



INTERIOR OF ROSLIN CHAPEL.

Guide to Roslin

AND

SUBURBAN BEAUTIES OF EDINBURGH.

Route No. I.—The Southern and Northern Suburban Railways.

A Preliminary Hint—Railway and Tramway Extent—Trainage on Suburban—Salisbury Crags—Radical Road—St Anthony's Chapel—Holyrood—Arthur Seat—Abbeyhill—Piershill—Portobello—(its Bathing—Boating—Sands—Promenade and Pier)—Duddingston—Craigmillar—Newington—Blackford Hill—Morningside—Craiglockhart—Gorgie—Haymarket—Waverley.

IN visiting the places of interest in the vicinity of the metropolis, the excursionist would do well to consider the time and means at his disposal for that purpose. This is all the more requisite when it is considered that the tramway system enters into competition with the railway service to all the extremities

of the city, including Portobello, Leith, Newhaven, Murrayfield, Gorgie, Merchiston, Morningside, and Newington, and at exceptionally cheap rates. In the "outer" and "inner line" circles of the Suburban Railway there is a combined service of thirty-eight trains per week-day stopping at all the stations. A like liberal measure holds good of the tramway facilities. The former start from the special platforms at the Waverley Bridge, and the tourist can be supplied with a ticket which will enable him to break his journey, either for business or pleasure, at a slight increase in fare. Taking the outer line circle ticket, and being pressed for time, the following points of interest may be noted: Emerging from Calton Tunnel, and clearing some old houses, to the right is seen, sitting face to engine, a half profile view of SALISBURY CRAGS, 500 ft., with the RADICAL ROAD—made to give work to the idle during a period of distress in Edinburgh—HOLYROOD PALACE and its venerable Abbey ruins in forefront—then ST ANTHONY'S CHAPEL, a picturesque hillside ruin; ARTHUR SEAT, 822 ft., occupying a commanding position to the right, can be seen. Striking to the left, the train reaches ABBEYHILL station, which serves a large and rising suburban district. A double-railed loop line is now entered, on which PIERSHILL station is built; the cavalry barracks are to the right, with the large locomotive engine works of ST MARGARET'S; while the ancient village of RESTALRIG, with its PARISH CHURCH, and LOCHEND, lie to the left. PORTOBELLO station is next reached, with its wealth of railway sidings, perpetual shuntings, and well laid out comfortable-looking houses. These are occupied in many cases by city merchants, while the industry and enterprise of the place find representation in the numbers of banks, places of business, and churches. Sea-bathing, boating, and other miscellaneous and ever-changing amusements lend a charm and variety to this popular health resort. The SANDS, which are beautiful and clean, extend to the east of JOPPA, and form, with the fine promenade and pier, an immense attraction to excursionists from all parts of the kingdom. Amongst the public works may be mentioned the brick and tile factories, bottle works, and an excellent paper mill. Population of burgh, 9180.

Resuming the journey, the view to the right opens up in an interesting and pleasing manner, when the convenient station for DUDDINGSTON and CRAIGMILLAR is reached. The village of Duddingston, as well as its famous loch, owing to its situation, is not seen from the railway. Still, its ancient parish kirk, with the "jogs" for enforcing ecclesiastical penance, its historical association with Prince Charlie, and other matters, render it well worth a visit. It is seen at its brightest during mid-summer; but

in winter time the loch, when frozen over, contributes largely to the enjoyment of curlers and skaters. On the other side, on a rising eminence, CRAIGMILLAR CASTLE, a venerable ruin, claims regard. For three centuries it was owned by the Prestons of Gourton, devastated by the English in 1555, after the battle of Pinkie, it was the prison-house of a brother of James III., and used by Queen Mary as a country retreat; occupied in 1761 by Lord President Sir John Gilmour. The Castle has a high central tower, surrounded by an embattled building, corner-round towers, rampart wall, and fosse. Queen Mary's bedroom, a small apartment, is shown; while from the top a magnificent view of the city, and the Pentland Hills to the southward, is seen.

NEWINGTON STATION opens up to the east and west this well-built and aristocratic suburban district. A fine view of the Echo Bank Cemetery is obtained before reaching the station.

BLACKFORD HILL station has been called into being to give ready access to the large sweep of golfing breezy upland recently acquired by the city. The visitor will mark the beautiful geological sections opened up for inspection within the next two miles of railway, interesting as a curious historical rock picture of creative power.

