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# ARDLER - A VILLAGE HISTORY

## THE PLANNED RAILWAY VILLAGE OF WASHINGTON



MAIN STREET, ARDLER.

CHRISTOPHER H DINGWALL

Abertay Historical Society Publication number 24

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THE PLANNED RAILWAY  
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Dundee 1985

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Frontispiece. Portrait of George Kinloch, 1775-1833. (Scottish National Portrait Gallery)

## ACKNOWLEDGEMENTS

It is impossible adequately to acknowledge all those who have contributed to the study of this sort. In attempting to do so I should first thank the three author's whose own work has inspired this publication and who have given me help and encouragement. The first of these is Charles Tennant, whose biography of George Kinloch, *The Radical Laird*, revealed a complex and humorous man who did a great deal to influence the lives of people in Strathmore and in neighbouring Dundee in the first decades of the nineteenth century. The second is Dr Douglas Lockhart of Keele University whose extensive study of planned villages in north-eastern Scotland has laid the foundation for subsequent studies of these important elements in Scotland's rural landscape. The third is William Duncan whose detailed study of the neighbouring village of Newtyle convinced me that there was a story worth telling.

Among the many others to whom I am indebted are Sir John Kinloch who has been able to offer advice on the family papers, and Major P.O. Carmichael of Arthurstone who permitted me to consult estate papers. Special thanks are due to David Tough who shares my fascination for early railway history, and whose exhaustive searches of records of the Dundee and Newtyle Railway revealed important papers which might otherwise never have been brought to light. I should also like to thank the libraries and archives which I have used in my research, notably the Scottish Record Office, The National Library of Scotland, Dundee District Libraries, and the District Archives in both Perth and Dundee. Thanks are due also to Joe Brown and his family at Kings of Kinloch Hotel, formerly the home of George Kinloch, and to Douglas Taylor.

For illustrations I am indebted to J.J. Herd, G. Ballantyne, D. Tough, J.L. Stevenson, Messrs D.C. Thomson, The Scottish National Portrait Gallery and Dundee Art Galleries and Museums. I cannot thank individually all those with whom I have discussed ideas, or who have read and commented on sections of the manuscript.

Finally I must record my thanks for the kindness shown to me by the people of Ardler in the last seven years, since I came to live in the village, in Washington House.

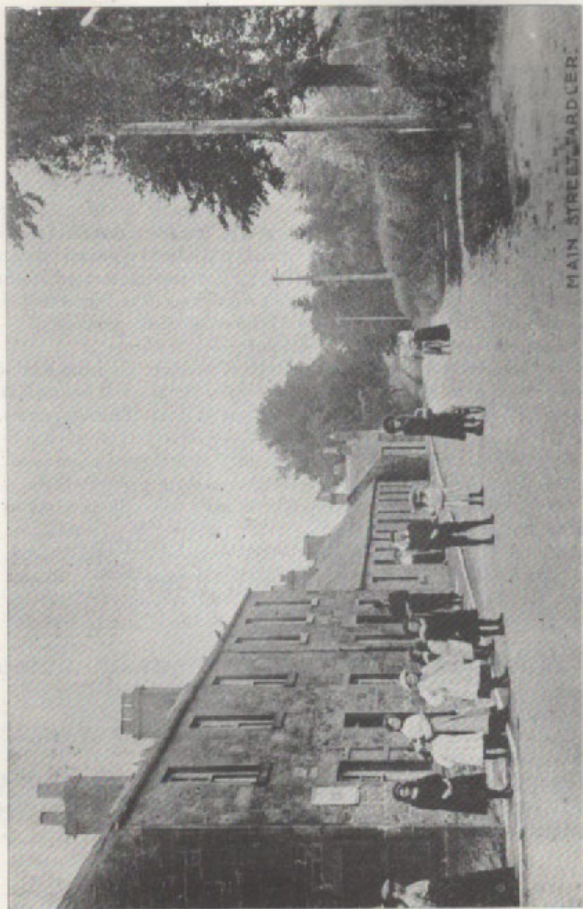


Plate 1. Washington House and Main Street, Ardler, looking west, c. 1905. Lots 2-6. (G. Ballantine collection)

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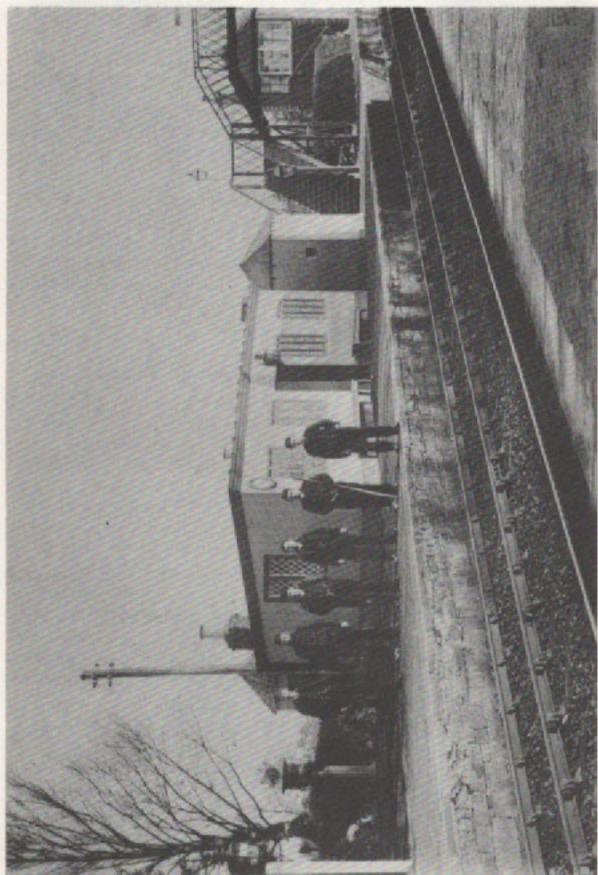


Plate 2. Adler Station and staff, c. 1890. (G. Ballantine collection)



## INTRODUCTION

As the centre of the small village of Ardler, deep in the agricultural heartland of Strathmore, stands Washington House. Built of the local red sandstone and roofed with slate, there is little to distinguish the house from many hundreds of others in and around this part of Strathmore. Behind the name, however, lies a story which leads the historian back to a remarkable period of Scotland's history in the eighteenth and nineteenth centuries, when rapid and dramatic changes were taking place in the social and economic fabric of the country. Among the principal threads which make up this story are those of the early railway history, of agriculture and industrial development, of social and political reform, and of the enterprise and vision of one particular man.

The origin of this study lies in the discovery by the author, shortly after moving to the village in 1978, that the whole village had once been called Washington. This booklet explores the origin and establishment of the village within the context of social and economic changes which were taking place at the time. It also seeks to explain how the name Washington came to be chosen, and why it is no longer used.

The publication is dedicated to the memory of George Kinloch (1775-1833) the reformer and philanthropist whose vision of the future led to the creation of the village in 1835. It marks therefore the 150<sup>th</sup> anniversary of the village, and incidentally the 100<sup>th</sup> anniversary of the establishment of Ardler Church and Parish in 1885.



## CHAPTER 1

### Early Settlement

We may take as a useful starting point for this historical excursion the feu charter for Washington House, for within the first few sentences are to be found a number of pointers to some of the more important elements in the story which follows. It reads as follows (Figure 1):

Know all men by these presents that I George Kinloch Esquire of Kinloch ... sell ... to and in favour of George Hood, Servant at Balhary near Alyth, all and whole that piece of ground ... part of the Pendicle of Whitehills, formerly part of the town and lands of Over Balmyle and others, afterwards called the lands and barony of Kinloch, on the south side of the Water of Isla; which piece of ground ... forms Lot number Six on a plan for feuing part of the said Pendicle of Whitehills, drawn by George Mathewson Architect, Dundee, titled 'Plan for Village of Washington on the Estate of Kinloch 1835'.....

It is important at the outset to understand the complexity of county and parish boundaries immediately around the site of the present day village of Ardler (Figure 2). The major part of the village lies in Perthshire on a small promontory of the civil parish of Coupar Angus, while the remainder lies to the west in Angus (formerly Forfarshire) in the civil parish of Kettins. These boundaries seem to have been unchanged for a very long time, although the village was annexed *quoad sacra* to the ecclesiastical parish of Meigle until the creation of the ecclesiastical parish of Ardler on the completion of Ardler Church in 1885. This complexity of boundaries, some of which may date from monastic times, has its own part to play in the history of the village.

The connection with the monastic period is indicated by the name Balmyle, which appears in the feu charter. The lands of Balmyle were among those administered by nearby Coupar Abbey, which at one time dominated the landownership in the area. In 1164 a small band of Cistercian monks had come north from Melrose Abbey in the Borders to found Coupar Abbey on land gifted by King Malcolm IV. These men were among the first people to realise the agricultural potential of Strathmore. Franklin in his *History of Scottish Farming* (1952) describes an almost continuous series of endowments and grants, lasting until the end of the thirteenth century when he estimates that the abbey controlled some 8,000 acres of farmland, forest and grazings in Strathmore, the Carse of Gowrie and the neighbouring glens.

