east to west alignment from the head of South Bay across to West Bay **figure 24**, continuing northwards and then westwards skirting around the shore of West Bay. Inns and hostels may have lined this street, facing onto the road. The line of the King's Way is partly preserved in the small gardens behind the buildings which front onto the west side of Main Street. This is an area which may, therefore, offer archaeological potential.

The second of the two important medieval thouroughfares, Kirkhill, started at South Bay and continued northwards towards the foot of what is now called The Brae. Again buildings, inns and hostels, and a possible hospital, may have been situated along this route. The line of Kirkhill is missing from the present street plan but is partially fossilised in the roadway beside the chapel. Pockets of archaeological deposits may, however, still

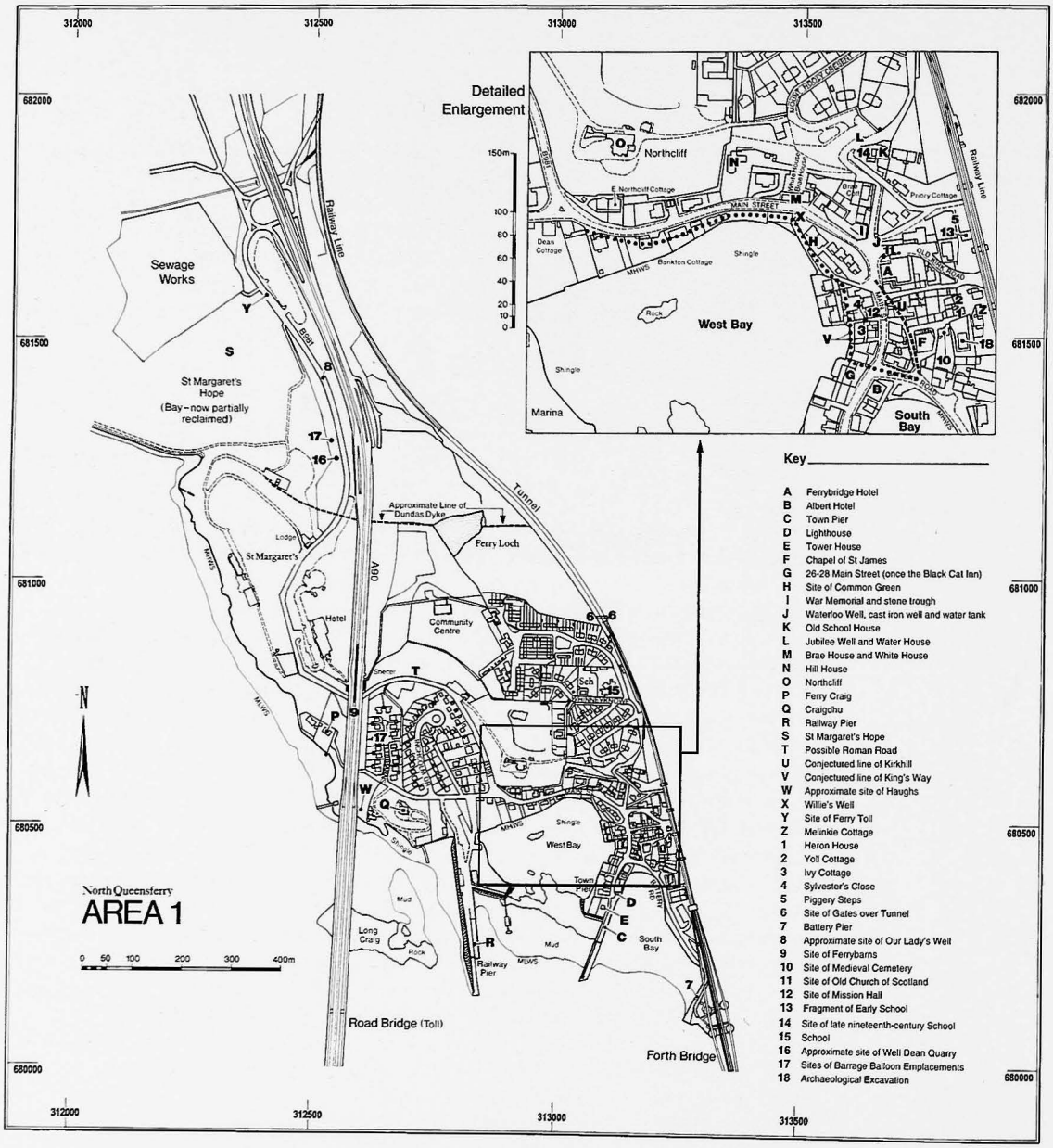

figure 23
Area 1

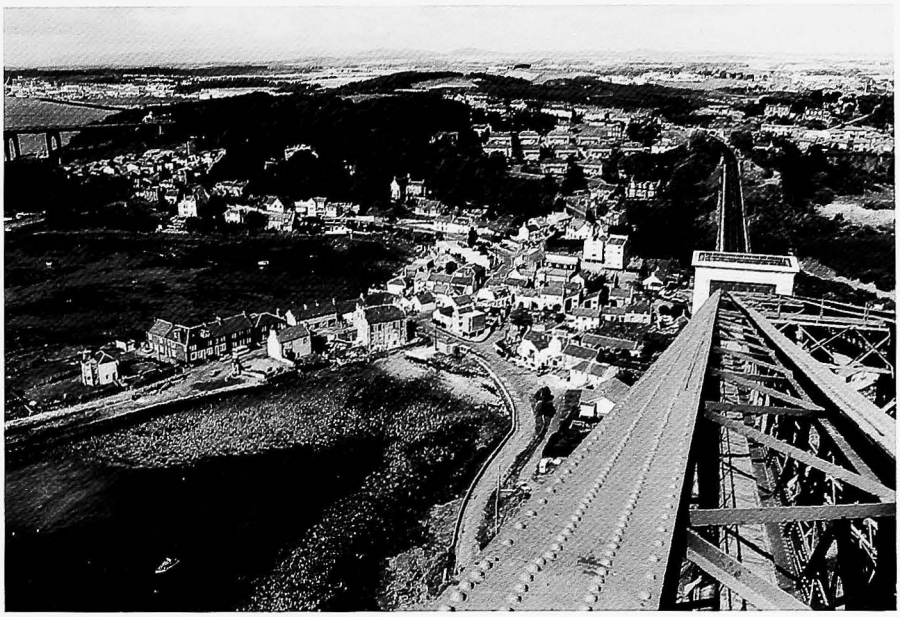

figure 24
South Bay *foreground*
West Bay *background*
1988

buildings of that date survive in Post Office Lane, Helen Place, Main Street (although some of the properties here originally fronted onto King's Way) and on the west side of The Brae, all of which lie within a designated Conservation Area. One of the oldest buildings is 26 Main Street, once called the Black Cat Inn **G figure 6**, opposite the Albert Hotel, and dated 1693.

There has been a number of post-war houses built within the centre of the village, predominantly on the west side of Main Street and on the north side of Old Kirk Road, but also on Chapel Place and Battery Road. The site of the common green **H** has now been developed as West Sands, a group of small, modern single-storey houses fronting onto West Bay. Directly opposite on Main Street, west of The Brae, is another group of modern houses, including the police station. At the foot of The Brae, on a paved terrace, are the War Memorial and a stone trough **I** used to water the old coach horses. On the opposite, east side, is the Waterloo Well **figure 26**, behind which is a Victorian cast iron well and water tank **J**. Further up The Brae, around a hair-pin bend, is the Old Schoolhouse **K**, the school having moved to this site in 1827 from Helen Place. Opposite, stands the Jubilee Well **L**. On the upper, west side of The Brae is a modern housing development, centred on Mount Hooly Crescent, Whinnyknowe and Brock Street. Close to the summit of the Ferry Hills is Ferry Loch, a seasonally flooded mire amongst natural grasslands, which once fed the wells in the village.

history

archaeology

survive. The former Presbyterian church **11** also stood here; remains of it may survive beneath the modern ground surface.

Other than a few stray finds and the excavation of the prehistoric burial mound in the nineteenth century at Craigdhu **Q**, there has also been only one opportunity in recent years to investigate the archaeological potential of North Queensferry—in Helen Place. No medieval features were identified, but up to 2 m of predominantly garden soils had accumulated over this particular site, close to the chapel **F** (*see below*). Nearby, at Melinkie Cottage, finds below the floor level indicate that at one time this area formed part of St James' Bay. The low-lying and, in parts, rocky nature of the headland may have encouraged the accumulation of garden soils artificially to raise the ground level. Although this is not certain, if this pattern is repeated elsewhere, medieval levels may survive deep down, effectively sealed and preserved by later garden soils. The numerous small gardens, particularly those around the chapel and the shore of South Bay, would appear to offer the highest archaeological potential within North Queensferry. Some of these have been terraced in the past to counteract the slope. This will have the effect of destroying archaeological levels in places (where earth has been removed), whilst preserving them in others (where earth has been dumped).

figure 25
General view with 'old mother marmalade' *foreground*

In the western half of Area 1, Main Street skirts around the head of West Bay **figure 25**. There are two eighteenth-century cottages (Brae House and White House **M**) on the north side. Several larger villas line this section of Main Street, interspersed with modern housing. The largest of the villas, Hill House **N** and Northcliff **O**, are set back from the road amongst extensive gardens. The road off Main Street towards Ferry Craig **P** passes Craigdhu **Q**, where a prehistoric burial mound was found in 1857. The modern houses on the north side now occupy the former railway line which led down to Railway Pier **R**, now a marina. At low tide, the supports of a wooden pier can still be seen in the mud.

The western half of this block, however, is dominated by the Forth Road Bridge, opened in 1964. Long Craig, a rocky island to the west of Railway Pier, provides one of the supports for the bridge. Further along the coast, on the west side of the main road, is St Margaret's Hope **S**.

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food and drink

One aspect of medieval North Queensferry for which archaeological evidence may survive is for the production of food and ale. The brewing of beer for pilgrims and travellers would have required vats for germinating the barley and kilns to dry the grain before ale could be brewed. These processes would have required water-tight pits, possibly clay-lined or wooden barrels sunk into the ground, and kilns. A medieval brewing operation has been found in the backlands of South Street, Perth. Similarly, evidence for food production may survive as animal and fish bone in middens and rubbish pits. These are common features in medieval towns but would also be expected in a village like North Queensferry.

Much of the village was demolished in the eighteenth century, and there are some fine examples of buildings of that period. Some of these may contain fragments of earlier medieval walls or structures, re-used either as foundations or incorporated into the fabric of newer structures. The extent of the medieval settlement is not clear, but it is likely to be contained within the boundaries of the designated Conservation Area which provides a good guide to the historic core of the village. Any significant alterations to the older buildings within this area should therefore be monitored.

As much as half of the buildings within the historic core of the village are relatively recent in date. Many of the houses surrounding the chapel, the most likely focus of the medieval settlement, are modern, as are the majority of those on the west of Main Street and on Old Kirk Road. New housing developments near St James' Bay, on the lower slopes of the Ferry Hills and at Ferrybarns, may ease pressure in the village, but as it is still

figure 26
Waterloo Well
1960

roads and pathways

There is a tradition of a Roman road T. Known locally as 'Agricola's Way'; it runs from what became the south-east opening of the old railway tunnel, having presumably started at the shore, and continues as a scar on the hillside in the grounds of Northcliff House.

In the middle ages travellers, including royalty, were a common sight in the village, placed as it was on the important route from the Borders and Edinburgh north to Dunfermline, Perth and beyond, but precisely what line early routes took through and from the village can merely be conjectured.

The first road to Inverkeithing, of which there is evidence, led from South Bay, over Kirkhill **U**. It then followed approximately the line of the present Brae and Ferryhills Road until the point where it has now been removed by quarrying works (*see* **area 2**). Another

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an attractive place to live, further rebuilding in the historic core should not be discounted. Given the probable small size of any medieval settlement here, and the degree of rebuilding that has already taken place, opportunities for archaeological investigation of this area will be important if the nature of medieval North Queensferry is ever to be understood. All developments within this area should continue to be monitored for archaeological implications.

piers

It would seem that by the early fourteenth century, when the chapel was first documented (although it had existed before this date), North Queensferry was a ferry landing place. By the end of the eighteenth century, records indicate that there were several landing places to allow for variations in the wind and tide. Traces of early landing places, or berths for laying up boats, are probably to be seen in the shallow cuttings in the rock just west of the Town Pier **C figure 13** and immediately below high-water mark. Adair's map of 1737 seems to show a pier as distinct from a landing place, but Roy's map of 1747–55 marks no pier. By 1836, the piers were said to be 'unrivalled', but there is no hint of how many were in existence.

The Railway Pier **R** is of later construction, dating from 1877, when the railway reached North Queensferry. There is little trace of the railway line and goods yard. The line of the dismantled railway has been partially fossilised in Ferry Lane, which now lies within a modern housing development. The railway viaduct is still there and the former goods yard is now occupied by boats. An associated timber pier is also visible in the bay to the east of the main pier, as is a small pier to the west.

road diverged westwards, passing to the north of the seventeenth-century Black Cat Inn **G figure 6** (*see* p 18), from where it hugged the shoreline of West Bay and passed round the peninsula to Dunfermline **V**. By the sixteenth century, this road was called 'the King's Way to Dunfermline' **figures 4 &18**; and, given that this was the route taken by royalty and the abbot and monks of Dunfermline, it was probably kept in a better state of repair than that to Inverkeithing.