In the MORNINGSIDE STATION there is helpful provision for visiting scenes of classic beauty, once sung by Sir Walter Scott. The road to the left leads to the Blackford and Braid Hills. It is famed for its association with the marshalling of James IV.'s army on the Boroughmuir, previous to the battle of Flodden. To the right, striking off from Morningside Road, is the EDINBURGH ROYAL ASYLUM for the INSANE, a monument of beneficence and advanced medical science. Southward, on CRAIGLOCKHART HILL, the CITY POORHOUSE, a well-appointed parochial institution, and, further west, CRAIGLOCKHART HYDRO-PATHIC, occupy interesting and healthy sites. Morningside, as a suburban district, is admirably built and laid out, well protected from the prevailing east winds, and highly commended for those suffering from chest affections.

CRAIGLOCKHART station opens up the south-west suburb of the town. A short run brings the train to GORGIE, famed for its large gelatine and glue works, and thence to the HAYMARKET station, which is exceedingly serviceable to the west end of Edinburgh. This erection, with the exception of the St Leonard's station, is the oldest in the district, and was opened in 1842. This trip with its stoppages occupies about three-quarters of an hour. The excursionist can, at will, reverse the order of travel, and proceed west, and arrive from the eastern side of the circle, when more convenient.

The Northern Suburban — Abbeyhill — Easter Road — Leith Walk — Powderhall — Junction Road Station — Leith — Newhaven — Trinity — Granton.

Another railway tour, occupying about the same time as the last, is that from the city to LEITH, and thence to GRANTON, taking in the intermediate stations. Leave by Waverley, pass ABBEYHILL, EASTER ROAD station, and LEITH WALK, where a large goods clearing department exists, and touch the main road from Edinburgh, thence to POWDERHALL, meant to accommodate the thousands of cricket, running, and football admirers; BONNINGTON, with its skinneries, chemical works, engineering establishments, and large co-operative and other flour mills. JUNCTION ROAD station enables those who do not wish to go near the docks to visit the residential portion of the ancient burgh.

LEITH is in many respects a most interesting town. Formerly called Inverleith, it is divided into north and south by the Water of Leith. It has an honourable history, and, from its extensive dock accommodation, splendid pierage and wharfage, the tonnage of her steam and sailing vessels, and world-wide connections, is worthy of more than a passing visit. From the earliest times her fate seems to have been bound up with that of Edinburgh. In political, ecclesiastical, and social matters great progress has been made within the past few years. Leith has elegant public buildings, town hall, court house, exchange; churches, belonging to all denominations, served by men laborious and learned; while education is recognised in the building and scientific appliances for School Board teaching. The banks are also handsome, ornate, and worthy. There are here resident a number of consular representatives, who secure the rights and courtesies required by foreign sailors and their officers. Numerous lines of shipping ply from Leith to the north, south, the Continent of Europe, and all parts of the world. Leith is a commercially busy port, and has enormous bonded stores of spirits. Pleasure excursions are continually leaving the West Pier for the Fife coast and the Forth Bridge, a perpetual feast of wonder to strangers from all parts of the world. Capital views of the leading architectural beauties of Leith can be got from the top of the tram car leaving Constitution Street and Junction Road. The other stations westward are NEWHAVEN, TRINITY, and GRANTON. At TRINITY there was once a chain pier at which clean deep water was available for bathing, but the pier was blown down during a great storm and has not been re-erected. GRANTON, hereafter noted, is connected on the east by the N. B. Railway, and on the west by the Caledonian, offering great facilities for their mineral traffic shipped for Continental ports. The tourist can

return by CRAIGLEITH station and Haymarket, or by the common road, getting the cable car from Goldenacre to the city.

Route No. II.—Dalkeith and District.

Dalkeith—the Palace—its Treasures—Gardens—Newbattle Abbey—Dalhousie Castle—Cockpen House—Lasswade—Hawthornden Station—Hawthornden House and its Associations—Roslin—Roslin Chapel—Roslin Castle—Penicuik—Penicuik House—The Carlops Habbie's How—"The Gentle Shepherd"—Rullion Green.