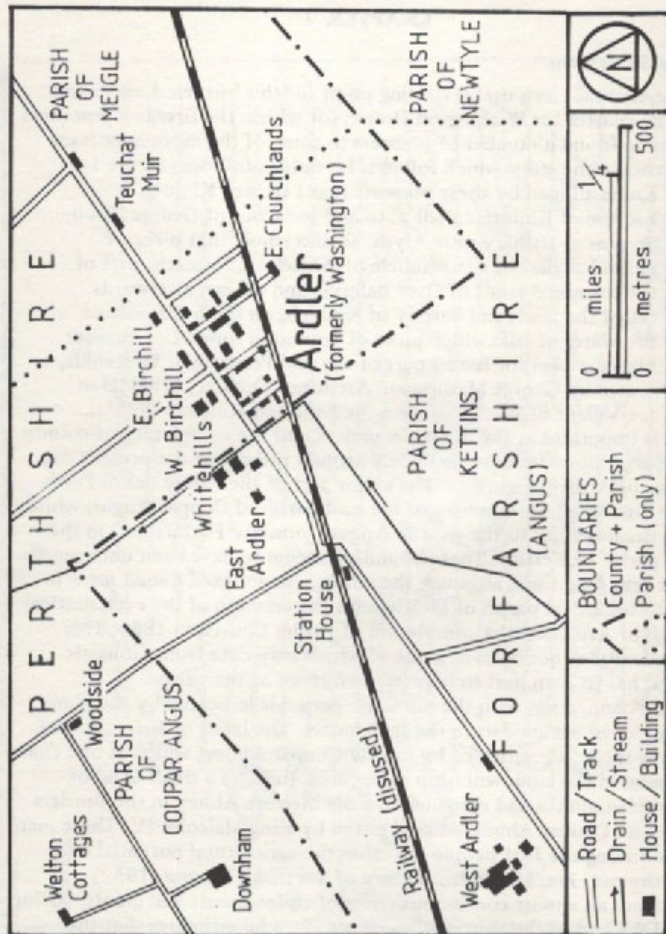


Figure 2. Map of Ardler and environs showing County and Parish boundaries.

To serve its numerous ‘townlands’ the abbey established nine granges or manor farms managed by lay brethren, each within one day’s walk of the mother house. Among the ‘townlands’ was that of Balmyle, wrongly identified by Franklin with the estate of that name in Strathardle, north of Bridge of Cally. A careful reading of the *Rental Books of the Cistercian Abbey of Coupar Angus* published by the Grampian Club (1879), leaves one in no doubt that the lands of Balmyle were those to be found just west of the village of Meigle, on the southern bank of the river Isla. It was on the southern part of these lands, Over Balmyle, that the village of Washington was later established.

It is clear that much of the land gifted to Coupar Abbey was of poor quality, ill-drained and marshy. It was the Cistercians’ legendary ability to reclaim and improve such land that gave them their reputation as the foremost agriculturalists of their day. All the evidence points to the land around the site of Washington as having been of this type, not fully reclaimed until the days of the ‘improving’ landlords of the eighteenth and nineteenth centuries. Place names such as Moorside, now Teuchat Muir (Grid Reference NO268422) and Myreside, now East Camno (Grid Reference NO 280428) clearly indicate unimproved land. The best evidence for this comes from Roy’s military survey of about 1750 which clearly shows areas of moor and marshland to the east of Coupar Angus (Figure 3). Indeed, Roy’s map shows a small area of open water between Ardley (Ardler) and Kirkhill (now Meigle), draining into the Meigle Burn. Not that these muirs were entirely unproductive; they supplied local householders and the abbey with peat for fuel.

As with most of the abbey’s townlands Balmyle was sub-divided for the purpose of letting to several separate tenants. Among the burdens placed on the tenants of Balmyle was that of providing fuel for the abbey. In addition to various payments in kind, for example, in 1543 Andrew Stiblis of Balmyle was required to contribute ‘xxvj fiddaris (cart-loads) of petis leading to our place of Coupar out of the East Myre of Balbrog’.<sup>1</sup> Likewise, in 1555, Colin Campbell of Balmyle and his wife-to-be Isabell Richertson were charged with providing ‘...iij<sup>xx</sup>vj fiddaris of petis casting and wynnyng, and sail (lead) of the samyn to oure place of Cowpar xxij fiddaris’.<sup>2</sup> Despite measures which were designed to conserve the muirs for the fuel which they supplied, and for grazing, they were evidently dwindling in size even in monastic times. Robert and Thomas Fife received clear instructions in their lease of Coltyards in 1473:

And tha sal never cast thar pettis bot onder a forhed,  
and levand a pairt of the mos in the ground, and filland

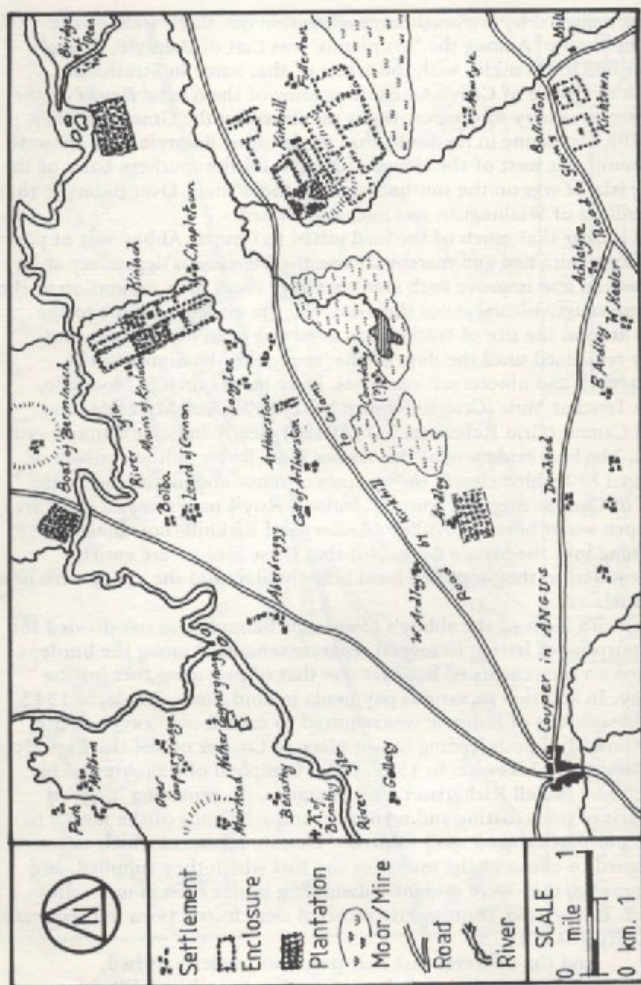


Figure 3. Map of part of Strathmore c. 1750, based on Roy's Military Survey.

behynd thame with the sward of the mos, as it ma grow  
 batht to pasture and fevale (fuel).<sup>3</sup>

As early as the mid-sixteenth century coal was being imported, for Colin Campbell's tack of 1555 required that he undertake 'gret dracht' - the carriage of articles from a distance - usually from Dundee or Perth, including '... lyme, sclait, leid, tymmer (timber) or colis give (if) they be chairgit thairto'.

The East Myre of Balbrogie can confidently be located immediately to the north-west of the present village of Ardler, around the farm of Downham (Grid Reference NO 254420), although it has had various names over the centuries. In the *Old Statistical Account* for the parish of Coupar Angus it is called the Watton Mire, though it appears on James Stobie's map of Perthshire as Waltown in 1783. At the time of its enclosure in 1802 it was referred to as the Sodmyre or South Common of Coupar Angus. The exhaustion of this important muir as a source of fuel is recorded in contemporary accounts. In his account of the parish of Coupar Angus written in 1793 Mr. John Ritchie writes:

The Watton Mire is a common of considerable magnitude, containing nearly 200 acres. The people of this parish were wont to repair thither for turf and sods. It is now totally useless in this respect. Several overtures have been made to have this common partitioned among the heritors, but none have yet succeeded. Were it drained and sheltered with planting, it might turn to advantage. It now presents a bleak and barren appearance in the heart of rich corn country.<sup>4</sup>

The 'Plan of the Sodmyre or South Common of Cupar as Divided 1802'<sup>5</sup> survives as a record of the final enclosure of the former muir, when it was divided among the owners of the lands around its margin. The south-eastern portion came into the ownership of George Kinloch of Kinloch, who already owned the pendicle of Whitehills, part of the former estate of Balmyle which bounded the common on the south-east. The farm and steading at Whitehills first appears on James Stobie's map of 1783 and seems likely to have been the first stage of enclosure and improvement of this former area of heathland. When the village of Washington came to be established on part of the pendicle of Whitehills, the site was probably chosen because it was amongst the least productive parts of George Kinloch's estate. This was certainly the case in many other planned villages, for during the period of 'improvement' of estates the proprietors were always looking for ways of deriving an income from land which could be put to no other profitable use.

The Kinloch family had possessed lands in this part of Strathmore since their purchase by the colourful Dr David Kinloch who, prior to his death in 1617, had

become medical adviser to King James VI. Tennant, in his book *The Radical Laird* (1970), describes how Captain George Kinloch came to inherit the lands of Balmyle from his younger brother on the death of the latter in Jamaica, where he had settled as a sugar planter. The lands of Balmyle, now re-named Kinloch, were eventually inherited by George Kinloch 'the reformer', younger son of Captain George. In 1796 George Kinloch married Helen Smyth of Balhary a neighbouring estate which faced the lands of Kinloch across the river Isla.