The coming of turnpike roads meant a demand for more efficient service from ferry crossings. Some time between 1769 and 1773, as part of the new improvement schemes, a new road was laid out along the west shore of the peninsula and the old road was closed. This closed access for locals to the Haughs **W** and Haugh Well, so a small path, which is still visible, was provided to the well from the main road. The necessity for this access rather suggests that Willie's Well **X** and any others in the village were not providing adequate supplies of water. Ainslie's map of 1775 shows clearly the line of the new road and the site of the Ferry Toll **Y**, where payment was made for use of the thoroughfare. Interestingly, the toll house on the Inverkeithing Road, partially still standing (*see* p 18) near Jamestown, is called the 'Old Toll'; it is safe to assume that this was an earlier toll house.

Some standing buildings (*see* pp 69–72) give clues to the alleys in the centre of the village. The seventeenth-century Black Cat Inn **G figure 6** stands to the south of the point where the King's Way swerved from an east–west direction towards a northerly route around the edge of West Bay. Melinkie Cottage **Z**, Heron House (once called Herring House **1**) and Yoll Cottage **2** all sat on Helen Place, at the end of Chapel Place. Yoll Cottage and the demolished dwelling next door to 10 Post Office Lane originally stood at the shore of St James' Bay. This has given rise to the suggestion that the cottages on the south side of Post Office Lane may once have had their frontages to a pathway to the south of the houses, as a route to the north would have led straight into the bay. This would not be unusual: Ivy Cottage **3**, for example, originally facing onto the King's Way; and closes such as Sylvester's Close **4** (*see* p 79) were little alleyways off King's Way, not the Main Street. Near to Helen Place, north of where St James' Bay used to reach and now under the railway bridge, are the later-named 'Piggery Steps' **5**, an old right of way giving access to a higher level, at the base of Carlingnose Quarry. There was also a route, now called Battery Road, along the foreshore leading to Battery Point.

history

As part of the major improvement schemes initiated in the early nineteenth century, Rennie surveyed the roads in and leading to the Ferry; this may be seen on the plan he

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archaeology

coastline

The foreshore of the coastline west of North Queensferry today is dominated by mud flats, in places up to 2 m deep. This coastline is more sheltered than that to the east of North Queensferry; and industrial monuments relating to mining and salt panning have recently been found in coastal surveys further west. A survey of the headland carried out in 1996 by Maritime Fife for Historic Scotland identified a number of features (wrecks and piers for example) around the North Queensferry coastline, some of which are deteriorating. As these features reflect the maritime history of the village, they will be of considerable interest to industrial and maritime archaeologists and historians. The coastline should, therefore, also be regarded as of archaeological importance.

headland

There are few known archaeological sites or find spots on the rest of the headland contained within Area 1. The one known site, the prehistoric burial mound that stood within the grounds of Craigdhu **Q**, is no longer visible and its exact position remains unclear. The only other finds are prehistoric stone axes found in the fields adjacent to the former Ferrybarns Farm **9**, but much of this area has recently been developed for

produced in 1811. A proposed new road hugging close to the shore around the west side of the peninsula, passing from the toll bar to a pier connecting with Long Craig Island, was never, in fact, constructed. It was, however, at this point that the main thoroughfare in the heart of the village was created. Main Street, leading directly from Town Pier now superseded the old King's Way **V** and Kirkhill **U**.

There were many pathways that the villagers trod, by tradition. Interestingly, the rights of the ordinary villagers were not forgotten in the mammoth project to construct a tunnel through the Ferry Hills: when, in 1875, the Railway Company purchased land from the guildry in order to construct the tunnel, it was agreed that the company would maintain two gates on either side of the railway, to afford proper access to the fields **6 figure 16.**

In the twentieth century, new roads were constructed in the Ferry Hills to service the new council estate; and on the old Haugh lands and Ferrybarns for developments in that area. In 1964, the new road bridge was to transform the life of the village.

landing places and piers

While probably having had a long history as a suitable crossing point over the waters of the Forth, it is from the time of Queen Margaret, wife of King Malcolm Canmore, that there can be gained a fuller understanding of the ferry. By tradition, her reign saw the establishment of free passage for pilgrims, on route to St Andrews, and rest houses for the poor and pilgrims, to sustain the physical needs of travellers, attended by the queen's own servants. It is said that Margaret first landed in Scotland, with her mother, her brother Edgar Atheling and her sister Catherine, at a bay to the west of the Queensferry peninsula, known since as 'St Margaret's Hope' **figure 4.**

It may safely be assumed that the small settlement clustered in the low-lying terrain, close by the ferry landing. Various alternative sites have been suggested for this landing point: west of Craigdhu **Q**; near the present Battery Pier **7**; or in St James' Bay, sometimes called St James's Port, which was much larger than at present, much of the bay having since been infilled with quarry working debris. Both St James' Bay and South Bay were naturally protected; but with South Bay **figure 24** being closer to the southern shore of the Forth, it is possible that this was the chosen landing place, if weather allowed.

There would appear to have been some problems with the landing places: in 1425, James I ordered that all ferries where horses were transported should have a gangplank, for ease of access. It would seem that this was not obeyed, as in 1467, an act of

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residential housing. Stray finds, prehistoric or medieval, are impossible to predict but will probably continue to come to light in the future.

The Ferry Hills are largely undeveloped, and some areas are protected as Sites of Special Scientific Interest. Evidence of prehistoric settlement may be preserved here, as may a battery dating from the Cromwellian period thought to have been sited on the Ferry Hills, near to the present hamlet of Jamestown.

gazetteer of previous archaeological work, sites and stray finds

stone axes

Several prehistoric stone axes have been found on the North Queensferry peninsula, at least one of which, an adze discovered during the cutting for a drain, was found in the field beside the farmhouse of Ferrybarns **9**. 'Brock Papers'.

cairn

A prehistoric burial mound, known as Cromwell's Mound, was found in the grounds of Craigdhu **Q**, a nineteenth-century villa overlooking the Firth of Forth. Excavated in 1857,

parliament deemed it necessary 'for the King's highness and his lieges' that gangways should be erected to facilitate the shipping of beasts. Failure to comply within twenty days would result in confiscation of the boat and loss of the right to ferry for a year and a day. This ruling was repeated again in 1469 and in 1474, which suggests that it was being ignored.

An attempt at improvement in the landing stages was made in 1647. The Privy Council decreed that a certain sum should be taken by the ferrymen from each fare and placed in a collection box. This 'Ferry Silver' was to be used for keeping the landing quays in good order, at the discretion of the Privy Council.

Problems associated with the Passage continued into the eighteenth century, however. In 1702, one John Hill petitioned the South Queensferry town council that passage boats should have free access, on both sides of the water, to the landing platforms, on which considerable expense had been disbursed: 'boatmen not belonging to the water passage' were 'violently' keeping the shippings from the passage boats. The council found for the official ferrymen and decreed that all other shipping was to give way to the ferry boats; and if they failed to do so the masters of the ferry boats had the right 'to cast loose the moorings of the offenders'. If a boat was unloading goods when a passenger boat appeared, it was to make way for the ferry to discharge its passengers, before continuing with its own unloading.

It was said, in 1802, of the ferry crossing, that the traveller 'finds such inconvenience in landing that he greatly wonders how it could possibly happen that so glaring an impediment at a passage so much frequented as the Queensferry has been suffered to remain'. This was somewhat confirmed five years later, when a meeting was held at Kinross of 'noblemen and gentlemen' interested in the Passage: they felt it important to improve facilities. In 1809, a Forth Ferry Trustee Company was established. John Rennie, a distinguished engineer, suggested many improvements and an estimate. These were ultimately effected at a cost of £33,825. The Town Pier **C figure 13**, known sometimes as the Signal House Pier, was rebuilt in 1810–13, according to the plans of Rennie and extended in 1828 by Thomas Telford. Two old low water piers **7** stood off Battery Point and these, too, were reconstructed, but it was the one to the west of South Bay—the Town Pier—that was now more used. This became the main landing point for the ferry boats crossing from South Queensferry. The Town Pier was to be the arrival point for Queen

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Victoria and Prince Albert in 1842. In honour of the occasion, the pier was carpeted in

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three cists were found beneath the mound which measured approximately 40 to 50 feet (*c* 12–15 m) in circumference. The largest of the cists measured 5 to 6 feet (*c* 1.5–1.8 m) in length and contained unburnt bones and fragments of an urn inverted over a smaller, tea-cup sized urn and burnt bone. The smaller urn was donated to the National Museums of Scotland but the larger urn is thought to have crumbled on exposure to air. Unburnt bone was also found outside the cists. The other two cists measured 3 ft 6ins (*c* 1 m) and 2ft 6ins (*c* 0.75 m) respectively. There is some confusion over the exact position of this cairn; it was originally thought to have been opposite the entrance to the house, but has since been placed further to the north-west. Unfortunately, there is no longer any trace of the cairn to resolve the question over its siting. *PSAS*, xv (1880), 6–7.

medieval hospital

There is an early reference to a hospital in North Queensferry, but no accurate location. It is impossible to say whether this was one of the 'dwellings' for pilgrims and the poor, said by Turgot to have been built by Queen Margaret 'upon either shore of the sea that separates Lothian and Scotland'. It does not seem to be mentioned later than 1253 but land near Inverkeithing, which may have been related to the hospital, is the subject of a charter, *c* 1400. Cowan & Easson (1976), 189.

red cloth and triumphal arches were erected in the village. Still standing at the head of the pier, to aid navigation, is the hexagonal lighthouse **D figure 14**, constructed around 1810 as part of the improvement scheme. Nearby, now with a modern addition to the north, is the Signal House, Tower House or Mount Hooly **E**—the ground floor functioning as a waiting room for passengers and the upper as a meeting room for the trustees and the office of Captain Scott, the first superintendent of the Ferry Passage.

In 1867, the North British Railway Company, with their branch from Ratho serving South Queensferry, took over the Queensferry Passage and laid down a rail connection at the North Queensferry side, which was opened in 1878. Although superseded by the new line crossing the Forth Bridge, the pier, called the Railway Pier **R**, continued to function as a goods station. After its closure, the pier became a marina.

the shoreline

It is difficult to imagine what the North Queensferry headland would have looked like thousands of years ago. The sea level, for example, would have been much higher immediately after the last Ice Age, and what became North Queensferry would probably have been submerged. In fact, the low-lying neck of land between St Margaret's Hope and Inverkeithing Bay would probably also have been flooded, giving the Ferry Hills and much of the North Queensferry headland the appearance of an island in the Forth **figure 4**.

It is said that Queen Margaret first landed in Scotland, with her mother, her brother Edgar Atheling and her sister Catherine, at a bay to the west of the Queensferry peninsula, known ever since as 'St Margaret's Hope' **figure 4**. The bay no longer has the appearance of medieval times, as much of it is now reclaimed (the marshland is designated a Site of Special Scientific interest), and contains a sewage treatment works.

The South Bay, also, is set back from its former tideline. Originally, it would have come nearer to the present houses, offering direct access for pilgrims to St James' Chapel **F figure 5**.

In 1867, the North British Railway Company, with their branch from Ratho serving South Queensferry, took over the Queensferry Passage and laid down a rail connection at the North Queensferry side, which was opened in 1878. The coming of the railway and the building of the railway pier were not universally accepted in the village: the West

history

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chapel

The chapel **F figure 5**, first mentioned in a charter of the early fourteenth century, is now a small graveyard. Incorporated in the walling of the graveyard are the remains of the west wall of the chapel, with two windows, partly blocked, in the apex of the gable. A stretch of the north wall, with a blocked doorway, is also traceable for *c* 7.5 m. On the right-hand side of the graveyard gateway is a date-stone of 1752. Burials have turned up in the streets around the chapel, suggesting that the medieval cemetery stood nearby. The encroachment of streets onto urban medieval kirkyards is not uncommon; it has been repeatedly demonstrated in excavations, for example around St John's Kirk of Perth and Holy Trinity, St Andrews. Stephen (1921), 263–5.

archaeological excavation **18**

A trial excavation was carried out on a vacant site at Helen Place in 1994, in advance of a private housing development. The site, which measured *c* 680 m+, lay on the south side of Helen Place and due west of the Forth Railway Bridge. The ruins of the medieval chapel of St James lie a short distance to the west of the site. The archaeological potential of this site was considered to be high, due to its close proximity to the chapel. As human remains have reportedly been unearthed outside the present boundaries of the cemetery,

Sands at West Bay had formerly been beautifully clean and it was here that boys went swimming. The new railway pier, however, caused an eddy and mud or 'slink' encroached and covered the sand.

water supply

There is a tradition that first settlement was in the Ferry Hills, beside Ferry Loch. It seems, however, unlikely that the medieval village would have been in the hills; the main function of village life was the maintenance of the ferry crossing and a site closer to the landing place would have been favoured. An attempt, in 1270, by Lombards, to establish a settlement in the Ferry Hills, probably as a commercial venture, was thwarted by failure to gain permission; but it is an indication of the importance of the water supply in this area.

The loch supplied all the old wells, such as Willie's Well **X** and Our Lady's Well **8**. By the mid seventeenth century, the church authorities zealously tried to purge their congregations of superstitions. In 1648, for example, the Synod of Fife spoke out against the 'kindling of bonfyres upon superstitious nightis viz Midsomer and Allhallowmes'. The same Synod was also 'informit that some went superstitiouslie to wellis denominat from Saintis', while the Presbytery of Dunfermline 'heiring that thair are some resorting to wells in a superstitious way for obtaining health to sick and distracted persons' ordered that the guilty make 'thair repentance in sackcloathe in the face of the congregatione'. Very probably, Willie's Well **X**, in the heart of the village, beside what was in the seventeenth century called the common green, and Our Lady's Well **8**, on the north-west side of the peninsula, were two such venues.

That there was not always an adequate supply of water becomes clear in the eighteenth century. Some time between 1769 and 1773, as part of new improvement schemes, a new road was laid out along the west shore of the peninsula and the old road was closed. This closed access for locals to the Haugh Well in the Haughs **W**, so a small path was provided to the well from the main road. The necessity for this access rather suggests that Willie's Well and any others in the village were not providing adequate supplies of water.