DALKEITH can be reached by train from Waverley station, or by coach, *via* Dalkeith Road, from East Princes Street ticket office. It is 8 miles from town by rail, and $6\frac{1}{4}$ by road, and lies on the banks of the North and South Esk rivers, which unite a little beyond DALKEITH PALACE. The town is about two-thirds of a mile in length, and presents a number of flanking and lateral streets. The principal thoroughfare is broad and spacious. A number of churches and other public edifices invite attention, such as ST DAVID'S Roman Catholic and KING'S PARK U.F. Churches. The corner of Buccleuch Street is occupied with the CORN EXCHANGE; BUCCLEUCH STREET U.F. occupies a site a little to the right, while another U.F. CHURCH is a short distance to the south. The WEST PARISH CHURCH, a Gothic structure, was built in 1844, and has a spire 167 ft. high. In the High Street are situated the CONGREGATIONAL CHAPEL, the CLYDESDALE BANK, and, at the corner of the Edinburgh road, the ROYAL BANK. On the north side of the High Street the OLD PARISH CHURCH was erected in 1384, on the site of a former building. The restoration took place in 1854 by the late Duke of Buccleuch. Here the burial vaults of the ducal family are placed. ST MARY'S Episcopal Chapel is just within the entrance gate of the Palace grounds. DALKEITH HOUSE, or PALACE, was built on the site of the Castle, originally erected by the Graham family, under a grant by King David I. The first Lord of Dalkeith held under charter from David II. the barony and castle, "on payment of a pair of gloves or silver penny, on demand." Earl Douglas plundered the town in 1452, but the Castle held out successfully. Cardinal Beaton, for state reasons, was confined in the structure. Francis, second Earl of Buccleuch, bought the estate in 1642. Since then it has been associated with royal visits. The building, which is in the Grecian style of architecture, with massive flanking wings, was built in 1690. The apartments are open for public inspection when the ducal family are non-resident; the chief attractions to be seen are magnificent art treasures, rare family and historical paintings, with numerous articles of *virtu*.

On entering the Palace by the west wing door, the MARBLE HALL is seen to contain portraits, by eminent artists, of numerous court celebrities of the time of Charles II. ; notably, MARY, Queen of Scots, by Vandyke ; GEORGE IV., by Sir David Wilkie ; CHARLES II., PRINCE WILLIAM of ORANGE, and PRINCESS MARY STUART, by Vandyke ; CHARLES I. and his Queen, by Stone ; and others. Specimens of artistic portraiture in fine preservation are present from the easels of Holbein, Greuze, Reynolds, Gainsborough, Lely, Kneller, Macnee, Carraci, Andrea del Sarto, Canaletto, Guardi, Claude Lorraine, and Rembrandt. Sculpture is well represented, while inlaid cabinets, Sevres china, and embroidery work of exquisite design and finish also find representation.

DALKEITH PARK grounds extend over 1000 acres, all enclosed, a considerable portion being reserved as a deer park. The OAK WOOD is the surviving representative of the Caledonian forest, which extended over most of the district. There are oaks and beeches here of gigantic proportions. DALKEITH GARDENS, which extend to twelve acres, are not only remarkable for their products, but the professional ability of the gardeners in charge. Most of the space is under glass frames, and here fruits of all kinds, even the most tropical, are brought to a high state of perfection. In the pleasure grounds will be found trees of varied character and growth.

The excursionist will now retrace his steps through the town of Dalkeith, and, reaching Eskbank station, will take the left road in order to reach NEWBATTLE ABBEY. This monastery was founded by David I.—“the sair sanct for the Croon”—in 1140. DALHOUSIE CASTLE, the seat of the Earl of Dalhousie, is located about a mile and-a-half south of Dalhousie railway station. It contains many objects of antiquarian and historical interest. COCKPEN HOUSE, a little to the north, was the residence of the amative aged lover, renowned in song, who allowed his politics to block out his early chance of a good wife.

LASSWADE, adjoining the station of that name, is not only known for its picturesque scenery, but as being the place of residence of such worthies as Sir Walter Scott and Thomas de Quincey, both literary princes in their day.

HAWTHORNDEN STATION, $11\frac{1}{4}$ miles from Edinburgh, gives access to the wild and romantic scenery lying between Roslin on the west and the roadway leading south from Bonnyrigg. It is often visited by excursion parties in brake conveyances. Hawthornden House, noted as the residence of the gifted Scottish poet, Drummond, lies to the west of the station. An admittance fee of one shilling is charged. This mansion-house occupies a position on

the verge of a precipice with the gurgling Esk washing its base. Ben Jonson visited Drummond in 1618, and was welcomed to the hospitality of the place in a cordial couplet. Her Majesty visited Hawthornden in 1842. There are a number of curious caves adjoining the mansion reached by means of steps cut out of the rock, one named the "Cypress Grove," where Drummond composed his poems; the others being "the King's Gallery," "the King's Guardroom," and "the King's Bedchamber." Another shelved-round cave is alleged to have been the study—the bookroom of King Robert Bruce. It is certainly fireproof. These cave places of hiding were doubtless used in times of great national peril, both by patriots and Covenanters. A projecting rock, known as JOHN KNOX'S Pulpit, here opens up a rock-rifted and romantic scene.