To the south and west of the lands of Kinloch was the county of Forfarshire and the lands or barony of Ardler. Like Balmyle, the name was of some considerable antiquity, the lands of Ardler having been part of those administered by the Priory of Restenneth, near Forfar. Warden in *Angus or Forfarshire* (1885) mentions charters dating back to the fourteenth century and records some of the many changes of ownership which occurred. There have been several different spellings of the name, including Ardler, Ardlair, Airdler and Ardley. The last of these appears on Roy's map (Figure 3). This map shows the barony of Ardler to have consisted of three fermtouns spanning the land between the 'road by Kirkhill to Glams' and the more southerly 'upper road from Perth to Glams, Forfar etc'. West Ardley and Ardley both lie close to the former road, while East Ardley is adjacent to the latter. Each township would have consisted of a few small buildings, probably simple dry-stone cottages, surrounded by unenclosed farmland. Under the traditional form of land tenure the land would be divided into separate strips or 'riggs', allocated to the various tenants in the fermtouns. The central township of Ardley appears to stand on the northern edge of a small enclosed plantation, itself an unusual feature of the landscape at that time.

At the time of the division of the Sodmyre in 1802 the lands of Ardler were in the possession of the Hon. James Stuart Mackenzie, the Lord Privy Seal. The following year the estate was inherited by his nephew James Archibald Stuart Wortley, later created first Baron Wharncliffe of Wortley in 1826, following a distinguished political career. Lord Wharncliffe's role in the story which follows is an important if indirect one.



## CHAPTER 2

### Agriculture and Communications

James Robertson, in his *General Account of the Agriculture of the County of Perth* written a few years after the first *Statistical Account*, makes it clear that even by 1799 there were still large areas of unimproved moor in this part of Strathmore. He records that:

Betwixt Eassie and Ketins ... there is a waste of six miles in length and about half a mile broad at an average, which produces very little except some bad pasture.

At the same time, however, he comments on the advancing tide of improvement which was then evident:

Between the base of (the) hills and the river there runs a long ridge of moor parallel to the river and the hills, which, with very little interruption extends nine or ten miles from the bend of the Isla opposite to Meigle to Kinclaven ... Part of it is in a state of nature, part of it reclaimed, and part of it now in a course of successful improvement, particularly the property of John Smyth Esq. of Balhary.<sup>6</sup>

Anyone reading the *Old Statistical Account* will notice two themes appearing regularly in the descriptions of parishes in centred Strathmore. On the one hand they applaud the 'improving' landlords of the period who were sweeping away the old unproductive fermtouns with their ridged fields and replacing them with enclosures and profitable farming practices. On the other hand they all deplore the poor state of the roads and the time and expense involved in procuring the necessities of life - often from a considerable distance. In reality, conditions for travellers were little different from those of monastic times.

The Rev. Dr James Playfair in his account of the parish of Meigle gives the following eloquent and vivid description of the effects of 'improvement' on the landscape in this part of Strathmore:

The state of the country was rude beyond conception. The most fertile tracts were waste, or indifferently cultivated, and the bulk of the inhabitants were uncivilised ... The common people cloathed in the coarsest of garb and starving on the meanest of fare lived in despicable huts with their cattle. The half-ploughed fields yielded scanty crops and manufactures scarcely existed... The inactivity and indolence of the tenants were astonishing. A gentleman formed plans of improvement,

inclosed farms with proper fences, banished sheep from infield grounds, combated the prejudices of his tenants, furnished them with marl, distributed premiums and otherwise rewarded their exertions... The tenants, as if awaked out of a profound sleep, looked around, beheld his fields clothed with the richest harvests, his herds fattening in luxuriant pastures, his family decked in gay attire, his table loaded with solid fare and wondered at his (*sic*) former ignorance and stupidity.<sup>7</sup>

Perhaps we should remember that the authors of such accounts were writing books which would find their way on to the shelves of their wealthy patrons. James Robertson (1799), echoing Playfair's words, evidently sees the philanthropic attitudes of the landlords as an important element in the process of change. He suggests that 'industry, cherished by benevolence will produce the happy fruits of prosperity, affluence and contentment'.

'The theme of poor communications is well illustrated by Mr. John Ritchie's account of the parish of Coupar Angus:

The scarcity of fuel and the great distance from any sea-port are inconveniences severely felt by the inhabitants of this district... To have coals from Perth or Dundee is found to be the cheapest expedient. These, considering the distance they have to be driven and the high expenses of carriage, prove very expensive to the poor tradesmen. Much, too, of the farmer's time that would have been laid out in improving his farm is indispensably lost in procuring this necessary article of life.<sup>8</sup>

Although some reference is made in the *Old Statistical Account* to the fine new turnpike roads under construction at the time, many areas remained remote from these and difficult of access. In winter months communities were frequently cut off as rivers rose and the unmetalled roads turned into quagmires. We are told in 1791 that:

In the neighbourhood of Meikle, there is a ferry boat on the Isla in the road from Dundee to Alyth. Several attempts have been made to raise £800 for building a bridge at that ferry; but these have hitherto been frustrated. Across the Dean ... half a mile N.N.W. of the town of Meikle is a narrow and badly constructed bridge in the road from Cupar to Kirriemuir.<sup>9</sup>

Clearly, any improvement in the lines of communication between Strathmore and the coast would bring enormous benefits, whether by allowing the cheaper transport of fuel and fertilisers into the area, or by permitting the export of Strathmore's growing wealth of produce.

Agricultural improvements depended to a great extent on the availability of cheap fertilisers to maintain the productivity of the freely- drained soils. Although the new turnpike roads constructed by the beginning of the nineteenth century brought great benefits, carriage on them was still expensive, with the regular collection of tolls to pay for their upkeep.

It is not possible confidently to identify the roads marked on Roy's map with any existing boundaries or rights of way in the vicinity of Ardler (Figure 3). Even if we accept that Roy's map cannot always be regarded as accurate in this respect, it is clear that about 1750 the main crossing point for the river Isla was at Boat of Berminach (now Bardmoney - Grid Reference NO 243447), not at Couttie Bridge to the north of Coupar Angus as it is now. Indeed the Couttie Bridge was only constructed in 1766 during road improvements supervised by Major W. Caulfield. The earliest roads would have been rough unmetalled and unfenced tracks leading between the ridged fields, and would have required only a plough to obliterate them. James Stobie's map of 1783 shows the roads much as they are today. Only a few minor changes have occurred since. The new roads helped to speed the diffusion of new ideas and agricultural methods, and to transform areas of waste and unproductive land into some of Scotland's richest corn country.

Meanwhile, in common with other areas further to the south, new ways were being sought to open up the country. Strathmore did not escape the notice of the canal builders whose handiwork did so much to transform England's industrial heartland in the last decades of the eighteenth century, before the coming of the railways. Indeed, as early as the 1760s, when some of Britain's pioneering canals were under construction, George Young, a linen manufacturer from Coupar Angus, assisted by the Board of Trustees for the Forfeited Estates, had a survey made for a canal to link Perth and Forfar.<sup>10</sup> Neither this, nor any of several subsequent surveys during the next half century was to bear fruit, and discussions continued into the second decade of the nineteenth century.

All of the projected schemes had their outlets either on the river Tay near Perth in the west, or on the North Sea at Arbroath or Montrose. The town of Dundee must have viewed these discussions with concern. Though geographically the closest sea-port to central Strathmore the town was separated from its rich agricultural hinterland by the natural barrier of the Sidlaws. That the Town Council did not wish to be outdone is clear from the report which appeared in the *Dundee, Perth and Cupar Advertiser* in August 1817:

Report whispers that our magistrates are to undertake a canal from Dundee to Strathmore. Whether they have been stimulated to this by the success of their former ‘terraqueous’ undertakings, or by a love of the public good we shall not decide. We trust however it is the latter, and thus they will undoubtedly carry the scheme into effect...

The ‘terraqueous undertakings’ referred to in this passage were the recent improvements made to the harbour in Dundee to designs by the celebrated civil engineer Thomas Telford, who had been employed by the newly formed harbour authority. This new harbour authority had been created by Act of Parliament to replace a negligent and corrupt Town Council which was seen by many to have failed in its duties to the townspeople. The successful passage of the Bill through Parliament on 4 July 1815 was largely due to the efforts and influence of George Kinloch. By October of the same year the harbour was already under construction.

It was at the ceremonies held to celebrate the laying of the foundation stone of the new harbour that George Kinloch was to reveal publicly for the first time his radical political views by proposing a toast to the ‘sovereign rights of the people’. Charles Tennant’s biography of George Kinloch chronicles the details of Kinloch’s eventful life: of his supposedly seditious speech delivered on the Magdalen Green in Dundee on 10 November 1819: of his clandestine escape to the safety of France: of his cautious return in 1822 as the political climate changed: and of the final vindication of his views when he took his seat as Dundee’s first elected member in the reformed Parliament of 1833. As will become apparent, even this political aspect of George Kinloch’s life was to be reflected in the village of Washington.

Characteristically, on his return from exile in France, George Kinloch involved himself once again in public affairs and soon became a party to the continued discussions over the construction of canals or railways in Strathmore. Among the papers of Kinloch’s absentee neighbour James Stuart Wortley there is a letter from the latter’s factor, Andrew Dalgairns of Ingliston, dated 12 July 1824, seeking to raise money for yet another survey.<sup>11</sup>

Nothing seems to have emerged from these discussions, and it comes as no surprise to discover that in February 1825 George Kinloch was to be found chairing a meeting which had been called to discuss a new proposal for linking Dundee directly with Strathmore by means of a railway. Against considerable odds, not least the obstacle afforded by the Sidlaws, this ambitious scheme gained much support in Dundee and Strathmore. An engineer by the name of Charles Landale was engaged to survey the line, and had published his report by

September of the same year. George Kinloch, with his experience of piloting the Harbour Bill through Parliament, was the natural choice of the promoters to present to Parliament the Bill of Incorporation of the Dundee and Newtyle Railway Company. Following the successful passage of the Bill on 26 May 1826, Kinloch was to be found travelling northwards via Darlington and Newcastle with Charles Landale, no doubt to study the works of other engineers and railway pioneers. It may be worth noting that among the owners of colliery waggonways in and around Newcastle at that time was James Stuart Wortley, his Scottish neighbour.