It was known by the nineteenth century that the well water was, as shown by analysis, of excellent quality; but, in dry summers, the main sources—the Jubilee Well **L** and that at the bottom of The Brae **J**—offered insufficient water and additional supplies had to be carried all the way from the well near the Ferry Toll (the old Our Lady's Well **8**). Willie's Well **X** seems no longer to have been in use; but there were other wells, known from photographic sources: in Chapel Close and Battery Road, for example. The control of the

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the walls of which were erected in the eighteenth century, earlier, medieval burials may have extended into the development area. Hostels and inns, catering specifically for pilgrims, may also be expected in this area.

One hand-excavated trench was located close to the western boundary wall of the development site. From general observation it could be seen that the ground level of the site had been scarped down by *c* 0.7 m. Excavation revealed a shallow topsoil, *c* 0.15 m deep. Below the topsoil was a dark loam, *c* 0.2 m in thickness, containing charcoal flecks, oyster shell fragments and nineteenth-century pottery sherds. Sealed beneath this was a thick deposit of garden soil, *c* 1.2 m in thickness. Sherds of pottery dating from the post-medieval period were recovered along with a small sample of sheep and cattle bone fragments. The natural sandy sub-soil was encountered below the garden soil.

From the results of this trial excavation it would appear unlikely that the graveyard associated with the medieval chapel extended this far east. The particularly deep nature of the garden soil found indicates possible horticultural use. *DES* (1994), 17.

The following year, the cutting of a service trench to the newly-built house uncovered a further assemblage of animal bone comprising mostly cattle, but also sheep and pig. Oyster shell, periwinkle, limpet and common whelk (buckie) were also present. The

supply also caused problems. The water tank at the foot of The Brae, which had been built about 1783, could be controlled by the officer in charge of water from the Water House **L** half way up The Brae, but this caused a lot of rancour. The solution was found with a new supply piped from Glensherup, in the Ochils; but the water in the loch was still adequate to give a piped supply to St Margaret's **S** and Ferrybarns **9**.

ecclesiastical establishments

By the reign of Robert I, reference is made to the support of two chaplains at North Queensferry chapel **F figure 5**, which was associated with the ferry crossing. This chapel, dedicated to St James, appropriately the patron saint of travellers, was probably already of some antiquity. When it was granted by Robert I to Dunfermline Abbey in 1320x22, specific instructions were given that the chapel should not only be provided with two chaplains and the chapel preserved and plenished, but also the chapel was to be repaired, which, along with the charter's reference to pertinents belonging to the chapel by right and antiquity, suggests that it had been standing for at least a number of years.

A reference, in 1479, however, indicates that the service of the two chaplains at St James' Chapel had, at some point, ceased. Henry Creichton, abbot of Dunfermline, granted to one David Story, the office of a chaplainry 'newly founded' by him in St James' Chapel. David Story was to receive a stipend of 10 merks yearly (a merk being 13s 4d), some of the offerings at the altar and an allowance for maintaining the ornaments and vestments of the altar. The new chaplain was to reside in the manse of the chapel, which had a garden and stood to the north of the chapel, and two acres of ground and pasturage for a horse. It has long been presumed that these two acres were to the west of the village (*see* p 17). The chapel appears to have continued to be properly served. James IV often crossed the Forth from North Queensferry and he is known to have made an offering of fourteen shillings in the chapel in 1504 and 1507.

On Christmas night 1547, Sir John Luttrell, who was garrisoning the island of Inchcolm for the English, landed at North Queensferry and 'burned the town and the geldings of the men who fled in haste'. It is quite possible that St James' Chapel was also damaged at this time. The Books of the Assumption of the Thirds of Benefices, which indicate the level of ecclesiastical rentals some fourteen years later at the time of the Reformation, give some indication of the relative wealth of the chapel. 'North Ferry' supplied two bolls of wheat, four bolls of bere and eight bolls of oats, compared with, for example, Easter Gellet's eleven bolls of wheat, one chalder plus two bolls of bere and three chalders plus four bolls of oats; and Wester Gellet's eleven bolls of wheat, one

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animal bones are thought to be food remains and had either been buried rapidly or dumped in a midden. The molluscs could be food debris but may also have been bait. Empty shells were also often used in making mortar. The size of the animals indicate a date between the post-medieval period and the late eighteenth century or early nineteenth century. Smith (1995), np.

possible site of battery

At the time of the Civil War, Castlehill or Carlingnose, or possibly both, was fortified and, possibly, flanked by batteries on the Ferry Hills. Captured by a Cromwellian force in 1651, prior to the battle of Inverkeithing, its guns were dragged over the Ferry Hills, to be used by the Cromwellians. No evidence of these batteries has, however, come to light.

piers, lighthouse and signal house **C, D & E**

Essentially a jetty, the Town Pier **C figure 13** is a multi-period structure, approximately 165 m long and 15 m wide. Its date of construction is uncertain, but it is known to have been

chalder plus two bolls of bere and four chalders plus two bolls of oats. Even when combined with South Queensferry, North Queensferry paid in penny mail rental to the abbey a mere £20 19s 5d. Musselburgh, by comparison, paid £364 and Kinglassie £132 17s 4d. Clearly North Queensferry was a tiny settlement. On 3 March 1572, the crown bestowed the chaplainry of St James on Henry Boswell, son of William Boswell, a burgess of Dunfermline and member of a noted local family. This was to last for seven years to support him in the 'study of grammar' at Dunfermline's grammar school. Ten years later, while still a 'student in the grammar school', he was presented to the vicarage by the crown. A charter of 1584 refers, therefore, to Henry Boswell as 'vicar', not chaplain, of St James' Chapel. In this year, Boswell disposed to James Brown and his wife, Elizabeth Lunn, and to their son, John Brown, and his heirs 'ane piece of land containing two aikers pertaining to the said vicarage with all thair pertinentis lyand at the North Quenis Ferry betwixt the bray callit Bowishill on the eist the gait or rod [road] on the south and the hauchis of the ferry on the west and the hauch bray on the north parts'. Clearly, the two acres of glebe were being disposed of and this description confirms that the land lay to the west of the modern Northcliff **O**, and is partially covered now by the road to Inverkeithing and modern housing.

Little is heard of St James' Chapel after this; it had probably ceased to function. The sailors of North Queensferry had a loft or gallery in St Peter's Church, Inverkeithing, on the south side of the west end of the church, where they might worship together, North Queensferry having become attached, with the assent of Dunfermline parish, to Inverkeithing parish church in 1643.

For its part in the opposition to the Cromwellian forces, after the battle of Inverkeithing, North Queensferry was sacked and St James' Chapel reputedly reduced to a ruin. It may, however, have suffered some damage in the previous century. After this time, but from precisely when is unclear, the interior of the chapel became a burial ground. In 1752, the sailors of the Ferry erected a wall around the cemetery. Precisely why is not stated. Some have argued that it might have been an attempt to thwart grave robbers, or Resurrectionists, who dug up newly-buried bodies at this time, for the purposes of medical research. Alternatively, a wall of a few feet, at least, may have been required as a retaining wall for earth as the level rose within the cemetery precinct. (The traditional village cemetery, from medieval times, stood immediately to the east of the chapel **10**.) The west gable and blocked entrance to the chapel in the north wall may still be seen. Of the manse and associated buildings that lay to the north of the chapel, nothing is extant above ground.

A Free Church was built in 1878 **11**. This became a United Free Church in 1900 and Church of Scotland in 1929 and stood at the foot of The Brae, facing west down the Main Street. In its place is now Old Kirk Road. Its replacement stands on Ferryhills Road (*see* **area 2**). For a while, also, in the nineteenth century, there was a 'Mission Hall' **12**.

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lengthened soon after 1812. The landward side is paved with setts and bordered by large slabs. A pier-like structure flanks it on the west side. The pier itself is a complex work, with at least four phases of construction: a short jetty, with a wall on the west; the addition of a pier on, and to the west of, this wall; an extension to the jetty; and the addition to the jetty, outwards from the former pier-head, of a parapet wall, probably combined with the return of the jetty along the wall's west side. There is no evidence of any structures earlier than the nineteenth century. The five stone posts, thought to have been mooring posts, were, in fact, for the safety of passengers: their tops show traces of attachments for a chain handrail. The Railway Pier **R**, in the adjacent West Bay, is of later construction, dating from 1877. Graham (1969), 259–60.

The hexagonal lighthouse **D figure 14** was built *c* 1810, and stands just above the landward end of the pier. Access to the light was by way of a wheel stair of stone. The octagonal Signal or Tower House (Mount Hooly) **E figure 10** stands on rising ground, just west of the landward end of the pier, and was built around 1810. It functioned as the

hospitals

By tradition, the reign of Queen Margaret saw the establishment of free passage for pilgrims, on route to St Andrews, and rest houses for the poor and pilgrims, to sustain the physical needs of travellers, attended by the queen's own servants. Where these *hospitia* were located is unknown; but they would have been in the nucleus of the village, probably near to St James' Chapel **F figure 5**.

schools

In the latter part of the eighteenth century, there is evidence of community spirit in the village. Before dividing up their profits, the boatmen, who were merely hired and did not own their own boats, set aside some of their earnings before pooling and dividing it up amongst their number. Some was necessarily set aside for the feuars, but the rest was for the provision of boatmen in difficulties and for a schoolmaster at the Ferry. Along the lane to the east of the chapel lies Melinkie Cottage **Z**. Probably built in the first part of the eighteenth century, it was acquired by the Sailors' Society in 1769; and it was used from then until 1827 as the village school. The previous school had been sited a little further north, near to the pathway that became known as 'Piggery Steps' **5**. Only partial stone walling of the building, now incorporated into a shed, remains **13**.

The fabric of the school house continued to be maintained; and it was here that the Society's meetings were held. In 1826, however, a subscription was set up for a new school house and the old school was to be converted to a dwelling house and let to tenants. By the following year, this ambitious scheme had been achieved. The land was acquired from Mr Scott-Moncrieff, who held more land further up the Ferry Hills. Not only did the new school **K** have space for teaching, but also accommodation for the master, on the floor above; and from 1828, the Society held its meetings here and, on occasion, in the Signal House **figure 10**. The siting of the new school was significant: it was a little further up The Brae from Hill House **N**. Settlement was beginning slowly to move up into the Ferry Hills.

In the late nineteenth century, one sign of growth of the younger generation was that the school house on The Brae could no longer adequately accommodate the pupils; and a new school was erected next door, at the turn of The Brae, in 1875. In 1897, a second storey was added to it **14**. This, too, became too small and the school moved further up the hill again **15**.

industries and employment

history

Until 1964, with the opening of the Forth Road Bridge, the *raison d'etre* of the village remained the running of the ancient ferry crossing and its allied support services—inns

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main office for the running of the ferries; and the ground floor functioned as a waiting room. An addition to the rear (north side) alters the appearance of the building (*see* **historic buildings** p 71). Graham (1969), 260.

The West Battery Pier **7** is a 97 m long jetty (a minimum of 7.5 m wide), flanked to the east by the rising ground on which the north cantilever of the Forth Rail Bridge stands. The masonry is of coursed rubble, with setts on the top. The large slabs along the west margin have shallow grooves 0.5 m apart.

wreck, raft and piers

The hulk of a nineteenth-century ship and nearby a wooden raft have been identified lying on a mud and gravel foreshore in West Bay (NT12888045). The remains of stone and timber piers, probably part of the Railway Pier **R**, have also been identified immediately to the west and east of the main pier. Maritime Fife (1996).

and taverns, offering essential supplies to the traveller and, in modern times, the running of guest houses and hotels. Allied with this was fishing and a little essential agriculture (*see* **archaeological and historical background,** *passim*).

The monopoly of employment over the Ferry Passage did not necessarily mean financial success. In 1661, for example, it was claimed that 'the ferry business yields a very moderate gain'; but there were now thirty-two shareholders, so a number, at least, felt it a venture worth trying. Also complaining were the village brewsters. The Regality Court of Dunfermline decided in 1669 that ale should be sold at sixteen pence the pint. North Queensferry argued 'that they [would] be forced to give up brewing in respect any chainge they [had was] from gentlemen and strangers that pass at the ferris who will not drink the aill that they might brew at that price'. The Ferry people were, therefore, permitted to sell their ale at twenty pence a pint.

The Ferry remained a close-knit community, largely dependent on the sea and the firth for its existence, for a long time. But by the eighteenth century, changes were afoot. In 1763, the guildry set in tack for thirteen years to Robert Campbell, merchant in Stirling, land to quarry whinstone for road paving on the guild's 'ground or rocks' next to the village, westwards towards Haugh-End at the Haughs **W**. The following year, he gained a tack for eight years to quarry to the east of the village; by 1767 Campbell was employing 145 men, most of whom came from Inverkeithing. One, or both, of these quarrying works was causing problems in 1785, when complaints were made about the rubbish made by small stones being transported from the guild's quarries for the canal company. To date, the loads had amounted to 1,638 tons. Large-scale quarrying had arrived in the peninsula.

That quarrying was becoming an important part of North Queensferry life is indicated clearly in a report of Thomas Pennant, published in the 1770s:

> *landed in the shire of Fife, at North-Ferry, near which are the great granite quarries, which help to supply the streets of London with paving stones; many ships then waiting near to take their lading. The granite lies in great perpendicular stacks; above which is a reddish earth filled with friable micaceous nodules. The granite itself is very hard, and is all blasted with gun-powder: the cutting into shape for paving costs two shillings and eight-pence per tun, and the freight to London seven shillings.*

There was also a local tradition, probably unfounded, that Samuel Greig, who came from a well-known North Queensferry and Inverkeithing family, and was sent to St Petersburg in 1763, rose to be an admiral of the Russian navy and designed the fort of Kronstadt, had the latter constructed out of North Queensferry 'granite'. Other quarries were to be established (*see* **area 2** *also*), such as Well Dean **16**, used to provide stone for St Margaret's, an imposing villa built by Mr Elias Cathcart.