The next place of historic interest is ROSLIN, which is situated to the south-west of Hawthornden, near the ROSLIN RAILWAY STATION. The village has two hotels, one of which was licenced when the proprietor had to remove from an older building near the Chapel, which was of great antiquity. It was once visited by Dr Johnson and his biographer, Boswell. Robert Burns likewise paid it a visit, along with his artistic friend, Nasmyth. ROSLIN CHAPEL lies east of the village, and crowns a commanding position overlooking the Esk. This beautiful architectural pile is a treasure house of exquisite sculpture, some almost wrought like lace-work. It was founded in 1446 by William St Clair, but never finished. Its size is, length 68 feet, breadth 35, and 40 high. It was meant as a collegiate church for a Provost and six prebendaries. The beautiful pillars excite the admiration of the beholder, while the "APPRENTICE'S PILLAR," with its tragic story, is ever told with sympathetic interest.

The story of the "Apprentice's Pillar" is, that during the time the Chapel was in course of building, the Master-mason or architect, wishing to make the erection worthy of his commission, proceeded to Rome for the purpose of obtaining some additional features of interest to embellish the interior and, specially, the pillars. It was the characteristic of masons (journeymen) in those days to study by working from cathedral to cathedral, thus improving themselves in the higher branches of church architecture. The Master-mason had, however, been absent for some considerable time, when the Apprentice left in charge essayed the conception and completion of the floral pillar now bearing his name. On his master arriving and seeing his work completed, he flew into a violent rage, and struck his apprentice down dead with the mallet he held in his hand. There the pillar stands, a monument of beauty, jealousy, and the unquenchable fire of aspiring genius.

In the vaults, the remains of the St Clairs repose in armoured state. The chapel is open for service on the Sabbaths, in connection with the Episcopal communion. Week-day admission fee 1s., and 6d. each for an excursion party. ROSLIN CASTLE is now a ruin hastening to decay. It has had, like all the castles scattered up and down the country, an eventful history since the 11th century. It was damaged in 1544 by the operations of the Earl of Hertford, and captured in 1650 by General Monk. In 1303 the Scots obtained three victories over the English in one day in the immediate vicinity.

PENICUIK is the next town of importance, forming the end of the branch railway off Peebles line. Here are three leading churches belonging to the Established and United Free bodies. Formerly cavalry barracks and military depots were used here during the great Continental war, but now are turned into paper mills. In the grounds of Valleyfield House, adjoining the mills, there is a monument to the French prisoners who died there. PENICUIK HOUSE, the seat of Sir George D. Clerk, was built in 1761, and is remarkable for its art treasures and association with Allan Ramsay, the author of the "Gentle Shepherd." The scene of this beautiful Scottish pastoral, Habbie's How, lies about twelve miles from Edinburgh, and will well form an excellent day's outing. It is best reached by coach, and the visitor, in order thoroughly to enjoy his visit, should read the work. One of the Habbie's Hows is located on the Newhall estate, near Carlops, a place of old reputed by the peasantry to be the congenial frisking place of sprites and goblins. Here is what is termed the "far away and real" Habbie's How; both places of that name, however, possess exquisite scenic attractions, and correspond with the description given by Ramsay. It could well be a combination of both places. These scenes represent rustic beauty and exquisite scenic attractions:—

"A flowery howm, between twa verdant braes,
Where lassies used to wash and spread their claes;
A trotting burnie wimplin' through the ground,
Its channel pebbles shining smooth and round."

While the mimic waterfall is described:—

"Gae far'er up the burn to Habbie's How,
Where a' the sweets o' spring and simmer grow;
Between twa birks, out o'er a little linn,
The water fa's and maks a singan din;
A pool, breast-deep, beneath as clear as glass,
Kisses wi' easy whirls the bord'ring grass."

These places are visited by picnic parties, and much enjoyed.

RULLION GREEN, nearer Edinburgh, is well worth visitation, as being one of the battlefields of the Covenanters, where stands a monument commemorating their noble strivings after liberty of conscience. In the immediate vicinity can be seen the extensive reservoirs for supplying Edinburgh with water. From the Pentland's green acclivities beautiful far-reaching scenes can be traced from ocean to river :—

“There Arthur Seat, and gleaming through
The southern wing, Dunedin-blue ;
While in the orient Lammer's daughters,
A distant giant range are seen,
North Berwick Law, with cone of green,
And Bass amid the waters.”

Route No. III.—Edinburgh to Forth Bridge and Hopetoun House.