The Dundee and Newtyle Railway was completed and opened by December 1831, terminating in the first instance at Mill of Newtyle. It was the extension of this line to Coupar Angus, completed in 1837, that was to play a key role in the siting of the village of Washington. Although Charles Landale, perhaps for reasons of economy, had chosen to terminate his railway at Newtyle, it is clear from his original survey that his intention was to extend the line into Strathmore. Within two months of the first trains running on the original line, it was inspected by Nicholas Wood, who had been asked to report on extensions and improvements. Wood was an experienced and notable colliery engineer, and a close friend and collaborator of George Stephenson's at Killingworth Colliery near Newcastle during the latter's pioneering work on early locomotives. Thus there seem to have been close links between the landowners of Strathmore and those involved in the development of early railways on Tyneside, best illustrated by the dedication of Wood's *Practical Treatise on Railroads* (1825) to 'The Right Honourable Lord Ravensworth, James Archibald Stuart Wortley Esq., and the Trustees of the Late Earl of Strathmore'. Though an absentee landlord, Wortley was an enthusiastic supporter of the project and the owner of the land at Newtyle on which the northern terminus of the new railway was built.

Wood's description of the railway, following his visit of 1832, makes it clear that trade was already developing rapidly, with the movement of '... coals, lime &c., flax or similar bulky goods upwards; and grain in sacks, potatoes in ditto, or in bulk, and stone downwards'.<sup>12</sup> He estimated a saving of up to one quarter in the cost of carriage of goods on the railway as compared with the turnpike roads, should the railway be extended further into Strathmore.

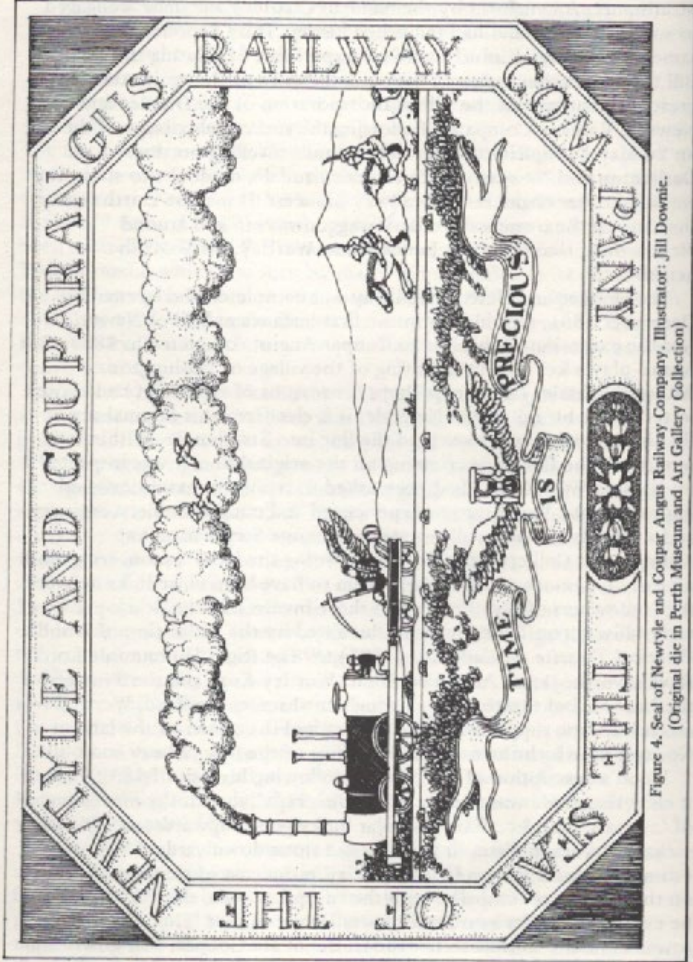


Figure 4. Seal of Newtyle and Coupar Angus Railway Company. Illustrator: Jill Downie.  
(Original die in Perth Museum and Art Gallery Collection)

He noted that ‘The principal towns desirable to thus secure the traffic of are Coupar, Blairgowrie and Rattray on the west - Alyth on the north - and Glamis, Kirriemuir and Forfar on the east - with the surrounding country’.<sup>13</sup>

With the object of reaching Coupar Angus and Blairgowrie he investigated two possible lines, one crossing the river Isla at Crathies and running from there westwards to Blairgowrie, the other running westwards from Newtyle to Coupar Angus and thence northwards across the Isla to Blairgowrie. His choice of the latter line was largely determined by the fact that it would intercept a larger part of the trade from the western part of Strathmore. At the same time, whether by chance or by design, it ensured that a small section of the line would cross the property of George Kinloch near the farmstead and pendicle of Whitehills.

The Dundee and Newtyle Railway Company were in no position to finance the extension of their railway, such was the cost of operating the three winding engines and two locomotives required to haul every train the eleven miles from Dundee to Newtyle. A new and very small company was formed to undertake the extension of the railway by some four miles to Coupar Angus. The Newtyle and Coupar Angus Railway Company, incorporated on 21 July 1835, employed William Blackadder a local surveyor, to plan and construct the line. Already in May of that year there had appeared in the *Dundee, Perth and Cupar Advertiser* an advertisement.

#### **Newtyle and Coupar Railroad**

Wanted, for Lot First of this Railroad, which begins at

Newtyle, from **One to Two Hundred Labourers.**

Also from sixty to one hundred Carts and Horses ...

Dundee, May 6th 1835.

The Newtyle and Coupar Angus Railway opened to traffic on Friday 24 February 1837, when an advertisement was published giving details of the service with coaches running three days each week, once or twice each day.

Although the seal of the Newtyle and Coupar Angus Railway Company (Figure 4) depicts a locomotive surrounded with symbols of speed and time, and bears the motto “Time is Precious”, it seems that the service was horse-drawn for much of the time, until its absorption by the Dundee, Perth and Aberdeen Railway Junction in 1847. As the stretch of line from Newtyle to the centre of Strathmore was on an incline, it seems that a dandy cart was used to carry the horse behind the carriages until its services were required on the flatter section of line. Reports also tell of an unusual experiment with wind-power, where sails erected on the carriage relieved the horse of the need to pull the trains when there was a stiff following

breeze. The early years of the railway were not easy, and it is clear that the tiny company suffered both practical and financial difficulties. The manager's copy-letter book has survived and contains the following letter:

To: Mr. Matthew Hudson,  
Chirton,  
Newcastle Upon Tyne.

I have now the pleasure of enclosing you a Bill... in your favour for £255 being the balance on your contract for furnishing Iron Waggons to this Company. The Committee regret that owing to financial difficulties it has not been in their power to have remitted you this sum long ere this, and desire to express their sincere thanks for the kindness you have shown in allowing this balance to lie so long... The Waggons have been at work for about a month and I am sorry to say are not answering expectation. A great many of the wheels are cracked already and are so insufficiently hung that they are coming off every day... I am etc.

J.L. (Joseph Lightfoot) Coupar Angus 13th July 1837.<sup>14</sup>

Five years later things were little better, though the new railway had attracted a great deal of traffic, especially of passengers travelling to Dundee. Major General C.W. Pasley, Inspector General of Railways reported to the Committee of the Privy Council on his visit to the railway in February 1842:

From Newtyle I proceeded to inspect the Coupar and Glamis Railway... The branch from Newtyle to Coupar was in good order. I passed over it and returned ... on one of the locomotive engines of the Dundee and Newtyle Company, which they obligingly ordered for the purpose; but this branch is now only worked by horses, both for the conveyance of passengers and goods. The railway has been beneficial to the public by lowering the price of coals &c. transported from Dundee, and by conveying a great number of passengers daily between Newtyle and the adjacent country and Dundee.

In retrospect, the choice of motto for the Dundee and Newtyle Railway Company (incidentally the same as that of the better-known Stockton and Darlington Railway) must have seemed particularly apt, as the shareholders were obliged to contribute more money to finance the continued operation of their railway. The motto '**Periculum Privatum Utilitas Publica**' might be translated as 'Private Enterprise for the Public Good'. It would have been characteristic of George Kinloch that he would have continued his support, for many of his actions seem to



have been governed more by concern for his fellow men than for his own personal fortune. Indeed, he remained chairman of the Company from 1825 until his lonely and untimely death in London in 1833. It is a measure of his contribution to the venture that his son George inherited this position, and the responsibility of realising his father's vision.