The arrival of the railway lines began to open up horizons for the North Queensferry people; and from this time employment was, as well as locally, sought further afield.

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wreck

Further out into the Forth may lie the wreck of the *Telesilla*. On route from Grangemouth to Hamburg in 1891, it struck Beamer Rock and grounded close to Mackintosh Rock, now supporting the north pier of the Forth Road Bridge. It is suspected, however, that the wreck has been removed. Fife Sites and Monuments Record (FSMR) NT18SW702.00.

dyke

Dundas Dyke ran westwards from Port Laing. Remnants of it may still survive in the Ferry Hills. It is believed that the 'Dundas Dyke' defined the line of division between the lands of the abbot of Dunfermline and those of Inverkeithing.

the coming of the railway

In 1867, the North British Railway Company, with their branch from Ratho serving South Queensferry, took over the Queensferry Passage and laid down a rail connection at the North Queensferry side, which was opened in 1878 **R.** The services on this side were reported, in 1877, to be a single platform and a raised signal cabin. Soon, passengers were to have an elaborate restaurant which also functioned as a waiting room **figure 15**, from which they could gain excellent views up and down the Forth. Passing through a tunnel in the Ferry Hills, the train met an intermediary station at Inverkeithing, before passing to Dunfermline. The coming of the railway was not universally accepted in the village. It was felt by some that too many people left the Ferry to do their shopping. Where previously in the village 'everything' could be purchased, now one woman sufficed to serve in a shop, where three men had been needed before. The West Sands had also formerly been beautifully clean and it was here that boys went swimming. The new railway pier, however, caused an eddy and mud or 'slink' encroached and covered the sand.

With the coming of the Forth Bridge (*see* **area 2**), the branch would disappear from the working timetable; although it was spasmodically in use for goods removal. It is, for example referred to in the 1950s in the context of 'Burns Siding, North Queensferry Goods and North Queensferry Pier'. It was closed permanently in October 1954.

fortifications

From October 1939 until the end of 1943, barrage balloon crews were located at Cruicks Quarry (**area 2**), East Cruicks (**area 2**), Carlingnose Quarry (**area 2**), Ferrybarns fields **17** and Well Dean **16.**

area 2

peninsula east of and including railway line **figure 27**

description

This area comprises the headland to the east of the railway line, from Castlehill in the south to Jamestown and West Ness in the north. Much of this area has been quarried, the vast Cruicks Quarry occupying around a third of the entire area. The southern half of the headland is gradually being developed, with new housing filling in the gaps between the quarries and former military sites. The remaining tracts of the Ferry Hills that have not been quarried away are largely undeveloped, with areas of rare grasslands preserved as Sites of Special Scientific Interest. Similarly, the numerous batteries and military installations strung out along the coast have been recorded, and several sites have now been protected as Scheduled Ancient Monuments in recognition of their importance in the history of the defence of the Forth.

Access onto Castlehill, the southern end of the North Queensferry peninsula, is by way of Battery Road, which passes under the massive supports for the Forth Rail Bridge **figure 18.** On the summit of the hill, within its own compound, stands the whitewashed block of the former Royal Navy Signal Station Married Quarters **A figure 21**, and the hexagonal signal station itself **B.**

To the north is the former Battery Quarry, now redeveloped as Deep Sea World, with a large car park occupying the north end and the aquarium in the central area. A number of new houses have been built around the former quarry, centred around Forthside Terrace and St James' Bay, although there are some late nineteenth- and early twentieth-century cottages along the western end of Forthside Terrrace.

St James' Bay, onto which Helen Place and Post Office Lane open, is considerably smaller than it was in the eighteenth century, due to infill from debris from the adjacent quarries, but former jetties and wharves can still be seen in the bay. Overlooking it from the north is Carlingnose, where the second of the batteries was positioned and on which another of the many quarries was opened. Modern housing borders the now disused quarry on the north side; the gun emplacements **C figures 19 & 20**, now protected as Scheduled Ancient Monuments, lie to the east. To the north-west stands the railway station **D figure 16**, situated close to the exit from the tunnel through the Ferry Hills. The summit of the hills stands at *c* 70 m OD, the highest point on the headland.

The main road through this area, to the east of the railway line, is Ferryhills Road, lined with villas on the west side. On the east side, development has only recently begun, as this is the site of the former barracks; to the north, there are properties with gardens

future development

There are no current significant development proposals affecting this area, other than a possible application to extend Deep Sea World.

archaeological potential

This area lies outwith the medieval core of settlement at North Queensferry, but contains important features of military, maritime and industrial history. This area, however, has been subject to extensive quarrying since the eighteenth century, and the largest, Cruicks Quarry, occupies approximately a third of the area under survey. The known archaeological potential of Area 2 is largely confined to the coastal areas and foreshore, where defences have been sited since at least the sixteenth century, continuing through to the mid twentieth century. Two structures, part of the Carlingnose Battery **C figures 19 & 20**, are now protected as Scheduled Ancient Monuments in recognition of their importance in the defence of the Forth. Other sites and monuments around the coastline

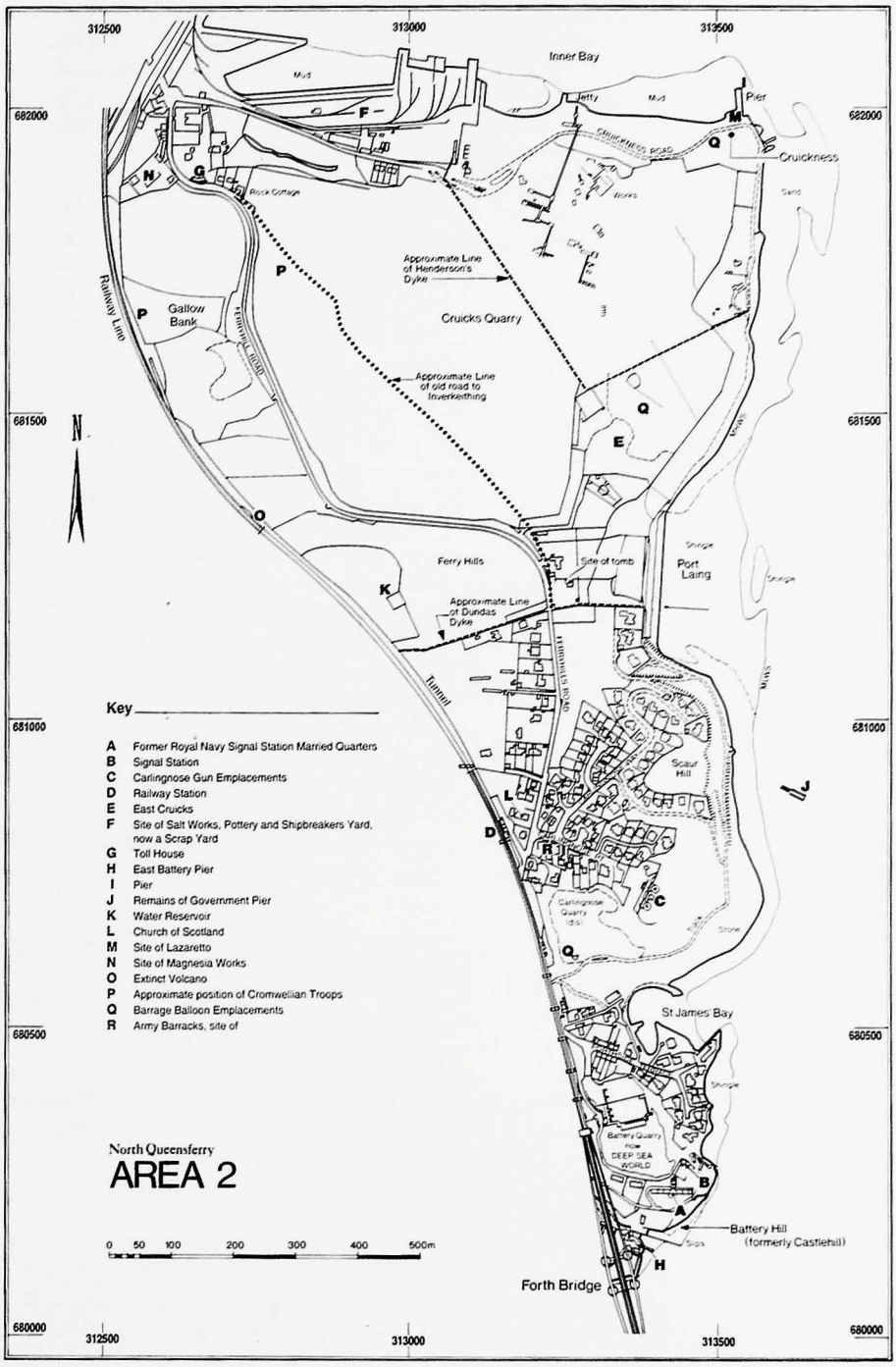

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figure 27
Area 2

extending down to the sandy cove at Port Laing; and down the lane, which once was part of the old road across the Ferry Hills, are a further two villas; and remains of the tees and greens of the former golf course can still be traced in the grasslands at East Cruicks **E**. On the west side of the road is another of the many disused quarries, Ferrytoll Quarry. Ferryhills Road winds down past the Cruicks Quarry into Jamestown, some of the property here being converted from a former chemical works.

The south shore of Inverkeithing Bay, once the site of a salt works, became a shipbreakers' yard and is now a scrap yard **F figure 3**. To the east is Cruicks Quarry; and jetties, jutting out into the mud of the shallow bay, line the south shore from Jamestown east to West Ness.

roads and pathways

The first road to Inverkeithing, of which there is evidence, led from South Bay, over Kirkhill. It then followed approximately the line of the present Brae and Ferryhills Road until the point where it has now been removed by quarrying works. Its line, however, may easily be noted where the old road emerges from the quarry workings, a little to the east of the remnants of the eighteenth-century toll house **G** (*see* p 71), erected when the turnpike scheme introduced payments for use of the thoroughfares.

Near here, hugging the coastline was the Cruickness Road to the lazaretto. The lazaretto **M figure 11** itself stood at the head of the pier at Cruickness. The medical officer lived in a nearby house and a few other dwellings lined the road. From this point a footpath followed round to Port Laing Beach, which is still extant. The beach could be approached from the direction of Cruicks Farm by a track, big enough to take farm equipment and still visible, in places, today.

From the beach, a number of rights of way existed over the Carlingnose Point. Letters of concern appeared in the *Dunfermline Press* in 1897 over rights of way, in particular from Port Laing beach to Ferryhills Road, in a south-westerly direction. The following year, however, thirty-five and a half acres of land south from Port Laing to Carlingnose were sold to the War Department, with an additional small piece on the shore for the provision of a jetty. Effectively, it was feared, access would now be prevented and the old right lost;

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include the site of a nineteenth-century salt works **F**, the possible remains of the lazaretto **M** and a raised beach at Port Laing where logboats were discovered.

defences

The area most sensitive to development may be Castlehill **figure 21**. The name suggests that the hill may have been an early fortified spot. A fortification is known to have been sited here since at least the seventeenth century, when it was taken by Cromwellian troops in 1651 prior to the Battle of Inverkeithing. Exactly where this fortification stood is uncertain, and extensive quarrying around this area may already have destroyed any traces of it.

The site of the fort may possibly lie under the nineteenth-century former Royal Naval Signal Station and Married Quarters **A**. Enclosed by a brick-built boundary wall, these cottages housed the men who worked at the Signal Station. New houses have already been built to the west, slightly further down the slope, and more may be built in the future. Any further developments should be monitored.

Further north, at Carlingnose and Port Laing on the other side of St James' Bay, army barracks were also established in the nineteenth century. From the present century, the remains of winches and holding rings for barrage balloons may still be seen at East Cruicks **Q**. At Carlingnose, the pier used for landing supplies **J** and the gun emplacements **C** still survive. The latter are now protected as Scheduled Ancient Monuments.

but in reply to questions in parliament, as reported in Hansard, 14 May 1901, Lord Stanley, Secretary of State for War, discounted any intention of interfering with the right of way from Cruickness to North Queensferry.

There were many pathways that the villagers trod, by tradition. Interestingly, the rights of the ordinary villagers were not forgotten in the mammoth project to construct a tunnel through the Ferry Hills: when, in 1875, the Railway Company purchased land from the guildry in order to construct the tunnel, it was agreed that the company would maintain two gates on either side of the railway (*see* **figure 15.6**), to afford proper access to the fields. Another such routeway was that from Battery Road up to the grazings of Castlehill (later Battery Hill), once owned by the guildry of Dunfermline.

In the twentieth century, new roads have been established to service the housing developments beside St James' Bay. Access to Battery Quarry had traditionally been along Forthside Terrace. The demolition of the Presbyterian Church (*see* p 52) allowed an access route—Old Kirk Road—not only to the new housing that would be built, but also to Deep Sea World, as Battery Quarry was to become. A further new development requiring roadways was the Carlingnose estate.

landing places and piers

It may safely be assumed that the small, medieval settlement clustered in the low-lying terrain, close by the ferry landing. Various alternative sites have been suggested for this landing point: west of Craigdhu (*see* **area 1**); near the present Battery Pier (*see* **area 1**); or in St James' Bay, sometimes called St James's Port, which was much larger than at present, much of the bay having been infilled with quarry working debris. Both St James' Bay and South Bay were naturally protected; but with South Bay being closer to the southern shore of the Forth, it is possible that this was the chosen landing place, if weather allowed.