The Dean Valley—Queensferry Road—Fettes College—Stewart's Hospital—Craigleith Quarry—Blackhall—Ravelston—Corstorphine Hill—Craigcrook Castle—Davidson's Mains—Barnton—Braehead—Cramond Brig—Lauriston Castle—Cramond House—Cramond—Cramond Isle—the Almond River—the Hunter's Craig—Dalmeny Park and Mansion-House—Barnbogle Castle—Dalmeny—South Queensferry—the Forth Bridge—Hopetoun House.

An admirable service of coaches from Princes Street, as well as by N. B. Railway and steamer, enables the excursionist to visit Queensferry and the vicinity of Hopetoun House. Indeed, the attraction of strangers to the former has been continuous and profitable. Driving westward, to the sound of the “tooting horn”—as in the old mail coaching days, or when the canal boat “Swift” was nearing the drawbridge, and it was wondrous slow—the DEAN BRIDGE is crossed, with its wild rock-riven chasm, the Water of Leith, now purified, meandering downwards by the classic ST BERNARD'S WELL, while to the right and ahead, a splendid and magnificent view of palatial freestone buildings indicates the back view of Randolph Crescent, Ainslie and Moray Places. Passing along the QUEENSFERRY ROAD, about a mile to the right stands conspicuous FETTES COLLEGE. On the left lies the ancient village of DEAN, DEAN PARISH CHURCH, and anon STEWART'S HOSPITAL, an elegant structure. CRAIGLEITH QUARRY, remarkable for the hardness and uniform excellence of its freestone, out of which pit the most of Edinburgh stone has been hewn, lies to the right of the railway.

BLACKHALL VILLAGE occupies the entrance to RAVELSTON. To the left rises CORSTORPHINE HILL, on the side of which there is a spot called “Rest and be Thankful,” with a seat for the weary,

whence is seen a beautiful vista of the city. The village lies out of sight on the south, with its magnificent CONVALESCENT HOSPITAL, a Samaritan supplement to the Edinburgh ROYAL INFIRMARY. Resuming, CRAIGCROOK CASTLE lies to the north of Corstorphine Hill, built in the 16th century; it was here the famous Francis (Lord) Jeffrey lived and died. Continuing through BLACKHALL village, passing the house of Hill Burton, the historian, but striking off the direct Queensferry Road, DAVIDSON'S MAINS is reached, at the end of which lie the BARNTON grounds, with gardens, and Barnton House, built by Milne, the famous King's builder, in 1681. The Barnton estate is now being opened up for feuing purposes, and from its beauty and excellent railway facilities promises to be a deserved success. Well protected, wooded, and easily accessible to the city, it has a good future ahead. Anon the mansion-house of BRAEHEAD is reached, which, with its ample lands, was a royal gift to Jock Howieson, by "the Guidman of Ballangeich," for his loyal succour. Near is the famous CRAMOND BRIDGE, where the five gipsies attacked the King. Below glides the sweetly running ALMOND water environed by sylvan glades.

LAURISTON CASTLE occupies a site near the Barnton entrance, keeping the Cramond roadway. A fine prospect of the river Forth can be seen beyond the boundary wall. CRAMOND HOUSE holds a picturesque position, commanding the river. To the north-west there stands a three-storied massive tower, formerly a palace belonging to the Bishop of Dunkeld. Adjoining is the PARISH CHURCH, which was dedicated to St Columba, was built in 1645, and enlarged in 1701.

The village of CRAMOND is now reached. It was a Roman station of importance in the days of Rome's aggressive greatness. Well sheltered, it was here the various roads concentrated from different parts of the country, and was thus of great use as a strategic position. Numerous Roman remains attest the value and importance of the position. The battle of Cramond was fought near the village in 995, between Kenneth, brother of Malcolm II., and Constantine, pretender to the throne. Both of the combatants were slain. CRAMOND ISLAND, which can be reached on foot at low water, lies a little distance to the north. There are on it the remains of a monastic establishment. The visitor now can cross the ALMOND river by ferryboat to see the objects of interest on the shore line. Advancing westward, he sees the HUNTER'S CRAIG or the EAGLE ROCK. Further on, DALMENY PARK, the charming residence of the Earl of Rosebery, the MANSION-HOUSE, which is an elegant structure, the grounds being distinguished for their beauty and their liberality of access.

BARNBOUGLE CASTLE, further on, occupies a "coign of vantage" overlooking the firth. It was built in 1414, and restored in 1881, also the property of the Earl of Rosebery. It is not open to visitors. Dalmeny village is chiefly remarkable for a beautiful Norman church erected in the 12th century, and restored in 1816.