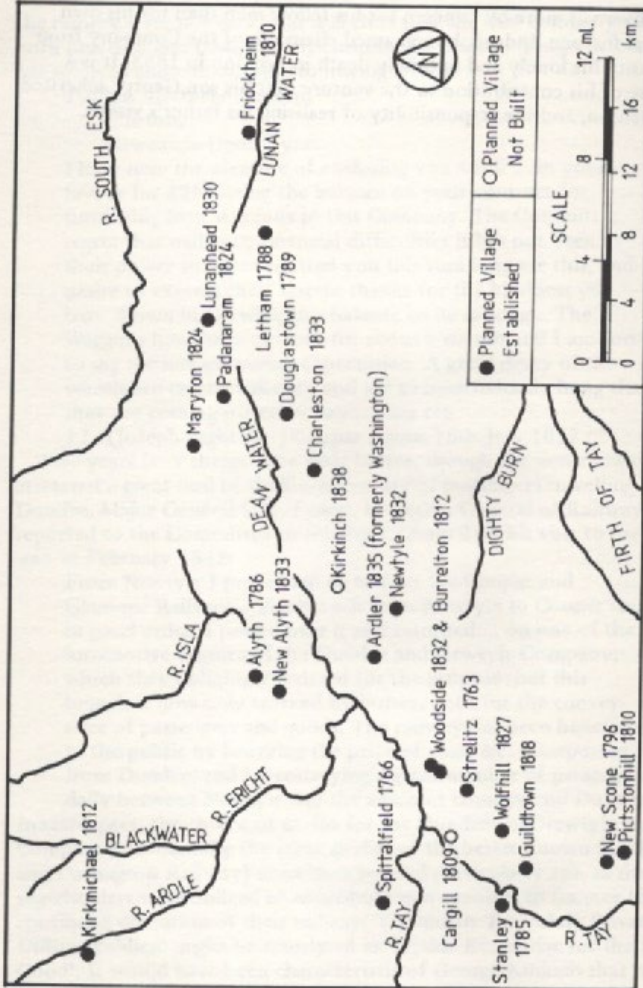


Figure 5. Map of Strathmore showing established or projected planned villages 1760-1840 (After Lockhart 1974)

## CHAPTER 3

### The Origins of Washington

Although the plan for the village of Washington is dated 1835, it is clear that its real origin and that of the neighbouring village of Newtyle can be traced back several years. While there is nothing to suggest that Charles Landale himself had envisaged any new planned settlements alongside his railway, the idea was certainly being discussed during the early years of its construction. The first real clue lies in a letter from Andrew Dalgairns to James Stuart Wortley, by now Lord Wharncliffe. The letter, dated March 1828, advises Lord Wharncliffe to grant only short leases to tenants of land between the old kirk town of Newtyle and the new station then being built a quarter of a mile to the east, at the foot of the Hatton inclined plane. He writes:

My Lord ... I think as soon as the railway is finished that a considerable extent of ground could be feued ... and if a regular plan was laid down and adhered to, I have no doubt but Newtyle would soon become a considerable and handsome village.<sup>15</sup>

There were many precedents for such a suggestion, for planned villages were an important element in the new landscape emerging from the agricultural and industrial changes described earlier. The extent of village planning in Angus and East Perthshire has been revealed by Lockhart's detailed study (1974) and is clearly seen in Figure 5 which shows all settlements which were the subject of plans or discussions during the period between 1760 and 1840. Changes in agriculture were a major stimulus to some of these schemes, as landowners rationalised the landscape of their estates, while advancing industrial ideas also resulted in the establishment of several new settlements, or the expansion of existing ones.

In making the suggestion contained in his letter, Andrew Dalgairns cannot have been ignorant of these trends, and it seems certain that all those involved in the planning and construction of the new railways would have been party to discussions about new settlements. Several villages established in Strathmore in the last half of the eighteenth century owe their origins to developments in the textile industry. One of the earliest and best-preserved of these is Spittalfield, established in 1766, where small terraces of weavers' cottages are grouped around a village green, adjacent to the 'muckle hoose' or linen factory. Further to the east Stanley was founded on the Duke of Atholl's land above the great cotton mill established soon after the visit by Joseph Arkwright in 1785.

### NEW VILLAGE AT NEWTYLE,

*Extending along the Depots at the Termination of the Railway, on both sides, and westward to Newtyle Church.*

There will be exposed to public roup; upon the ground, on Monday the 30th day of September current, beginning precisely at twelve o'clock noon,

**L**EASES for ninety-nine years, with power of selling and sub-letting, of a great number of small lots of ground in the fields, part of the BELMONT ESTATE, in which the Newtyle Depots, at the termination of the Railway, are situated, to be laid out for a VILLAGE, according to a plan by Mr Mathewson, architect.

For farther particulars, apply to Andrew Dalgairns, Esq., Ingliston; Mr Mathewson, architect, Dundee; or C. Kerr and J. Kerr, writers in Dundee; any of whom will show copies of the plan to intending offerers.

### GROUND TO BE FEUED.

To be feued, at Whitehills.

**A** Great variety of SITUATIONS for HOUSES; with such quantity of GROUND as can be agreed on. The situation of Whitehills is very favourable for a village: It is about two miles west from the Newtyle Depôt, and a quarter of a mile south from the Great North Road. The proposed continuation of the Railroad to Coupar Angus passes through the middle of it; and a depôt for the district north of the Isla will probably be on the property.

Applications to be made to George Kinloch of Kinloch; or Thomas Thow, writer, Dundee.

Another linen factory and its associated cottages were built at Douglstown in 1789. Other villages were established as part of the rationalisation of agriculture, with some of the smaller fermtoun settlements shrinking or vanishing altogether as new developments occurred elsewhere. A contemporary description of this process of change may be found in an account by Robert Somers of a journey through Strathmore in 1846. While on his way to the Highlands to report on the disastrous effects of the potato famine he passed through Kettins on his way from Newtyle to Coupar Angus and Blairgowrie.

Tracts of land now occupied by single tenants were formerly possessed by twenty or thirty small farmers... Three or four hamlets, now reduced to skeleton proportions, or entirely swept away, were named over to me as having been flourishing within the last thirty years, in all the bloom of agricultural industry and population.<sup>16</sup> He remarks on the rapid growth of the towns of Coupar Angus and Dundee, and regrets the shrinking of the rural population and the growth of large estates at the expense of the smaller, more independent landholders of earlier times.

The younger George Kinloch, like his father, must have shared in the enthusiasm for these developments, for when an advertisement for building land at Newtyle appeared in the *Dundee, Perth and Cupar Advertiser* in 1833 not long after his father's death, an adjacent advertisement drew attention to land to be feued at Whitehills on 'the proposed continuation of the Railroad to Coupar Angus' (Figure 6).

The elder Kinloch had already had some experience of such developments. As the owner of property in the area of Barry and Carnoustie he had advertised land for building as early as 1809, and again in 1825. In Strathmore he evidently hoped that his village at Whitehills, situated close to the Great North Road, and not far from the ferry at Boat of Bardmoney on the Isla, would become an important collecting point for goods and passengers from the north.

The first very modest advertisement of 1833 was followed by a more detailed one two years later in June 1835. This advertisement mentions for the first time 'a plan prepared by Mr. Mathewson, Architect', though the name Washington is not mentioned. George Mathewson had arrived in Dundee in 1832, and was to be responsible for a number of buildings there, including at least two small planned housing developments, one at Magdalen Place, just off the Magdalen Green, the other at Douglas Terrace, Broughty Ferry.

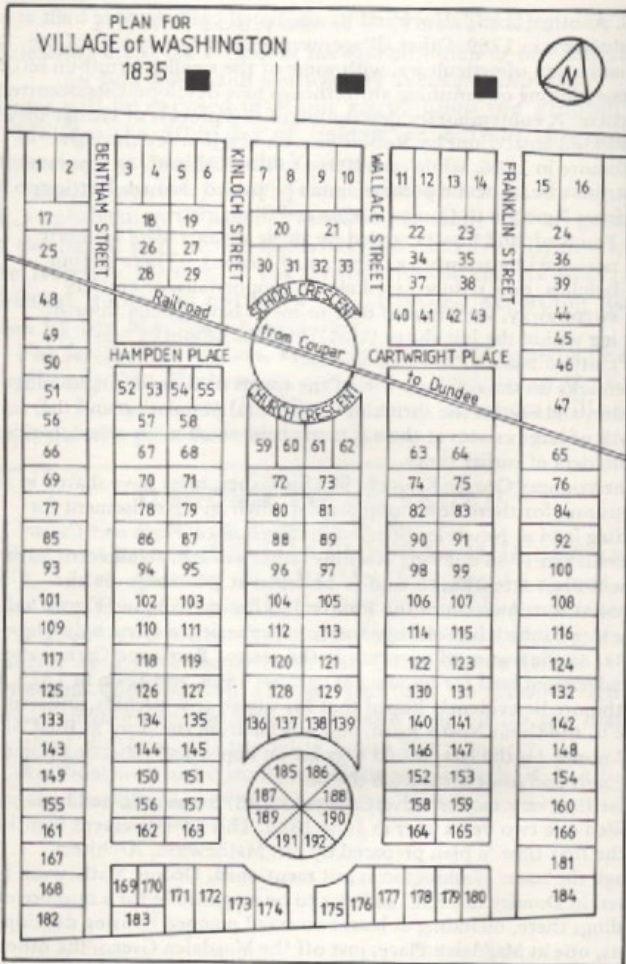


Figure 7. Plan for village of Washington on the Estate of Kinloch based on original plan by George Mathewson (1835).

His expertise in this type of development was put to good use as he had been employed by Lord Wharncliffe, the same year that he arrived in Dundee, to draw up the plan for the village of Newtyle suggested four years earlier by Andrew Dalgairns. It would have been George Kinloch's eldest son George who in 1835 employed George Mathewson to prepare a plan for the village of Washington. There are some interesting parallels to be drawn between these two villages.