An old pier **H**, on the east of Battery Point was upgraded during Rennie's improvements in the nineteenth century (*see* p 29); but is unlikely to have functioned often as a landing point for the ferry boats.

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Another pier, thought to be of considerable age and probably originally built of blue stone and sand stone, still stands at Cruickness **I**.

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archaeology

coastline

There is evidence for a more ancient shoreline, a stretch of raised beach behind Port Laing; log-boats, possibly prehistoric but probably medieval, were found buried in the sand here in the nineteenth century. St James' Bay is also known to have extended much further inland than it does today, reaching as far as the east end of Post Office Lane.

A number of sites of historical and archaeological interest lie around the south shore of Inverkeithing Bay. Again, this landscape has changed significantly over the centuries. The salt works situated at the south-west corner of the bay near Jamestown either lie beneath the mud and silt or have been destroyed by the former shipbreakers' yard **F figure 3**, which once occupied the site. It too has been abandoned and now operates as a scrap yard. Salt pan works have recently been excavated and restored further around the Fife coast at St Monance.

Further around the coast at Cruickness are the remains of buildings associated with the former lazaretto **M figure 11**, which survive as no more than tumbled down walls. The jetty where the infected passengers disembarked still survives **I**.

A survey of the headland carried out in 1996 by Maritime Fife for Historic Scotland also identified a number of features (wharves and piers for example) around the coastline, some of which are deteriorating. As these features reflect the maritime, military and industrial history of the village; they will be of considerable interest to industrial and maritime archaeologists and historians. The coastline should, therefore, also be regarded as of archaeological importance.

In the twentieth century, a pier associated with the submarine mining station was constructed **J**. Known locally as the 'Government' or 'Govvy' Pier, it is still partially extant.

the shoreline

It is difficult to imagine what the North Queensferry headland would have looked like thousands of years ago. The sea level, for example, would have been much higher immediately after the last Ice Age, and what became North Queensferry would probably have been submerged. In fact, the low-lying neck of land between St Margaret's Hope and Inverkeithing Bay would probably also have been flooded, giving the Ferry Hills and much of the North Queensferry headland the appearance of an island in the Forth.

This is supported by the evidence of an ancient shoreline, a stretch of raised beach behind Port Laing, for example **figure 4**. Raised beaches are a common feature around the coastline of Scotland, and date from the period after the Ice Age, when the meltwaters of ice glaciers raised sea levels. Prior to the ice melting, however, the enormous weight of the ice sheet was sufficient to depress the underlying land by an appreciable amount. Thus, with the loss of the weight of the ice sheet, the land recovered and rose in height, a process known as isostatic recovery. The processes of melting and recovery were not simultaneous, and resulted in a complex sequence of events, leaving behind former beaches stranded up to 15 m above the present reach of the sea. Other clues to North Queensferry's ancient shoreline come from the discovery of sand and shells in the older parts of the village, such as Melinkie Cottage, and from whale bones encountered during the digging of drains in the nineteenth century.

Port Laing was to become one of the attractions of North Queensferry in the late nineteenth and twentieth centuries, largely for its setting and sandy beach. A spring still issues here from an old boring, sunk in the vain hope of finding coal.

St James' Bay has altered greatly over the centuries. It originally stretched to Yoll Cottage and the now demolished house next door to *no* 10 Post Office Lane, which had a ring in its gable end for tying up boats (*see* **area 1**). By the eighteenth century, it was already becoming infilled with waste from quarry workings.

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piers

It would seem that by 1320x22, when the chapel is first documented, although it existed before that, North Queensferry was a ferry landing place. Later records point to more than one landing place to allow for variations in the wind and tide, and by 1794 there were said to be several. Adair's map of 1737 **figure 8** seems to show a pier as distinct from a landing place, but Roy's map of 1747–55 marks no pier. By 1809 there were at least three piers; *c* 1810, the East **H** and West Battery Piers and the Town Pier **figure 13** (*see* **area 1**) were upgraded. By 1836 the piers were said to unrivalled, but there is no hint of how many were in existence.

quarrying

Quarrying had begun in the eighteenth century, and by the time of the 1855 Ordnance Survey map **figure 12**, there were seven quarries on the North Queensferry headland alone. The hard and heavy dolerite, or whinstone as it is also known, was popular for use as slabs, sets and kerbs in pavements, roads and harbours. The three main quarries, Battery Quarry, Carlingnose Quarry and Ferrytoll Quarry, all since disused, had a number of associated features such as cranes, tramways and piers which appear on the 1896 and 1915 OS maps, but which had been dismantled by the time of the 1927 OS map. The cranes and tramways have disappeared; a pier remains at St James' Bay.

The south shore of Inverkeithing Bay attracted not only more habitation than the hilly areas to the south, but also a little industry. This has had a considerable effect on the shoreline. West of Cruickness, reclaimed land from quarrying works and shipbreaking yards and, later, scrap yards **F** have radically altered the shoreline.

water supply

The reservoir **K** for North Queensferry's water now sits in the Ferry Hills.

ecclesiastical establishments

The present Church of Scotland **L** is on Ferryhills Road.

hospitals

Although not technically a hospital, the lazaretto **M figure 11** was an isolation centre for both infected people and goods. Built in the early nineteenth century, to replace an isolation ship, Inverkeithing received all infected from the eastern ports of Scotland. While waiting to enter the lazaretto, ships would anchor in St Margaret's Hope. The lazaretto itself stood at the head of the pier at Cruickness. Apart from accommodation for the victims of disease, there was also a watch-house, of great importance during the cholera epidemic of 1832. The contemporary illustration shows it to have been surrounded by a high wall. The pier was thought to be of considerable age and probably built of blue stone and sand stone. The medical officer lived in a nearby house.

industries and employment

The Ferry remained a close-knit community, largely dependent on the sea and the firth for its existence for a long time. But, by the eighteenth century, changes were afoot. In 1763, the guildry set in tack for thirteen years to Robert Campbell, merchant in Stirling, land to

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quarry whinstone for road paving on the guild's 'ground or rocks' next to the village,

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Ferry Hills

The archaeological potential of the Ferry Hills is unknown. This area is largely undeveloped, other than by quarrying, and parts have been designated Sites of Special Scientific Interest. There are few known archaeological sites here, but there remains the possibility that these may survive. The former golf course **E**, first established in the nineteenth century at the northern end of the headland, can still be traced in the grasslands, in the area not lost to quarrying, and may mask earlier, medieval or even prehistoric sites. This area was also occupied during the Battle of Inverkeithing; and it is thought that, possibly, a Royalist battery was positioned here, defending a fortification on the southern headland, probably at Castlehill.

gazetteer

stone axe
A polished stone axe is known to have been found re-used in a boundary wall at Port Laing. 'Brock Papers'.

stone adze
A perforated stone adze was found during the digging of foundations at Carlingnose Point and was purchased by the National Museum of Antiquities of Scotland in 1909. Brock reports that an adze was found at Ferrybarns (*see* **area 1**), and it is possible the two may have been confused. FSMR NT18 SW034.

westwards towards Haugh-End (*see* **area 1**). The following year, he gained a tack for eight years to quarry to the east of the village; by 1767 Campbell was employing 145 men, most of whom came from Inverkeithing. One, or both, of these quarrying works was causing problems in 1785, when complaints were made about the rubbish made by small stones being transported from the guild's quarries for the canal company. To date, the loads had amounted to 1,638 tons. Large-scale quarrying had arrived in the peninsula.

That quarrying was becoming an important part of North Queensferry life is indicated clearly in a report of Thomas Pennant, published in the 1770s:

> *landed in the shire of Fife, at North-Ferry, near which are the great granite quarries, which help to supply the streets of London with paving stones; many ships then waiting near to take their lading. The granite lies in great perpendicular stacks; above which is a reddish earth filled with friable micaceous nodules. The granite itself is very hard, and is all blasted with gun-powder: the cutting into shape for paving costs two shillings and eight-pence per tun, and the freight to London seven shillings.*

There was also a local tradition, probably unfounded, that Samuel Greig, who came from a well-known North Queensferry and Inverkeithing family, and was sent to St Petersburg in 1763, subsequently rose to be an admiral of the Russian navy, designed the fort of Kronstadt and had it constructed out of North Queensferry 'granite'.

Carlingnose, by the nineteenth century, was 'a perpendicular precipice which was being gradually eaten away by quarrying the stone for street-paving and such purposes'. Allied with the Battery Quarry to the south, St James' Bay was to suffer much infilling (*see* p 56). What was to prove to be the largest quarry continues to this day—Cruicks Quarry.

The south shore of Inverkeithing Bay attracted not only more habitation than the hilly areas to the south, but also a little industry, there being a chemical (magnesia) works **N**, a blacksmith's works and, possibly, salt works near to the old tollhouse. By the end of the century, a brickworks, the clay for which was dug close by, in what is now 'Jamestown Pond', stood beside Jamestown, as well as saltpans.

the coming of the railways

Plans were set afoot by Sir Thomas Bouch to traverse the Forth with a bridge. The year 1879, however, saw the disastrous collapse of his Tay Rail Bridge. Bouch was dismissed and died soon after. Work restarted (in 1882) to designs by Fowler and Baker.

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logboats

Two logboats were also discovered, upside down, embedded in the sand at the south end of Port Laing. Made from hollowed-out tree trunks, they were exposed for a long time before they finally disappeared during the First World War. 'Brock Papers'.

site of fort and possible battery

Tradition has it that there was a Royalist fort at North Queensferry, flanked by batteries on the Ferry Hills. The fort was probably on Castlehill, and was captured by a Cromwellian force in 1651 prior to the Battle of Inverkeithing. There is no evidence, as yet, of any batteries on Ferry Hills. This area, however, has been extensively quarried and a golf course was sited here.

dykes

Henderson's Dyke ran south from Inverkeithing Bay; and Dundas Dyke ran westwards from Port Laing. Remnants of both may still survive in the Ferry Hills.

Not only was the construction of the Forth Rail Bridge itself a monumental task, but tunnels, cuttings and embankments had to overcome a multitude of natural obstacles. The most difficult section of track for the North British to engineer was that between the bridge and Inverkeithing. At the north end of the bridge the track crosses Ferry Hills through a steep whinstone cutting. Excavations eighty feet deep began at both ends of the cutting. The rock, however, was found to be so friable and liable to fall on the track that a 'roof', with air vents, was placed over the tracks already cut, thus giving the effect of a tunnel; and the central, unexcavated portion was tunnelled out, rather than excavated down. On exiting the 'tunnel', a further problem to be overcome was the passing of the track over the boggy ground of an extinct volcano **O**. The seventy-foot orifice was infilled with stone and rubbish from the nearby Jubilee Quarry; and the track then passed over the sixty-five feet high Jamestown viaduct and through tunnelling underground to Inverkeithing. The cost of this section alone was £110,000. Interestingly, the rights of the ordinary villagers were not forgotten in this mammoth project: when, in 1875, the Railway Company purchased land from the guildry in order to construct the tunnel, it was agreed that the company would maintain two gates on either side of the railway, to afford proper access to the fields **figure 16.6**. The bridge itself was a masterpiece of construction; the largest ever built and the first with a steel superstructure **figures 17 & 18**. The *Illustrated London News*, in 1889, commented on the 'long stride over space...the longest distance between supports yet covered by mechanical means' and Benjamin Baker, the bridge's designer, called it 'a romantic chapter from a fairytale of science'. For the people of North Queensferry its construction was perhaps less romantic. Major upheavals hit the village, with the preparations of foundations, the building of the north section of the bridge itself, the influx of workmen and their temporary lodgings and the arrival of throngs of spectators, from awe-inspired locals to distinguished visitors, scientists, engineers and royalty.

For the villagers, an immediate result was the building of a railway station **D figure 16** for North Queensferry. Also opened in 1890, the eastern block of railway waiting rooms, store and office still stands. Built on a brick base, the single-storeyed timber range of buildings has a slate roof. Originally a similar range stood on the west platform.

fortifications

The elevated ground, where the Coastguard Cottages (former Royal Navy signal station married quarters) **A figure 21** now stand, was once larger. Much of it has disappeared with quarrying (*see* p 62) and is lost to the site of the present Deep Sea World. It used to be

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salt pans **F**
A salt works was operated by Robert White at the south-west corner of the bay from 1870 till the end of the century. Stephen (1938), 92.

shipbreakers' yard **F figure 3**
The former Wards Shipbreakers' Yard is now a scrap yard. NMRS NT18SW 113.

pottery **F**
A pottery is marked on the First Edition OS map of 1855.

Old toll house **G**
Marked on the First Edition OS map of 1855, the Old Toll Cottage, near to Jamestown, is still, in part, extant.

battery **C figures 19 & 20**
Carlingnose Battery comprised two 6 inch gun emplacements with magazines below, an

called Castlehill, which suggests at least some primitive fortification on its top. It is very probable that the village developed beneath its protective shadow, close by South Bay, St James' Bay and the chapel.

In February 1651, King Charles II visited both North Queensferry and Inchgarvie, with the purpose of inspecting the garrisons in both places. The village was equipped with a 'great sconce' or battery. This consisted of five guns at the East Ness, the low ground below Castlehill and another twelve, either on Castlehill or at Carlingnose. The main purpose of the garrisons was to prevent Cromwell and his troops, based in Linlithgow, from crossing to the north side of the Forth **figure 1**. Blackness Castle fell to the Cromwellians and an English fleet came up the Forth, wiping out opposition at Inch Garvie and taking a guard ship moored in the Hope. The sconce at North Queensferry, however, held out. In July, however, 1,700 troops under Colonel Overtoun accessed round the back of the sconce, which was trained on the sea, and landed at Port Laing and were thus able to move up into the Cruicks and secure the peninsula for the Cromwellians. The North Queensferry guns were captured, dragged across Ferry Hills and repositioned, facing north, at Gallow Bank. By 19 July, Lambert reinforced the advance party with two regiments of horse and two of foot; and by the morning of 20 July, 4,500 soldiers manned the peninsula. Earthworks were erected across the isthmus at Jamestown. A force of some 4,000 of the king's army moved from Torwood to position themselves north of the English, Highlanders on Castlandhill and Lowlanders, the less experienced, occupying a position on Salvedge Hill to the south of Inverkeithing. The Cromwellian troops moved forward, with important reserves hidden in Well Dean, the valley between Gallow Bank and Ferry Hills proper **P figure 4**. Resoundingly defeated, many Scots fled as far as Pitreavie Castle, where a further stand may have been attempted; but the pursuit and killing was savage and prolonged.