The visitor now reaches SOUTH QUEENSFERRY, another old Roman military post, renowned for its engineering wonder, the FORTH BRIDGE. It had often aforetime been the dream of those who saw the natural importance of the ancient royal burgh that there should be direct connection with the Fife coast. Indeed, a plan for tunnelling betwixt the south and north ferries was considered at the beginning of the century. It has been left to modern engineering to solve a difficulty as daring as it is unique by the construction of a structure scientifically planned and enduring, able to stand the sweeping blasts which forge through the valley of the Forth, and the strain required to bear the continued weight of heavy coal and express trains driving along at high rates of speed. This was accomplished by Sir John Fowler and Mr B. Baker, the eminent civil engineers, on what is termed the "cantilever principle." Ruskin, the famous art critic, has denounced the erection as everything but beautiful; but then it was made pre-eminently for safety, passenger and coal conveyance, so that it had to suit these requirements in place of the ethereal canons of taste. It looks like a massive spider's web stretching between the north and south ferries, high in mid-air. The spans, representing the Fife, Inch Garvie, and the Queensferry sections, rest on their respective pier works. The length of the bridge is one and-a-half miles, including one half mile of viaduct approach. Its rail height, above high water, is 160 ft.; while the highest point of the bridge is 370 ft. A great engineering difficulty lay in the building of the piers, as the foundations required to be sunk some 72 ft. under the floor level of the bed of the Forth. The weight of rolled steel in the structure is 50,000 tons, while the calculated bearing strain of two coal trains weighing 800 tons represented only 5 per cent. of the dead weight. The strength of the bridge is such as to give every assurance of safety. There were some 250 tons of paint and 35,000 gallons of oil used in painting the work. The contractors were Messrs Tancred, Arrol, & Co., while the cost of the entire structure was £3,000,000. Bridge commenced in 1883 and finished in March 1890. (See *Jamieson's Guide to the Forth Bridge.*)

In the town of Queensferry can be seen the old town hall, and a historical structure called the Covenanter's House. The visitor can now pursue his path along the shore line to PORT EDGAR, and from thence to HOPETOUN HOUSE, the seat of the Earl of Hope-

toun, which lies about two miles west by north of Queensferry. It occupies a beautiful position, the grounds being entered by the eastern entrance. It was founded by Charles, first Earl of Hopetoun, in 1690. The building consists of an elevated central section, connected by colonnades with dome surmounted side wings. Here George IV. was entertained previous to leaving Scotland. In the grounds, which are freely open to the public, will be found ample scope for the contemplation of the beautiful scenery both towards the Forth, of which it is said

“Ae’ link o’ the Forth
Is worth twa o’ the north,”

and the distant Grampians. Retracing his steps to Queensferry, the visitor can return to the city by steamer, landing at Leith, or by road or rail.

Route No. IV.—Edinburgh to Aberdour, Donibristle &c.

Leith—Martello Tower—Inchkeith—Leith Fort—Newhaven—Inchmickry—Oscar Light—Inchcolm—Hawkcraig Pier—Castle of Aberdour—Hillhead—the Silver Sands—Delachy Hills—Aberdour Village—Donibristle Castle and House—Fordel Castle—Otterstone House—Hillend—Inverkeithing—Starleyburn—Rossend Castle—Burntisland.

ABERDOUR occupies in seaside attractiveness the position secured by other inland beauty spots, such as Roslin and Hawthornden. Three routes are open to the visitor, that *via* Queensferry by rail, Granton by rail and steamer, and by roadway from Burntisland; and the last, the steamer route direct from Leith. With the Edinburgh and Leith tramway system, there are cars running to Leith every few minutes; those from the railway run every half-hour. Taking, then, the rail giving a near access to the west pier, after passing through Leith docks, and entering the steamer now lying in wait, the first object to be observed in passing out of the pier heads is the MARTELLO TOWER, built on a rock reef. This erection cost some £30,000, and was originally meant for the protection of the port of Leith. To the eastward stretches the island of INCHKEITH, occupying a central position in the Forth; named after the gallant Keith, who, in 1010, distinguished himself at the battle of Barry, in Angus, against the Danes. He received for his valour the barony of Keith, in East Lothian, and this island. It was used as a penal settlement, like its grim sister island the BASS rock at the mouth of the Firth, and Covenanters were confined in both fortresses. Inchkeith has a lighthouse fitted up with a powerful revolving light, and is now used as an