As with many planned villages of the period, Mathewson chose a basic rectangular plan for both Newtyle and Washington, though in the latter he added two circular streets, one of them intersected by the railway. The plan for Washington was on an ambitious scale (Figure 7). There were to be 192 plots advertised, in contrast to Newtyle's 105, and the village and its streets would have occupied just over 50 acres in comparison with Newtyle's 20 acres. The railway was to be an important feature of the new village, dividing it into two unequal parts, and crossing the four principal streets which ran the length of the plan. The fact that the railway crossed the streets is, perhaps, a little surprising until we realise that at this time the services were still horse-drawn. The railway line would have crossed the northernmost of the two circles, which was to be planted with trees. Either side of the railway, and facing each other across this circle, were to have been the school and the church. Each dwelling-house was to be generously provided with garden ground and frontage on to one of the streets. To encourage the building of substantial houses, exemptions from feu duty for a period were to be granted to properties of the value of £10 or more. As the advertisement of 1835 reminds potential householders, this would also 'give a vote in the county of Perth', a fact which would no doubt have given the late George Kinloch some satisfaction.

There is reason to believe that, although the origin of the idea for the village may be traced back to George Kinloch 'the reformer', the choice of a name for the village was not his. Rather it was the choice of his family, or his son George. The first advertisement for building land, published some six months after his death in March 1833, mentions only the name Whitehills, the pendicle on which the village was built. It is only when the village plan is prepared in 1835 that the name Washington emerges. The names of many planned villages can be traced back to members of the proprietors' families, or to the localities or districts in which they were established. In the case of Washington, however, the name of the village and the names of its streets, too, can be read as a political statement, for they appear to take their names from those people on whom George Kinloch would have modelled his radical ideas. Three of the streets marked on George Mathewson's

plan were built - Bentham Street, Kinloch Street and Wallace Street. Three were never laid down - Franklin Street, Hampden Place and Cartwright Place.

Bentham Street takes its name from **Jeremy Bentham** (1748-1832), philosopher and author, a man whose works include *Fragments on Government* and *Introduction to Principles of Morals and Legislation*. His ideas on prison reform, the law and political economy were influential, and his principle of the 'greatest happiness for the greatest number' as being a measure of right or wrong was upheld by many as an objective of political and economic reform. He was also a supporter of equal rights. His embalmed remains may still be seen in the entrance hall of University College London, Britain's first secular university, of which he was a co-founder.

Kinloch Street, now re-named Church Street, commemorates **George Kinloch** himself. Though prominent among reformers in the early nineteenth century, he was in many ways a modest man, and would have been unlikely to name a street after himself. This adds force to the argument that the names of the streets were chosen after his death.

Wallace Street, the only other street to have been built, must surely indicate George Kinloch's admiration for **William Wallace** (?1272-1305), one of Scotland's most heroic patriots. It was he who led the people's rebellion against an English monarchy which humiliated the Scottish Crown and destroyed much of Scotland's independence in the late thirteenth century.

The fourth street, running southward from the Coupar Angus Road (now Main Street), was to have been Franklin Street. Its line may still be seen in the grass track running along the eastern wall of the Old Manse. **Benjamin Franklin** (1706-1790) was American-born, and prominent among those seeking independence for the American colonies. A diplomat and shrewd politician, he was one of the authors and signatories of the American Declaration of Independence of 1776, and one of the men who finally negotiated a treaty of peace with Great Britain in 1783.

Of the two smaller streets running from east to west, one was to have been called Hampden Place. This takes its name from **John Hampden** (1594-1643), an English statesman regarded by many a symbol of resistance to the tyranny of Charles I. In particular he was noted for his stand against the monarch's attempt to impose the ship-money tax without the consent of Parliament. At the start of the Civil War he was prominent among those raising the standard of the Parliamentary army, but lost his life in an engagement at Chalgrove Field in 1643.



The only other named street on the plan, apart from School Crescent and Church Crescent, is Cartwright Place. This commemorates **Major John Cartwright** (1740-1824), a prominent Scottish Radical, who had espoused the cause of parliamentary reform as early as 1776. He agitated over many years by way of numerous pamphlets and speeches directed against the ruling aristocracy. His demands included annual parliaments, equal electoral districts, voting by ballot and even the payment of members of parliament. He actively promoted the formation of so-called ‘Hampden Clubs’ dedicated to political reform, and undertook an extensive tour of Scotland in 1815 which took him through Perth and Coupar Angus to Forfar, though Kinloch was not at home at the time. We can establish a direct link between Cartwright and George Kinloch thanks to letters preserved among the Kinloch family papers. Written during Cartwright’s tour of Scotland, they urge Kinloch to raise the standard in the cause of reform. On 15 September 1815 he wrote:

Your frank and unreserved sentiments have induced me to trouble you with a parcel containing a score of the Hampden’s Club’s Circular... These you will doubtless be able to distribute in channels favourable to Reform.

A second letter of 1 December leaves us in no doubt about George Kinloch’s commitment to the cause, for Cartwright states:

You have so clear a view of our public situation, so perfect a knowledge of the means by which a change for the better can be effected, and so much energy in the application of those means, that you and I can have no difficulties to get over with one another.<sup>17</sup>

We may recall that it was on 9 October 1815 that George Kinloch had nailed his political colours firmly to the mast, at the meeting held to celebrate the start of work on the new harbour. This can hardly have been mere co-incidence.

Finally there is the name of the village itself. This takes its name from **George Washington** (1732-1799), first President of the United States of America. Dissatisfied with the unfair conditions imposed on the colonists under British rule, he had taken a leading role in the American Revolution, which was eventually to lead to liberty and independence. He was among those most admired by George Kinloch.

Taken together, this gallery of reformers and patriots seems to give us some real insight into the background of George Kinloch’s political ideas. Kinloch was not merely a political agitator, however. That he was also motivated by genuine philanthropic ideals is evident from the practical projects in which he involved

himself, and which brought real benefits to the people of Dundee and Strathmore, though at some personal cost. It requires no great leap of the imagination to link together the harbour improvements in Dundee, the building of the Dundee and Newtyle Railway and the creation of planned villages in Strathmore, to see in them a wider vision involving a new and improved social and economic order. Kinloch must surely have hoped that his village would become a new focus for employment in the developing landscape of the early nineteenth century. Throughout his lifetime he had consistently tried to promote new developments which would encourage full employment and permit the efficient distribution of wealth and produce.

## CHAPTER 4

### The Building of Washington

It is not possible to be precise about the date of the first building to take place in the new village of Washington. Although earlier dwellings already existed to the north of the Coupar Angus Road at Whitehills and Birchill, there is no evidence of any building to the south of the road prior to the publication of George Mathewson's plan of 1835. There is good evidence that building began soon after this date.

One valuable source of detailed information on many early planned villages is the estate cartulary. Copies of all feus and allocations of land are recorded in this document, and it may often be used to indicate the date of buildings. The original cartulary for Washington has survived, having been transferred with the sale of the land to Peter Carmichael of Arthurstone. The estate of Arthurstone had also acquired the neighbouring lands of Ardler from Lord Wharncliffe in 1869. However, in this case we cannot use the cartulary as a reliable indicator of the date of building, as it appears that in many cases feus were not recorded until long after the date of building. This is clear not only from a study of other reliable sources, but also from remarks contained in some of the feus recorded in the cartulary. In the grant of the feu for Lot 5 on the Coupar Angus Road to David Dargie, recorded in 1856, we read that his father John Dargie had 'entered to possession thereof and erected a house thereon' in 1836. The feu for Lots 40 and 41, now occupied by the row of cottages at the foot of Wallace Street, also refers to the occupation of the site in 1836. Washington House, too, is a case in point for, although the feu charter is dated 30 May 1853 it is clear from a study of other sources that several families were occupying a dwelling on the site by 1841.

An advertisement for the village which appeared in the *Dundee Advertiser* of 26 August 1836 also provides evidence of buildings being erected by this date. With the Newtyle and Coupar Angus Railway now under construction the young George Kinloch was able to announce: 'The Proprietor is building a Depot, with drop-sheds &c.; and has also erected an Inn in the village.' Another advertisement published on 3 March 1837, when the services on the new railway began, gives us more detailed description:

To be Let, entry immediately.

**The Half-Way Inn.** The house consists of eight rooms 14 by 12 feet each; a light bed closet; two good attic rooms, &c.

The situation is very promising for a good trade – midway from Newtyle to Coupar, and the only house licensed on the whole

line; a depot adjoining for coals, lime &c. Passengers (many of whom will come from the North by Bardmoney) taken up and left at the Inn by coaches, which have commenced running. To a respectable tenant, who understands the business, every encouragement will be given by the proprietor.

George Kinloch was typical of other proprietors in constructing the inn. Public buildings were often the first to be built in a new planned village, and represented an expression of confidence in the new venture by the landowner. Lord Wharncliffe, too, in nearby Newtyle had already invested money in the construction of a substantial depot for goods, and a station and inn for travellers. In Newtyle the Commercial Hotel still stands, virtually unaltered, complete with grain lofts, wide spiral stairway and original outbuildings, including stables for the coach horses. Sadly, the equivalent buildings in Washington have not survived. The Half-Way Inn formerly occupied Lot 47, adjacent to the railway on the eastern side of the village, while the station buildings were erected on the large unnumbered plot to the west of this. The station was demolished in 1847 during the replanning of the railway line, while the old inn survived until well after the Second World War. No trace of either building now survives.