There is little further said of fortifications in the Ferry until 1781. In this year, one John Lamond wrote to the guildry requesting that some of their number meet with Captain Fraser, Chief Engineer for Scotland who proposed that a battery be reinstated on the point of the East Ness. Such a proposal was prompted by the visit to the Forth of John Paul Jones, the Kirkcudbright-born, American naval officer intent on distracting British interests from the Wars of Independence. On 11 June, two days after the meeting, it was decided that not only should there be a battery on the Ness, but also on the top of Castlehill to protect ships going further up the Forth. Captain Fraser gained the permission of the guild that they would forego, temporarily, the use of the land, for the establishment of a battery and access road, on condition that the tenant was indemnified for any damage done. Two years later, however, since a decision had been taken to

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observation post and shelters. The guns were installed in 1902 and removed in 1918. The gun emplacements are protected as Scheduled Ancient Monuments. Guy (1994), 110–14.

battery **A** *&* **B figure 21**
The Coastguard Battery is constructed of concrete. Two 12 pounder guns were installed in 1900 and removed in 1939. The guns were taken to Dalmeny Battery on Cramond Island. The interior of Battery Hill (once called Castlehill) served as a storehouse for ammunitions. Guy (1994), 45–8.

submarine mining station
This consists of an observation post, for controlling the minefield, a gun emplacement for defence and a now corroded pier **J** for handling mines. The rest of the site at Port Laing was demolished. Guy (1994), 115–7.

barracks **R**
Army barracks were first established at Port Laing in the nineteenth century. A sea plane base was later established here in the Second World War.

maintain a permanent battery on the site, the guildry deemed it wise to sell the land at East Ness and Castlehill, while retaining all fishing and sailing rights off shore; but the price of £750 demanded by the guild was thought too high, Fraser 'complaining of the unreasonableness' of the guild's position. The government continued to pay a rental of £53 15s per year, although the records indicate that this was often in arrears. It is known that, by 1806, this battery was constructed of an open earthwork, with embrasures, in which were mounted eight twelve pdr guns of foreign origins. One NCO and three gunners were in charge and lodged in permanent barracks.

Events in 1898 were to be harbingers of the great changes that were to take place in North Queensferry in the ensuing century: thirty-five and a half acres of land south from Port Laing to Carlingnose was sold to the War Department, with an additional small piece on the shore for the provision of a jetty **J**. In 1903, the guildry agreed to sell the government land at what was now called Battery Hill (Castlehill) for £900. The peninsula was about to see many decades of military presence.

By the outbreak of the First World War in 1914, the Firth of Forth had become one of the most heavily defended estuaries in the UK; the naval base at Rosyth was nearing completion, and there was an anchorage for the fleet to the west of the rail bridge. With three lines of gun batteries, from the island of Inchkeith in the east to the defences at Carlingnose at the north end of the bridge, gunfire could sweep the channel. Defences were basically batteries of guns set in concrete emplacements, with magazines below and protected around the perimeter with trenches, pill boxes and barbed wire. At North Queensferry, the Carlingnose Battery **figures 19 & 20** had two six inch coast defence guns with a range varying from 14,000 to 24,000 yards, while the Coastguard Battery **figure 21** had two twelve pounder guns, with a range of 10,000 yards, devised for anti-motor torpedo boat action. The Carlingnose Battery was part of an interlocking system, under a common fire-command, while the Coastguard Battery was to fire independently of the chain of command. The Firth of Forth, as far east as the Elie–North Berwick line, was considered a 'fortress', with the groups of guns and batteries only elements of the whole.

The guns at Carlingnose were disposed of at the termination of hostilities in 1918, although the Royal Engineers continued to use the barracks as their base whilst dismantling off-shore fortifications. The barracks were then placed on a care and maintenance basis. During the Second World War, the Royal Engineers again operated from the barracks, but the gunsite was converted to use in an anti-enemy aircraft defence capacity. The Royal Artillery manned twin Vickers Mk 8 guns and supporting searchlights. A similar role was carried out at the Coastguard Station site and within the Rosyth Naval Base. From October 1939 until the end of 1943, barrage balloon crews

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piers

The West Battery Pier (*see* **area 1**) is a 97 m long jetty (a minimum of 7.5 m wide), flanked to the east by the rising ground on which the north cantilever of the Forth Rail Bridge stands. The masonry is of coursed rubble, with setts on the top. The large slabs along the west margin have shallow grooves 0.5 m apart. The East Battery Pier **H** is shorter at 70 m long (and 9 m wide) and is partly flanked by dry land. It resembles the West Battery Pier but the setts are smaller. Graham (1968–9), 260.

There are a number of other piers and wharves, associated with military establishments and former quarries, for example, at Port Laing and at Battery Quarry (now Deep Sea World).

golf course **E**

Dunfermline Golf Club established itself on the Ferry Hills in the late nineteenth century. Although much of the course has now disappeared as a result of quarrying, remains of tees and bunkers may still be recognised at East Cruicks and opposite Garth Hill.

were located at Cruicks Quarry, East Cruicks, Carlingnose Quarry, Ferrybarns (**area 1**) and Well Dean (**area 1**) **Q**. The interior of Battery Hill became an armaments storehouse.

Most of the remnants of this military presence have now disappeared; but some clues remain and, on the Carlingnose Point, important features are now Scheduled Ancient Monuments, and protected by law **C figures 19 & 20**.

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quarries

Quarrying for whinstone on the headland began in the eighteenth century and became the single most important source of local employment until the 1930s. The three main quarries, Battery, Carlingnose and Ferry Toll, have since been abandoned. Battery Quarry, opened in 1784 and flooded in 1924, has recently been developed as Deep Sea World, and there are further plans to develop more of the quarry. Cruicks Quarry, the largest on the headland, is still operating, but will cease to operate in 2010.

the archaeological potential of North Queensferry and peninsula a summary
figure 28

an overview

On present evidence, there is potential for the survival of archaeological deposits within the medieval core of North Queensferry, but the extent to which deposits survive is difficult to predict. Even without archaeological evidence, the survival of a number of eighteenth-century buildings is a clear indication of the potential for both buried archaeological deposits and of the buildings themselves as an historical, architectural and archaeological resource.

Routine monitoring and excavations in many Scottish towns, especially Perth and Aberdeen, have demonstrated that medieval and later archaeological remains often survive beneath the modern town. The potential of North Queensferry is more akin to the numerous small baronial burghs where, unfortunately, little archaeological work has been carried out, or to places like Crieff, not a burgh, but where archaeological features, such as tanning pits, have been shown to survive. Therefore, the site of any proposed ground disturbance or development around the head of South Bay and, in particular, around the chapel, Chapel Place, Helen Place and the west side of Main Street must be accorded a high archaeological priority; and arrangements made for the site to be assessed, monitored and, if necessary, excavated in advance of any development scheme. Similarly, any proposed ground disturbance of the surviving streets themselves (for instance, for essential repairs, access to services, or environmental improvements) should also be monitored routinely, because the remains of important features of the medieval village may be sealed beneath them.

To date, little archaeological work has been undertaken within North Queensferry. Thus, the conclusions and recommendations expressed here should be regarded as provisional. This survey will require periodic review in the light of results from any future campaigns of archaeological fieldwork (assessment, monitoring and excavation), and from other sub-surface investigations.

It is important to stress that the survey concentrated largely, but not exclusively, on the core of historic (medieval) North Queensferry. There is also a recognised, although unquantifiable, potential for the discovery of prehistoric and early historic archaeological remains across the headland **figure 28**.

Finally, the potential for archaeological features and deposits to be preserved both beneath the floors and within the structures of historic standing buildings in North Queensferry (*see* pp 69–72) must not be forgotten. The archaeological potential of North Queensferry's standing buildings is *not* shown on **figure 28**, but the potential of individual buildings is considered in the next section.

Turning to the specific areas of North Queensferry (as identified in this survey), previous archaeological work, documentary and cartographic evidence have demonstrated the archaeological potential of both areas (Areas 1 and 2). It should be borne in mind, however, that the limits of the medieval village remain uncertain.

figure 28 distinguishes between areas of known potential (shaded green) and unknown potential (shaded lighter green). *All green areas should be treated as potentially archaeologically sensitive. Areas designated red are Scheduled Ancient Monuments* and are protected under statute by Historic Scotland. Effectively redeveloped areas (shaded blue) are probably archaeologically sterile.

area 1

This area contains the core of the medieval settlement, the exact boundaries of which, however, are uncertain. The focus for this settlement is thought to be the head of South Bay; and the archaeological potential is, therefore, concentrated around the chapel and the line of the two medieval roads, the King's Way and Kirkhill, both of which have since

disappeared. The former followed an east to west alignment from the head of South Bay across to West Bay, continuing northwards and then westwards skirting around the shore of West Bay. Inns and hostels may have lined this street, facing onto the road. The line of the King's Way is partly preserved in the small gardens behind the buildings which front onto the west side of Main Street, an area which may, therefore, offer archaeological potential.

The second of the two important medieval thoroughfares, Kirkhill, started at South Bay and continued northwards towards the foot of what is now called The Brae. Again buildings, inns, hostels and a possible hospital may have been situated along this route. The line of Kirkhill is now missing from the present street plan, but is partially fossilised in the roadway beside the chapel. Pockets of archaeological deposits may, however, still survive.

Outwith the historic core of the village, the archaeological potential is difficult to predict as there are few known sites here. Prehistoric finds have been recorded around the Ferrybarns area, much of which has recently been developed as residential housing; and there remains the possibility that more will come to light. The Ferry Hills are largely undeveloped, and some areas are protected as Sites of Special Scientific Interest. Evidence of prehistoric settlement may be preserved here, as may a battery dating from the Cromwellian period thought to have been sited on the Ferry Hills.

The coastline and foreshore have already proved a rich archaeological resource. The sites and features recorded should continue to be monitored.

area 2

This area has been subject to extensive quarrying since the eighteenth century; and the largest, Cruicks Quarry, occupies approximately a third of the area under survey. Quarrying itself has been an important part of North Queensferry's history and the disused quarries and piers would be of interest to industrial archaeologists and historians.

The known archaeological potential of Area 2, however, is largely confined to the coastal areas and foreshore, where defences have been sited since at least the sixteenth century, continuing through to the mid twentieth century. Two structures, once part of the Carlingnose Battery, have now been protected as Scheduled Ancient Monuments. Other sites and monuments around the coastline include a nineteenth-century salt panning works, a pottery, the possible remains of the lazaretto and a raised beach at Port Laing, where prehistoric or medieval logboats were discovered.

The archaeological potential of the Ferry Hills is unknown. This area is largely undeveloped, other than by quarrying, and parts have been designated Sites of Special Scientific Interest. There are few known archaeological sites here but there remains the possibility that these may survive. The former golf course, established at the northern end of the headland in the nineteenth century, can still be traced in the grasslands, for example, and may mask earlier, medieval or even prehistoric sites.

historic buildings and their archaeological potential

North Queensferry has a number of historic buildings surviving, whether in entirety or in part, which are reminders of the village's role over the centuries. As the northerly point of the ferry crossing from the middle ages, many of these surviving structures reflect the village's strategic position. Probably only one building, however, dates even partially from medieval times. This is *St James' Chapel* **figure 5**. When it was first founded is uncertain; but it was certainly established before 1320x22, when King Robert I granted the chapel to the abbey of Dunfermline. The phrasing of the charter to Dunfermline Abbey suggests that the chapel had connections with the Ferry Passage. Only a small portion of what was a considerably larger establishment now survives: the associated manse and garden, which stood to the north of the chapel, and related offices have now disappeared beneath more modern developments. The rubble-built west gable and mullioned window give some clues to its original structure; and a blocked entrance may be seen in the north wall. In the eighteenth century, the ground was taken over by the North Queensferry Sailors' Society and converted into a cemetery for their members. A number of eighteenth-century tomb stones still survive. The walls of the chapel were subsequently, in 1752, built up, as the inscription by the entrance testifies.

The buildings to the north of the chapel, in Chapel Place, are entirely modern, and it is unlikely that much would have survived of the manse and garden. The south wall of the chapel, which would have lain within what is now the kirkyard, may however survive, as soil was probably brought in to the graveyard, and this may have effectively sealed and preserved the foundations, at least, of the chapel.

As well as the solace of the chapel, travellers on the Ferry Passage also required the physical comforts of food, drink and beds. The village may have had a number of hostelries, to meet the needs of those passing through. One that still stands, strategically on the main route to the ferry, was built in 1693. This former *Black Cat Inn* **figure 6** is now dwelling houses (26–28 Main Street). Two-storeyed, it has a pediment over a first storey window, inscribed 'TP' and 'BC', a reminder of the original owners—Thomas Peastie and Bessie Creech.