important military station, with guns of heavy calibre and extensive range. Admission is not given to land except under proper military permit. Looking in shorewards, at the left can be observed Leith Fort, which was erected at the time of the scare arising from the privateering visit of Paul Jones, who with three ships appeared in the Forth to destroy the port of Leith and its shipping. Then the cannon from Edinburgh Castle were run down to the end of the old pier of Leith, but never fired. It was regarding this invasion that Shirra, a noted Kirkcaldy eccentric minister, prayed, amidst a great concourse of people, on the shore at Kirkcaldy, that God "wad send a guid pirr o' wast win' an' blaw him oot o' the Firth; and gie him a guid shak ower hell; but, O Lord, dinna let him fa' in." A western breeze did spring up, and Paul and his privateers were compelled to run immediately to sea. Further west, the fishing village of NEWHAVEN is to be seen with its stone harbour. In ancient times it had a royal dockyard and shipping facilities, and had a good herring and oyster fishery; but the fishermen, in an evil hour, allowed the valuable spat to be taken south, so that now this enterprise is poor. It was also an ancient ferry station. Looking shorewards, and southwards from the deck of the steamer, an interesting perspective view of the city can be had, backed by the hills of Braid, the Pentlands, and Corstorphine Hill. On the left the islands of INCHMICKERY, the OXCAR light, and Inchcolm, are passed two miles from Aberdour. INCHCOLM contains the ruin of an Augustine monastery founded in 1123 by Alexander I. Our steamer now slips in at the HAWKCRAIG PIER, which occupies the eastern promontory of Aberdour Bay. The old CASTLE of ABERDOUR, the property of the Earl of Morton, stands on the eastern border of the parish, on the banks of a winding rivulet which falls in mimic cascade into the Firth of Forth. Towards the north of the castle is the elegant mansion-house of Hillside. Taking the narrow pathway which skirts the northern limit of the harbour, gives an access to a charming seaside walk, which, from its natural beauty, might well be called the lovers' walk. From this eastern promontory a vista of great beauty can be seen. The SILVER SANDS occupy the north-eastern portion of the promontory, near the DELACHY HILLS and the HEWES WOODS. ABERDOUR VILLAGE, in the 12th century, belonged to the Viponts family, it thence passed to the Mortimers by marriage, afterwards to the Douglasses, one of whom, in 1457, was created Lord Aberdour and Earl of Morton. Here was the nunnery of St Clair, and the burial-place of the monks of Inchcolm Abbey in the island hard by. Aberdour lives on its beauty, its comfortable villas, and general accessibility to the city and the surrounding

districts. Passing westward, the visitor enters the main thoroughfare of WESTER ABERDOUR. Conspicuous is the parish church, erected in 1790. Continuing westward, the entrance to Donibristle policies is reached. For the purpose of enjoying the full sweep of this delightful estate, it is indispensable to be furnished with an order from the Earl's factor, a few days beforehand. His residence is at ST COLME'S HOUSE, near Aberdour.

DONIBRISTLE GROUNDS enclose one of the noblest beech avenues in the country, and is generously open three days a week to the public. On the right of St Colme's Bay there is an ancient tumulus. DONIBRISTLE HOUSE is adorned in its surroundings by tastefully laid out grounds. It was destroyed by fire in 1858, yet is still beautiful in its ruins. In the vicinity of the mansion-house is the private chapel of the Earl of Moray.

Should the visitor wish to return to Edinburgh by Aberdour or Burntisland, he retraces his steps eastward; while, if he desires to go by Inverkeithing and Queensferry, he leaves the Donibristle grounds by the western gate. On the north, at the head of the wooded glen, stands FORDEL CASTLE. A mile and a half from Aberdour are OTTERSTONE HOUSE and LOCH.

Passing through the village of HILLEND, and crossing the KEITHING BURN, the royal burgh of INVERKEITHING is reached, standing at the head of a well-protected bay. There is here a neat town-house. One of the old Scottish gazetteers states regarding this ancient royalty, that "the number of councillors was so unlimited that the whole burgher inhabitants might be made councillors; and, what is more singular, they continue in office during life and residence." It was noted for its salt-pans and coal exportation. Without going forward to DUNFERMLINE, with all its historical associations, let us return by Aberdour, and the seaside walk to Burntisland. The harbour of STARLEYBURN comes upon one as a kind of surprise, for one never expected to see such commercial features amid such rustic beauty. ROSSEND CASTLE, with its fortalice hard by, was the headquarters of the Covenanters in their striving against Cromwell. The turnstile at the eastern end of the walk leads to the KIRKTON ROAD, which is at the back of Burntisland. This royal burgh is pleasantly situated, and to the north surrounded by an amphitheatre of hills. Originally associated with Kinghorn, James the VI. broke that connection. Here the General Assembly of the Church of Scotland got this monarch to subscribe the Solemn League and Covenant. MOUNT PLEASANT, situated behind the town, rises to a height of 100 feet, from which an interesting view can be had. The fatal spot where Alexander III. was thrown from his horse is marked by a handsome memorial stone on the Kinghorn roadway. The TOWN-