In Newtyle Lord Wharncliffe also erected the houses fronting on to Commercial Street. Probably the first to be built there, they would have been calculated to impress the traveller as he arrived at the station, and were intended to set a standard for later building in the village. Their common style and symmetrical arrangement set these houses apart from later building. Contemporary maps of Newtyle clearly show the other houses in the village to have been built progressively further west towards the Dundee Road. No such pattern is discernible in the development of Washington, though there is good reason to believe that Washington House itself may have been built by the younger George Kinloch.

The original building was divided into at least three separate dwellings. It is now divided into two parts, Washington House and Greystanes. Washington House itself was formerly divided into two flats, the upper one of which was served by an outside stone stair. Such a substantial building, more typical of the tenements even then being constructed near the river Erich in Blairgowrie, seems more likely to have been built by the proprietor himself rather than one of his feuars. The Half-Way Inn was the only other two-storey building in Washington, and though no good photographs of the inn have been found, it is clear that the style of the two buildings was very similar. For many years the inn and

Washington House were the only two-storey buildings in the village, the others all being of much later construction.

The proprietor of a newly planned village was generally able to exert a fair degree of control over the character of the buildings, and commonly included a number of conditions in the granting of feus. The feu charter for Washington House is typical in this respect. For example, it required that 'all houses and buildings ... shall be covered with blue slates'. This presupposed a reasonable standard of building construction, and prevented the erection of meaner dwellings with thatched or turf roofs, the like of which many of the migrants to the village might have left behind. A further condition required that:

All houses and buildings erected on the said piece of ground shall front and be placed parallel to and at a distance of five feet from the road ... the five feet along the said piece of ground for the purpose of being used as a public footpath in all time coming which footpath I (George Kinloch) shall be entitled to maintain in such a way as I think proper.

This condition was not uncommon in planned villages of this period. By requiring houses to be built right on the street, and by allowing no space in front for garden ground, the proprietor hoped to prevent the creation of dung-heaps or middens on the street - a common feature of the fermtouns from which some migrants to the village might have come. Significantly he reserved the right to 'maintain' or clear the pavement should that be necessary.

Two other sources of information combine with those already mentioned to give us a detailed picture of the early development of Washington. The first of these is the official Census, taken every ten years. Information on Washington begins with the 1841 Census, the first to be taken following the establishment of the village. The second source is provided by plans for the alteration of the railway, together with their associated books of reference.<sup>18</sup> It was customary at this time for railway companies to consult all those with properties adjacent to their lines. In the case of Washington the Scottish Midland Junction Railway Company evidently consulted all of the householders in the village, as all of the buildings are carefully recorded on their plans and all the occupiers neatly listed in the associated books of reference. Although their dates do not coincide exactly, a comparison of the census records with the railway plans allows us to establish exactly which families occupied each dwelling house. Further confirmation of the picture can be obtained from the first edition of the Ordnance Survey of 1863.<sup>19</sup>

All the evidence leads us to the conclusion that the great majority of dwelling-houses in Washington were constructed between 1836 and 1841. These occupied Lots 2, 3, 4, 5, 6, 8, 9, 10, 11, 19, 25, 27, 28, 40, 41, 48, and 63 of George Mathewson's plan, and were all of single storey construction in contrast to Washington House and the inn, the houses in Kinloch Street having had their upper storeys added at a later date. Only three other dwelling-houses were constructed between 1841 and the end of the century. The first of these to be built occupies Lot 7 of the original plan. A feu for this lot was granted to one David Dargie in 1870. This house formerly Baxter Cottage, but now renamed Atholl Villa, bears a stone plaque above the door dating its completion to 1875. The second dwelling occupies Lot 18 in Bentham Street, now known as Burma Cottage. The feu for this plot was first granted to Neil Gow, who was the coachman at Arthurstone, in 1888. Finally Burnbrae on Lot 17, immediately across the street from the last, was occupied by Agnes Dargie (Henderson) apparently the widow of the above-mentioned David Dargie, following the granting of a feu in 1895. Agnes Dargie is recorded in the 1881 Census as a seamstress, a profession shared by her two elder daughters, Maggie (19) and Betsy (14). A son Andrew (12) and another daughter Jane (10) are also recorded. Her husband, David, recorded in the 1871 Census as a teacher of dancing, had died in 1871 at the age of 39, and is buried in Meigle Churchyard. She was to survive him by exactly forty years.

Following the grant of this last feu, no further development occurred for over half a century. Three semi-detached two-storey dwelling-houses were the next to be built, by the then Perth County Council, on plots either side of Wallace Street. Two semi-detached houses were built on parts of Lots 21 and 33, adjacent to the church, while the third lay across the road on Lot 22. These were first occupied between March and May 1951. Only one new dwelling-house has since been constructed, at the bottom of Church Street. Built in 1967 Cruachan occupies part of the unnumbered plot to the west of the school, and is the only house to have been built at odds with George Mathewson's original plan. A few further changes have occurred, apart from the demolition of the old inn, already mentioned. The most notable changes this century have been the demolition of the house on Lot 28 and its replacement with a modern single-storey house set back from Bentham Street, and the demolition of West Churchlands on Lot 48 adjacent to Bentham Street.

This, one of the only two buildings ever built on the south side of the railway, is recorded on the railway plan as a 'dwelling house, barn, byre and garden'. Following the establishment of the village, it was occupied for many years by James Robertson and his wife Mary, described in the 1851 census as a 'farmer of 10 acres'. No trace of the building now remains. The other house on the south side of the railway, East Churchlands, has survived and occupies Lot 63 of the original plan.

Three buildings other than private dwellings were also constructed in the village before the end of the nineteenth century. These were the school, the church and the manse. The first to be built was the school on Lots 31 and 32, and this seems already to have been under construction in 1839 when George Kinloch granted a Trust Disposition 'in the view of forwarding the cause of education'.<sup>20</sup> The Trust was established in the names of John Irons of Kinloch, and of David Gibb, John Dargie and Peter Haggart, all at one time resident in the village. As David Gibb was a joiner and John Dargie a builder, both recorded in the 1841 census, it seems likely that they were involved in its construction. Permission was granted for the building of a school, a school-master's house and a garden, though only the school was ever built. The original school building was altered and enlarged before the end of the century. Further alterations were made with the addition of a toilet block during the present century.

The other two buildings constructed during the nineteenth century were the church and the manse. At the time of its creation, the village of Washington was annexed *quoad sacra* to the parish of Meikle, and it was not until half a century later that its own church and manse were built. The first step towards the provision of a church was taken on 22 May 1882 when Peter Carmichael of Arthurstone held a meeting with Rev. James Smith and other 'Trustees of Ardler Church', after which it was recorded in the estate cartulary that:

a church or Chapel of Ease is about to be erected at Ardler for the benefit of the inhabitants ... in which measure I take a deep and warm interest, and have agreed in addition to contributing certain funds towards the erection of a Church and Manse, and the endowment thereof, to grant a site for the proposed building.

On George Mathewson's original plan of 1835 the church would have stood on the southern side of the northern circle, across the railway line from the school on Lots 60 and 61. It had long been clear, however, that the village had ceased to grow, and that a church built on this site would be both close to the railway and isolated from the rest of the village. The site chosen was central to the existing village,

occupying Lot 20 and part of Lot 21, between Kinloch Street and Wallace Street. The church that was erected on this site was to be a memorial to James Drummond Carmichael, who had predeceased his father Peter Carmichael. In the closing paragraph of *Memorials of James Drummond Carmichael, Arthurstone* we find the following passage:

Dear Drummond had frequently expressed a strong desire to have a church of Ardler, and now that he was gone, his father felt that the money he had left ought to be used in carrying out his wish. A more fitting memorial of Drummond Carmichael than a church for the village and district whose welfare he had so much at heart could not have been thought of. Let us unite in his father's prayer 'that God may give his blessing to the work, and that children yet unborn may be gathered round the Throne from the lowly village of Ardler'.

The handsome building of red sandstone is unusually large and spacious, and is surmounted by a lofty stone spire visible from some distance away in all directions. The west end of the building is embellished with a tall stained-glass window incorporating the figures of four biblical prophets, Moses and Elijah from the Old Testament and John the Baptist and St. Paul from the New Testament. The window was presented by Peter Carmichael's sisters, Jane and Susan, following his death on 6 May 1891, at the age of 82.

In *Strathmore Past and Present* (1885), Rev. J.G. McPherson, minister of nearby Ruthven Parish, records the church being erected at a cost of £10,000, supported by an endowment of £200 per year for the minister. As he comments:

The design of the Church as well as of the manse does great credit to the Architect, Mr. Johnstone of Grey mount. May the people to whom this convenient and beautiful place of worship has been given show their gratitude by regularly availing themselves of the religious services there!<sup>21</sup>

The cost is quoted differently in a report in the *People's Journal* of 16 February 1952, which reports the cost of the church building as £3,500, with an additional endowment of £4,600. Certainly, no expense was spared in the design and construction of the church and manse. The latter comprises not only a large dwelling-house but also a separate laundry block, and a finely-equipped stable-block with three stalls, a panelled harness and saddle room, a spacious hay-loft and a coach-house. The manse and its buildings echo the architectural style of the church and survive virtually unaltered to this day. A short pathway leads across Wallace Street to the church, running along the northern margin at Lot 21, the



remainder of which at that time was let as garden ground to William McIntosh of Kinloch Street, which was thereafter to be called Church Street.