Much of the village was redeveloped in the mid eighteenth century; and it is now difficult to be precise as to which are the oldest buildings and which may incorporate remnants of earlier structures. On Main Street, a number of eighteenth-century dwellings survive. *Ivy Cottage* is possibly a structure pre-dating the redevelopment of the village. Probably built in the earlier part of the century, it stands gable-end to the road and is a two-storeyed, harled and pantiled dwelling. Originally, Ivy Cottage fronted onto King's Way. The sunken setting of the house, in relation to Main Street, is clear evidence of the gradual raising of the road level over the years. Round the corner, at 10–16 Main Street, running at right angles to Main Street are harled and slated eighteenth-century cottages, with an outside staircase on the north side. Davidson's Buildings, as they became named, stood on a close that ran from King's Way. The close has been known as both Sylvester's Close and Charlie Black's Close, after well-known local men.

Brae House and *White House* date from 1771x78. Facing southwards, looking over West Bay, these two-storeyed houses are harled with slated roofs, although White House now has modern slates. Brae House has its lintel engraved 'TB 1771', piended dormers and an inscribed door lintel. A three-faced sundial, dating from 1778, would have been a useful timepiece for those making for the ferry boat. These stood on the new routeway under construction at this time (*see* p 46).

Further up the hill, on The Brae, stand two cottages, one dated 1764, with the initials 'HM' on the door lintel. Now forming one dwelling called *The Brae* **figure 9**, both are harled, the more northerly one being pantiled and the southerly slated. Both of the cottages have forestairs, providing access to the dwelling at the upper level. The lower portions of the cottages would have served as storage space for fishing tackle or for housing animals. They may, however, have originally been single-storeyed. This seems to be confirmed by a date—1791—at first-floor level and by the interior beams.

Eighteenth-century cottages in the central part of the old village give a fine impression of the dwellings that once lined the stone-paved alleyways. In Post Office Lane, for

example, *10 Post Office Lane* dates from 1776, as is indicated on the stone bearing the initials 'IM' and 'MM'. Although the windows have been altered from the original, the harled property retains much of its former character, with its pantiled roof. It is possible that, originally, the house was built to front onto a thoroughfare to the south (*see* p 43). Round the corner, on Helen Place, *Yoll Cottage* is a two-storeyed eighteenth-century cottage, revealing many of its original features, behind a modern addition to the front. Close by, *Melinkie Cottage* functioned as the village school in the earlier eighteenth century before its transference up the hill (*see* p 53). A small, single-storeyed house, it is harled, with a slated roof. An earlier *school* still, stands beside the Piggery Steps. Only a portion of the stonework remains, incorporated as it is into a shed. *Heron House*, once called Herring House, also on Helen Place, is a further example of an eighteenth-century building. Originally built as a barn, it takes its name either from the fact that it was used for gutting herring and repairing fishing nets or from Helen McRitchie, who lived nearby in Yoll Cottage.

The survival of at least one building of seventeenth-century date, and several of eighteenth-century date is a clear indication of the potential for both buried archaeological deposits, and of the buildings themselves as a historical, architectural and archaeological resource. In 1999, Melinkie Cottage underwent renovation. Its foundations revealed that it probably stood on a site once forming part of St James' Bay.

Buildings situated in the core of the medieval settlement, around the chapel and along the former King's Way and Kirkhill, were almost certainly constructed on the site of, or directly over, earlier buildings, a sequence possibly going back to the medieval period and continuing up to the present day. Although there have been no opportunities for archaeological examination of any of the street frontages in North Queensferry, evidence of earlier, possibly medieval, structures may be expected, sealed beneath the frontages. The earliest buildings in the village would probably have been of timber, wattle and daub, perhaps with thatched roofs. Similarly, buildings which have more than one phase of construction, such as The Albert Hotel (*see* below) may also preserve earlier structural features within the fabric itself, hidden or obscured by later additions. On the ground floor, for example, these may be represented by floor surfaces, fireplaces and other features associated with the very earliest phases of occupation, sealed beneath the modern floor levels. Throughout the buildings, more structural elements, such as blocked-up doorways, windows and cupboards, may also survive behind modern plasterboard.

Many of these historic buildings have been listed; and all lie within the village's Conservation Area. It should not be forgotten that proposals for change of use may necessitate internal works, such as new floors, heating systems or damp proofing. These works may destroy archaeological deposits and should, therefore, be carefully monitored.

The village was to see many changes in the nineteenth century; and these changes are still visible in the townscape. Most notable was the slow edging of property up the hill. *Hill House*, for example, was erected *c* 1800. A two-storeyed house of three bays, with a slated roof, it had a much larger extension added in the later nineteenth century. Sitting in a prominent position above the village, it was a much more prestigious property than the cottages in the original village nucleus. Nearby, *Northcliff* dates also from the first half of the nineteenth century, although there are now attached later additions. The small village school proved too little for the growing population; and, in 1827, a new school was built by public subscription. The *Old School House*, standing half way up The Brae, once housed the school pupils on the ground floor and the master and his family above. The old school bell which called the children to school hangs above the southerly entrance.

Also standing on The Brae, are three of the village's wells. *Waterloo Well* **figure 26**, stands near the foot of the hill. Named to commemorate the Battle of Waterloo, it was built in 1816. It has a curvilinear gable with a ball finial; and inset there is a stone carving of a ship. Immediately to its north, a little further up the hill, are an *earlier well*, *Lion's Head Well* and *water tank*, decorated on a cast iron cover with Europa and the bull and a woman fighting with a man. The local tradition is that this was a Ferry woman fighting with a sailor who was attempting to take the village's precious water. Alternatively, it may

represent a local woman fighting with the water man, who could regulate the flow of water, from the water house, further up the hill. Beside Waterloo Well stood a *stone trough*, a reminder of coaching days and the need to water horses. This has now been sited across the road, beside the war memorial. Further up the hill, stands *Jubilee Well.* Erected to commemorate the sixtieth jubilee of Queen Victoria, it has the inscription, 'This ancient spring was restored by lovers of the Ferry for the solace of wayfarers and in memory of sixty years of Her Majesty's reign happily completed 1837–1897'. The *water house* stood nearby and is commemorated by a stone in the wall dated 1783. The other extant old well is Willie's Well, close beside the edge of the old village washing green. It is said that anyone who drinks of its water will always return to the Ferry.

Even into the nineteenth century, much of village life still revolved around the Ferry Passage and the provision of services for travellers. The *Albert Hotel* stands on the site of the former 'Hope Tavern'. Known as 'Mitchell's Inn' in the nineteenth century, after its owner who had a coaching business, it has seen a number of alterations, such as an extension to the south and the insertion of Edwardian windows. It retains, however, a number of its early nineteenth-century features, such as its central plastered doorpiece, with margin-paned fanlight. On a prime site to attract the custom of travellers, it was merely one of thirteen places where spirits might be bought in the village. A little further along the road is the *Ferrybridge Hotel* **figure 25**. Originally named the Roxburgh Hotel, it was established by the daughter of Charles Roxburgh, a ferry boat skipper in the mid nineteenth century. With the coming of the railway bridge, the hotel took advantage of its strategic position to advertise marmalade on its roof.

At the foot of the main street are two nineteenth-century buildings with close associations with the Ferry Passage and shipping. The first, a small hexagonal *lighthouse* **figure 14**, was erected *c* 1810. Built of droved ashlar, it is capped with a copper lantern. Nearby, and of a similar date, stands the Tower House, or Signal House, or *Mount Hooly* **figure 10**. An octagonal building, with a modern extension to the north, it functioned as the waiting room for ferry travellers and the base of Captain Scott, the first superintendent of the Queensferry Passage. Captain Scott's dwelling house, *Seabank Cottage*, still stands on the south side of the present main road leading westwards out of the village. Mount Hooly stands at the head of the *Town Pier* **figure 13**. Rebuilt in 1810–13, according to the plans of engineer John Rennie and extended in 1828 by Thomas Telford, this was the landing point for the ferry boats crossing from South Queensferry.

Further west, stands the *Railway Pier*. So called, from 1877, when the railway reached North Queensferry, the pier was used by train passengers who alighted here, took a ferry boat over to Port Edgar and caught another train on the other side. This railway line was soon to be superseded by another, with the building of the *Forth Railway Bridge* **figures 17 & 18** in 1883–90. A magnificent structure, based on the cantilever system, it was to transform travel across the Forth. One immediate result was the building of a *railway station* **figure 16** for North Queensferry. Also opened in 1890, the eastern block of railway waiting rooms, store and office still stands. Built on a brick base, the single-storeyed timber range of buildings has a slate roof. Originally a similar range stood on the west platform. Although the Ferry Passage was to continue until the opening of the *Forth Road Bridge* in 1964, the rail bridge inevitably reduced the numbers of passengers crossing by water and coach over the Queensferry peninsula. The *Old Toll Cottage*, near to Jamestown, however, is a reminder of the days when charges were made on those using and benefiting from the upgraded road system. The booth where tolls were collected is seen now as a stone shed, the cottage being more modern to the east side and nineteenth-century to the west.

In several places, both in the heart of the village and beside it, are reminders of another important facet of village life—the *quarries*. Quarrying commenced in the late eighteenth century; it became and remained the most important source of local employment until well into the 1930s. One of the quarry holes now serves as the site of Deep Sea World. Nearby, *Forthside Terrace* housed the quarry workmen.

Looking down on Forthside Terrace are the mid to late nineteenth-century *Royal Naval Signal Station and Cottages* **figure 21**. Enclosed by a brick-built boundary wall, these cottages

housed the men who worked at the Signal Station on this prominent site. They stand as a reminder of the military importance and strategic position of the Queensferry peninsula. The nineteenth century was also to see the arrival of the army. Barracks were established at Carlingnose and Port Laing. Remnants of twentieth-century army occupation still survive. At East Cruicks, the remains of the *winch and holding rings for barrage balloons* may still be seen. The *pier*, used for landing supplies, is partially intact; as are the *gun emplacements* at Carlingnose. These latter are now scheduled monuments.

Many visitors stayed in the eighteenth- and nineteenth-century houses, when they came to visit the village and take the air and swim in its unpolluted waters. Some less fortunate visitors, however, were landed at Cruick Ness, at the *Lazar House* or lazaretto **figure 11**. Ships arriving at Inverkeithing with those suffering from infectious diseases were obliged to divest themselves of their unhealthy passengers at the quay beside the 'Leper Colony', as it is known locally. The remains of the quay and some ruins of the associated buildings may still be seen at Cruick Ness.

As the population of North Queensferry grew, larger *villas* spread up the Ferry Hills and westwards out of the village, along the low road to Inverkeithing. A new *council estate*, which received the Saltire Award for lay-out, built above the old nucleus of the village also provided homes for the local people. These twentieth-century buildings are still standing. The numbers of those arriving at Queensferry were swelled when the Dunfermline *Golf Club* established itself on the Ferry Hills. Although much of the course has now disappeared with quarrying activities, remains of tees and bunkers may still be recognised at East Cruicks.

historical research objectives

As the bibliography and endnotes indicate, a variety of primary and secondary sources has been used in this survey. The timescale, however, did not permit as full a research programme as this historic village merits. All of the sources used deserve to be accorded more manhours than we could give for the purposes of this survey. Little is known, for example, of the medieval *hospitia* or rest houses that probably stood on King's Way and Kirkhill. The documentary evidence used implies their existence; but it does not locate them. This, alone, would merit further research.

The sixteenth-, seventeenth- and eighteenth-century Regality Court Books have not been assessed in full. Any future work on North Queensferry should take this avenue of research more deeply. Any papers relating to the Marquis of Tweeddale might give further information on the lay-out of the village streets and design of housing. The eighteenth-century row of houses, built on his instruction, now sitting to the south of Post Office Lane, for example, is intriguing. St James' Bay lapped almost to the frontage of the house, now gone, at the bottom of Post Office Lane. Indeed, it had a ring in its gable for tying up boats. Mr Bob Cubin has suggested that the thoroughfare onto which they originally fronted was, in fact, to the south of the cottages giving access round to the quarry and Castlehill, rather than leading directly into the sea, as Post Office Lane would have done. It would be worthwhile testing this theory with both documentary and archaeological evidence.

archaeological objectives for the future

Preparation of the North Queensferry survey has highlighted a number of directions for future archaeological work. These can be broadly divided into management objectives, priorities for future fieldwork, and other areas which merit further research. Any such list cannot be exhaustive but it should cover the main areas of concern in the foreseeable future.

management objectives

1 Wherever possible, it is important to monitor the impact of any development (in its broadest sense) on the potential archaeological resource (the **green** areas on **figure 28**). This will require the routine provision of site-specific desk-based assessments, through to watching briefs, trial excavations and, where necessary, controlled excavation, post-excavation analysis and publication. Over time, the cumulative results will 'calibrate' this assessment of the archaeological potential of the village, providing evidence about the village's origins, and its physical, economic and social development through the centuries.

2 Developments should similarly be monitored to shed more light on the prehistory of the North Queensferry headland.

3 The degree and nature of cellarage along the main streets, notably Main Street, were not systematically examined during the preparation of this report. More accurate information would be most useful to managers/curators of the archaeological resource in assessing the archaeological potential of these and other main street frontages in the village.

4 Engineers' boreholes offer a convenient glimpse of the depth and nature of sub-surface deposits, man-made or not, ancient and modern. It would be useful if the results obtained from engineers' boreholes in and around the core of the historic village could be gradually collected and collated. Borehole results, especially those in

Likewise, another highly interesting period for the topography of the village comes with the construction of Main Street. Here, too, houses would have changed the focus of their alignment, the important thoroughfare being now to the east, rather than to the west and King's Way. This is an avenue worth pursuing.

Nineteenth-century newspapers have not been assessed. These can give a wealth of information; and it is recommended that any future research work should take this on board. They may very well contain not merely information about the village itself, but also about the rest of the peninsula: details of the salt-panning, magnesia works and brickworks would be particularly worthwhile, for example.