HOUSE, the PARISH and the FREE CHURCHES, are the leading objects of architectural interest in the place. After obtaining access to the steamboat quay, the excursionist is enabled to return by steamer to Granton, and from thence he returns by rail to the city, having done a good day's sight-seeing.

Route No. V.—Musselburgh, &c.

Tastes of Excursionists — Fisherrow — Musselburgh — Prestonpans — Tranent — Cockenzie — Aberlady — Gullane — Dirleton — North Berwick.

It was the saying of an old Border lawyer that "every man was either a born hunter or fisher;" so every tourist, on coming to town, usually selects those places of interest for visitation most agreeable to his tastes. Excursionists from inland towns generally betake themselves to the sea beach, the docks, and shipping; while those from the coast desire to see beauty in its many artistic forms inland. The golfer has a hankering desire to try his "iron" on the LINKS at MUSSELBURGH, the upland reaches of the BLACKFORD or BRAID HILLS, or the classic rounds of ST ANDREWS. A day at Musselburgh will amply repay the lover of the ancient game. He starts from the Waverley station, and the trains run nearly every hour at a most moderate return fare. The extent of the grounds, and the fact that with the exertion of this game of skill the sea breezes can be enjoyed, make this place a source of pure enjoyment. Musselburgh is a town of considerable antiquity. Fisherrow, an old fishing village, should be observed in its approach. Good bathing facilities can be had to the east and west of the river Esk. The TOLBOOTH contains a council room, court apartment, and public hall. The police office is situated in the centre of the High Street. A quaint inscription over the doorway regarding justice reminds the magistrates of the need of doing justly. The TOWN CROSS stands near the Tolbooth. The old Bridge of Musselburgh is of Roman type; further down the Esk, a new and elegant erection spans the river. A monument to Dr Moir (Delta), of *Blackwood* and "Mansie Wauch" fame, occupies an excellent position. "O were I laid in the greenwood shade" has been literally fulfilled beside the Esk's clear flowing waters. Here there is a large net manufactory, giving employment to hundreds, and a large paper mill by the banks of the river. INVERESK PARISH CHURCH holds a commanding position. The walks on either bank of the river are well wooded.

PRESTONPANS lies three miles further along the coast. It is noted for its potteries, soap work, salt manufactory, and brewing

industry. About a mile nearer TRANENT lies the battlefield of Prestonpans, where the good Colonel Gardiner was killed in the action between the forces of Prince Charlie and Sir John Cope. His monument is in front of the old family residence.

On the coast line the interesting village of COCKENZIE, ABERLADY BAY, GULLANE VILLAGE and LINKS, and the sweet village of DIRLETON lie before the excursionist for visitation. NORTH BERWICK also presents special attractions, both historical and residential; but this is enough for an outing.

Hillside Rambles.

To those who delight in a romp amongst the heather and a tramp over upland country the vicinity of Edinburgh opens up avenues of delight. These, if the excursionist wishes to go in for a pedestrian feat, are over the PENTLANDS. There are guides published, such as the "Pentlands, its Paths and Passes," pointing out these available walks over the hills, and a perusal and study of them will save much annoyance. The tourist who wishes to enjoy himself on these rambles should carry only the indispensables needed for roughing it. If a geologist or a botanist, he can take his case, and, with the seeing eye, and the hopeful heart, he will take away from these solitary uplands those pleasures born of contentment, a love of beauty, and the soul that can see "Books in the running brooks, sermons in stones, and good in everything." These faint outlines of good things to come we leave with our reader, trusting they will give him joy many days hence.

ADDENDA.—There are a number of places of interest not included in the foregoing sketch, such as Slateford, Colinton for "bonny Bonally;" Ratho, which can be reached by rail or road; Currie, Balerno, Mid-Calder, &c., and the whole of that district noted for its sylvan beauty, also reached by Caledonian Railway. To the southward, Liberton (Leper Town), Little France, Burdiehouse; while further by rail such lovely spots as Linlithgow and Peebles. This is exclusive of all those wonderful little towns in Fifeland from Kinghorn eastward to the ancient university seat of St Andrews, any one of which would merit study and a visit.