By the later nineteenth century, North Queensferry became a favourite resort for bathers, geologists, naturalists, artists, golfers and those wishing to recuperate. Although possibly difficult to track down, the private papers of these people could tell us a great deal not only about the topography of North Queensferry, but also about the life of the villagers and visitors. Simpson, who was an early user of chloroform, for example, sent his

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the hands of private contractors, have proved difficult to access, and it might be worth considering mechanisms by which such information could more easily (and preferably routinely) be made available to managers/curators of the archaeological resource.

5 Opportunities should continue to be taken to increase public awareness of the potential archaeological interest of North Queensferry, both generally and within and beneath historic standing buildings.

6 Periodic review and updating of this survey would be desirable to take account of the results of any future archaeological work, and of the comprehensive collection and collation of other types of sub-surface investigations, such as engineers' boreholes, and the systematic survey of cellarage on the main street frontages. In particular, the colour-coded map **figure 28** should be revised and re-issued at regular intervals.

priorities for future fieldwork

The priorities for future archaeological fieldwork remain fairly rudimentary, but the following should be borne in mind during preparations of future project designs:

1 Recover any evidence for prehistoric activity on the headland.

2 Define the limits of the medieval settlement.

3 Establish a ground plan for the medieval chapel.

4 Ascertain any of the hostels and inns known to have been built specifically for pilgrims en route to and from St Andrews and Dunfermline.

patients to the Ferry to take the bracing and cleansing airs. Records associated with him or his work would certainly be worth studying. Sir A Geikie, for example, made illustrations of Battery Quarry, which were published in his work on ancient volcanoes. Carlingnose Farm was host to another geologist each summer. Their papers would be most interesting. The peninsula was recognised, also, from the late eighteenth century as a place of great importance for its flora and fauna. Any extant writing or drawings produced from these visits would be illuminating; as are the paintings, many of which survive, from the visiting artists.

The deeds of North Queensferry houses were not assessed. This would be a slow, but highly worthwhile task. In a village the size of North Queensferry, a survey of every single historic house is not impossible. If this was allied to a close analysis of features in each property—beams, fireplaces, blocked doors and windows, realignment of property boundaries and the like—there would be an opportunity to gain a very full and supremely worthwhile understanding of this important, historic village.

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5 Identify and record any waterfront structures (piers, jetties etc) associated with the ferry service.

6 Identify any sequence of planning in the layout and expansion of the settlement and determine any variation in street alignment and width.

7 Recover any evidence for medieval and post-medieval industry. As the inns and hostels were established to cater for pilgrims, evidence for brewing and food preparation may survive in the form of kilns and vats and in the contents of rubbish pits. Salt panning is also known to have been carried out on the south shore of Inverkeithing Bay.

8 Record the numerous defences and military installations erected on the higher ground around the east coast of the peninsula, some of which may date to the mid seventeenth century. Whether there was a very early fortification on Castlehill is probably now impossible to assess.

9 Monitor and record the numerous piers, wharves, jetties and wrecks that lie around the coastline of the peninsula, many of which were identified by Maritime Fife during their coastal survey.

areas for further archaeological research

1 A reconstruction of the layout, extent and physical setting of the medieval village would be useful for our understanding of the development of North Queensferry. This would be particularly useful when assessing the impact of future development and in presenting the current state of knowledge.

street and location names

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Battery Road — *Areas 1 & 2*
This road was built on the old harbour hard and continues from the village along to the old slipway.

The Brae — *Area 1*
This road climbs the steep slope out of the nucleus of the village on the road to Inverkeithing, hence the name.

Brock Street — *Area 1*
This modern street was named after Dr Brock who initiated the North Queensferry Development Association in the 1930s, set up to improve local amenities and recreational facilities.

Carlingnose Point — *Area 2*
This has been translated as meaning 'the headland of the old woman', from the old Norse—*carlin* or *kerling* ('old woman'), and *nos*, *nose* or *ness* ('headland'). The coast here has been heavily defended since the late eighteenth century or early nineteenth century and quarried for whinstone.

Castlehill — *Area 2*
There have been fortifications on this hill from at least the sixteenth century; and possibly from Dark Age times.

Charlie Black's Close — *Area 1*
Charlie Black's Close, also at one time known as 'Sylvester's Close', leading off the King's Way, is today known as Davidson's Buildings. Charlie Black was a well-known local man.

Chapel Place — *Area 1*
Originally called Chapel Close, this thoroughfare is lined with largely modern buildings, overlooking the medieval chapel dedicated to St James.

Cruickness Road — *Area 2*
Cruickness probably means the crooked headland.

Cult Ness — *Area 1*
Translated, this may mean 'the wood on the promontory', from *celli* ('wood') and *ness* ('headland').

East Bay — *Area 2*
This modern development takes its name from what became called by some East Bay, the small beach at the foot of Castlehill. The real name is Crowpie Beach.

Ferrybarns — *Area 1*
This was land owned by the Dunfermline guildry. A number of barns stood in this area. The farm was cleared in advance of the road bridge construction.

Ferry Craig — *Area 1*
The ferry rock.

Ferryhills Road — *Area 1*
The road over the Ferry Hills.

Forthside Terrace *Area 2*
This modern street lies close to the Firth of Forth; and was at one time called 'Brunton's Buildings', as the houses here were built for quarrymen who worked in Battery Quarry, owned by Adam Brunton.

Gallow Bank *Area 2*
This was the place of execution for Inverkeithing burgh; it stood on the north-west of the peninsula.

Helen Place *Area 1*
Helen is possibly a corruption of herring, a reminder that North Queensferry was a fishing village as well as ferry crossing. It may also have been named after Helen McRitchie, Mrs Dewar, who lived at Yoll Cottage.

Jamestown *Area 2*
The cluster of houses here were named after James Reid, who converted the chemical works, sited here at the beginning of the nineteenth century, into dwelling-houses.

Long Craig *Area 1*
The long rock. This small rocky island to the west of Railway Pier now supports the Forth Road Bridge.

Main Street *Area 1*
The main thoroughfare in North Queensferry, it replaced the medieval King's Way which ran from the head of South Bay in a westerly direction, before turning northwards to hug the shore round West Bay. Main Street is on a north to south alignment, leading from the Town Pier, and then turns in a westerly direction.

Mount Hooly Crescent *Area 1*
Mount Hooly is the octagonal tower which stands at the end of Town Pier. It has been suggested that its unusual name derives from Captain Scott, first superintendent of the Passage and a former captain under Nelson at Copenhagen, who marvelled at the tardiness with which the masons constructed the building. 'Hooley' means 'slowly' or 'cannily' in Scots.

Old Kirk Road *Area 1*
This road is so called as it was constructed after the demolition of the Presbyterian church, which stood beside Ferrybridge Hotel.

Piggery Steps *Area 1*
This right of way from near the north-west end of St James' Bay, is steps up to a higher level, at the foor of the path to Carlingnose Quarry workings. The name 'Piggery Steps' was adopted when pigs were kept at the foot.

Port Laing *Area 2*
Port Laing means 'haven of the ships', presumably from *Llong*, gaelic for 'ship'.

Post Office Lane

Area 1
This cobbled lane was formerly known as North Lane, when six houses were built here in 1669 for aged retainers by the Marquis of Tweeddale. The first Post Office stood at the north-western corner of the lane.

Queen Margaret's Place

Area 1
This modern street is named after Margaret, wife of Malcolm Canmore, who first provided free passage for pilgrims across the Forth to visit St Andrews. When she was canonised in 1250 her shrine in Dunfermline also became a place of pilgrimage.

Scaur Hill

Area 2
Scaur means a 'sheer rock', or a 'steep, eroded slope'.

St James' Bay

Area 2
Also known as the 'Wee Sea', this small cove once extended almost up to Yoll Cottage. The last house in Post Office Lane (now demolished) had a ring in its gable end for tying up boats.

Sylvester's Close

Area 1
Sylvester's Close, also at one time known as 'Charlie Black's Close', leading off the King's Way, is today known as Davidson's Buildings. Sylvester was a well-known local character.

Whinnyknowe

Area 1
This modern street occupies an area called Whinnyknowe, where the cattle were grazed prior to the ferry crossing. The original name came from a 'knoll or hillock, covered in whins'.

glossary

adze	A cutting tool with the blade at right angles to the handle.
artefacts	Objects made by human workmanship.
battery	A gun emplacement.
Beaker	A pot with an S-shaped profile and simple rim, usually highly decorated with impressed or incised patterns, and dating from between about 2,500 and 1,500 BC. Commonly associated with single inhumations in cists.
calcined	Burnt.
Carboniferous	A geological period, around 290–360 million years ago, during which limestones, sandstones, shales and coal seams were laid down.
cists	Stone-lined graves.
documentary sources	Written evidence, primary sources being the original documents.
dolerite	A course basalt rock.
façade	Finished face of a building.
midden	Rubbish heaps consisting of mainly food debris and other waste products, often found in the backlands of medieval properties.
natural	A term used by archaeologists to describe the undisturbed sub-soil.
radiocarbon dating	Technique used in archaeology to date organic materials.
rescue	A term used in archaeology for an excavation carried out in advance of a development.
scarped	Cut into to form a slope.
sherd	A fragment of pottery.
terracing	Cutting into a slope to level the ground surface.
tumulus	A mound.

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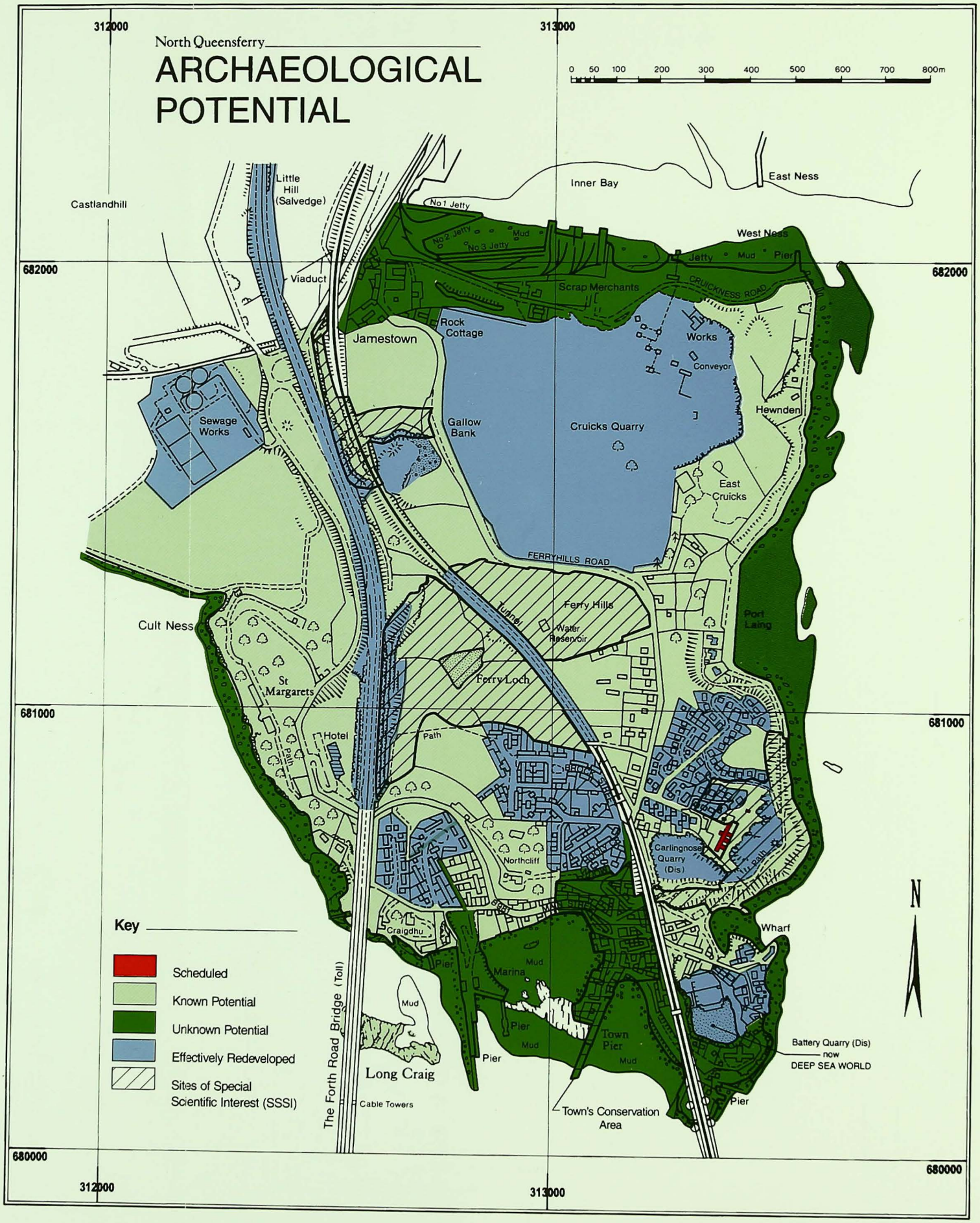

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figure 28
he archaeological
lorth Queensferry
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Historic North Queensferry and peninsula

North Queensferry owes its existence to the ferries which provided transport across the Forth. Throughout the middle ages most of the inhabitants were involved in manning the ferry crossing and providing accommodation and sustenance to travellers. In the eighteenth century various industries were established including two quarries, a chemical works and a brickworks. The 'Queen Margaret', the first steam ferry boat on the Forth, was launched in 1821, the Forth Rail Bridge was opened in 1890, and by the end of the century, the village was a favourite resort for 'sea-bathing', rowing regattas and golf. In the twentieth century, the peninsula saw many decades of military presence.

This book is part of the **Scottish burgh survey**—a series designed to identify which areas of Scotland's historic towns are of archaeological interest.

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