The single church bell is of the same age as the building and bears the following inscription:

Ardler  
The Church Bell  
Grace Margaret  
is my Name  
From Mansion Old, from Cottage Door,  
From Scattered Homes in fair Strathmore,  
With solemn tones each Sabbath Day  
I heavenward call the thoughts away.  
Cwt.:7            Qr.:0            Lbs.: 5  
Cast at Whitechapel, Bell Foundry, London 1883

The bell is named in memory of Margaret Carmichael wife of Peter Carmichael, who predeceased her husband by twenty years, having died on 4 May 1871, aged 51. A fine stone font was presented by Peter Carmichael in 1889, and stands below the carved wooden pulpit. In the porch hangs an oil portrait of Peter Carmichael and a plaster relief of James Drummond Carmichael, together with photographs of all those men from the parish who fought in the First World War. A stone cross, erected as a monument to those who fell in the Great War, with additional names from the Second World War, formerly stood at the west end of the village school. It was later removed from there and now stands below the stained-glass window outside the west end of the church.

The completion of the church and manse in 1885 saw the creation of a new parish from parts of the neighbouring parishes of Coupar Angus, Kettins and Meigle, and the appointment of the first minister, Rev. Robert Milne, who served the parish from its foundation until 1893. He is commemorated by a plaque on the east wall of the Church, which describes him as ‘a scholarly and accomplished writer, an able and cultured preacher and a beloved pastor’.

Until the building of the church in Ardler, members of the community would normally have been buried at Meigle, and several of their tombstones are to be found in the churchyard there. It was obviously desirable to have a burial ground in Ardler itself, adjacent to the church, but there were problems to be overcome before this could happen. Because of the narrowness of Lots 20 and 21 on which the church had been built, and because of the proximity of the existing school playground to the south wall of the church on Lots 31 and 32, there was no room

for a burial ground. However this problem was soon resolved, and an agreement with the Trustees is recorded in the cartulary in 1891. The land to the south of the school having been offered as an alternative playground, the old playground was united with the land around the church, and was 'enclosed with a substantial wall with a stone cope and iron railings'. At the same time part of the new graveyard was set aside for the interment of members of the Carmichael family, and a small stone shelter was built on the north side of the church. As recorded in the cartulary, everything had been done that might be 'requisite and necessary for the orderly and solemn interment of the dead'.

Subsequent changes have brought about the uniting of the three parishes of Ardler, Kettins and Meigle to form one charge. The Ardler manse is now a private house, and a new manse has been built in Meigle for the united parishes. At the time of writing the minister is Rev. Alexander Thomson, and a regular monthly evening service is held in Ardler Church on the first Sunday of each month. The United Kirk Session holds regular meetings there, and additional services are held on special occasions.

Ardler village hall is the one remaining public building. This was constructed on Lot 37 of George Mathewson's original plan on land gifted by the Carmichael family. Built largely with contributions from the local community the hall was completed in time for its opening by Provost Davidson of Coupar Angus on 22 February 1952 - within a few weeks of the accession of Queen Elizabeth II.

Mention should also be made of changes which had taken place on the other side of the county boundary, on the lands of Ardler in Forfarshire. Late eighteenth century maps such as those of Stobie (1783) and Ainslie (1794) show a scatter of crofts or steadings on the southern side of the road to Coupar Angus, grouped under the name Airdler, while a short distance to the south lies a compact group of buildings called Arthursfold. The 'fold' element in the second name seems to suggest an enclosure for animals, and implies the existence of grazing land nearby, rather than exclusively arable cultivation. Indeed, an area of unimproved land on the southern side of the railway survived well into the nineteenth century. John Ainslie's map of the southern part of Angus-shire (1852) shows the earlier pattern still unchanged. On a Scottish Midland Junction Railway plan of the 1830s an area of heath and marsh land is clearly marked to the south of the station, though the scattered buildings seem to have disappeared. Drainage of this area was evidently taking place around this time for, by 1863, when the first edition of the Ordnance

Survey 25-inch map was published, the marshland had been replaced by a large drain. Even now the undulating topography of this part of Strathmore results in an ill-defined pattern of drainage with many of the low-lying fields still liable to flooding in wet weather. Efforts are still being made, over a century later, to cut still deeper drains.

It is worth noting that the first three Census returns all contain pointers to the problem of draining the surrounding area. In 1841 James Symington is listed as a 'drainage contractor', while in 1851 William Bisset is recorded as a 'contractor of drainage' and one of his near neighbours, John Hey, is described as a 'land surveyor'. Most telling of all, the 1861 Census lists no fewer than five 'drainers', Joseph Johnson, Francis McManus, Michael Broke, James Riley and Mathew Crafton, all of them from Ireland. Two of these men had married local girls, implying that they had been working in the area for some years. Indeed, Francis McManus, whose wife came from Errol, is recorded as having had four children, all of them born in Alyth between 1851 and 1858.

Also marked on the maps from the late eighteenth century onwards is a water-mill at what is now the farm of East Ardler. The Ordnance Survey of 1863 shows a substantial mill-dam or pond just to the east of the farm-house, with a lade running northwards to the steading buildings where the mill was located. Such water-mills were a common feature of many farms in Strathmore in the nineteenth century, as were the circular horse-mills. Though the Ardler mill no longer exists, a fine example of a water-mill and its associated mill-dam is still to be seen at Nethermill, between Meigle and Newtyle (Grid Ref. NO 295430). The present house at East Ardler was built in 1857.

The disappearance of the small dwellings along the southern side of the Coupar Angus road in the early nineteenth century left only the farmsteads of East and West Ardler, with their associated cottages and steadings. Between them at the railway crossing was Ardler station.

With the demolition of the station in neighbouring Washington in 1847, described in the last chapter, Ardler station became the principal depot serving the village and surrounding area. A Scottish North Eastern Railway plan of about 1856 shows the range of buildings and sidings in existence at that time<sup>22</sup> (Figure 8). The station was later rebuilt. Following the withdrawal of passenger services on the line in 1972, all buildings except the station house were demolished.

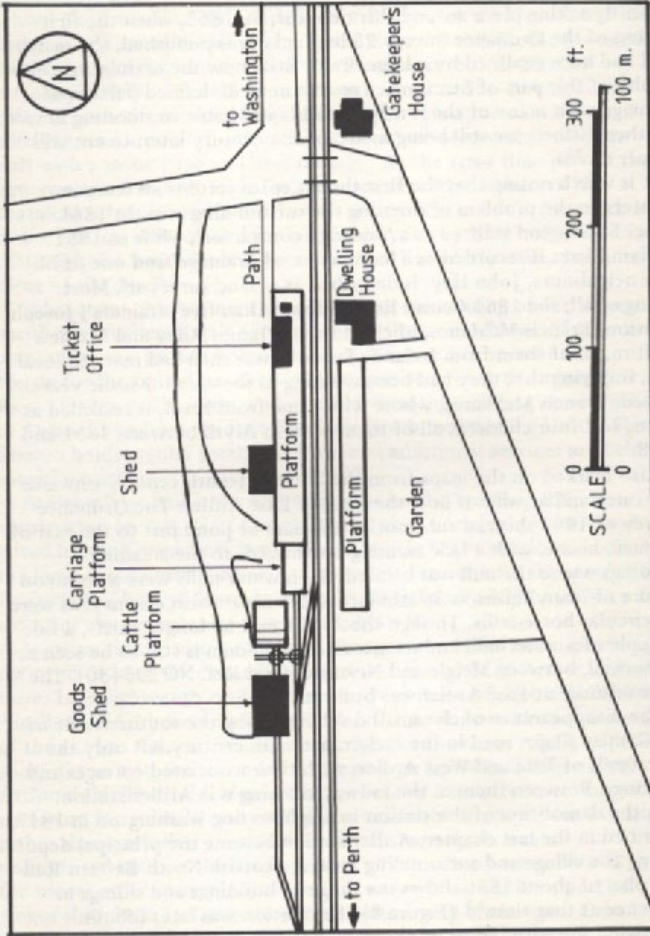


Figure 8. Plan of Adler Station, Scottish North Eastern Railway, c. 1856.

Of the offices and platforms nothing but a few overgrown remnants now remain, but the station house has recently been improved and extended. A Gate-keeper's cottage at the south-eastern corner of the level crossing, built some time before 1863, has also been demolished.



## CHAPTER 5

### Migration and Employment

The creation of a new community involves the movement of people, whether voluntarily or by necessity, and we know from Robert Somers' description of his journey through Strathmore that migration was occurring throughout the first half of the nineteenth century. Such movements were common all over central and north-eastern Scotland in the late eighteenth and early nineteenth centuries, as part of the restructuring of the agricultural and early industrial landscape. Within the overall pattern of movement Lockhart points out that regional characteristics can be identified, depending on geographical and economic factors, on the date of establishment of the villages, and even on the trades and professions of the migrants. For example, migrants to villages on Speyside and the Moray Coast, or in Aberdeenshire, generally travelled further than those in Angus or Perthshire. How then does the pattern for Washington compare with the overall picture?

Evidence for the movement of people can be gleaned from a number of sources. In many planned villages the estate cartulary can be used to indicate the origin of householders migrating to the new settlement. In the case of Washington, however, many feus do not appear to have been recorded until long after lots were built on, so we must turn to other sources of information, most useful of which is the Census. The first Census following the establishment of the village of Washington was taken in 1841, but it was only recorded whether a person was born in Perthshire, or elsewhere in Scotland. The proximity of the Angus county boundary makes this information of little use in interpreting patterns of movement, and we are obliged to wait until the 1851 Census, which records the person's parish of birth. In making use of the Census to discover the distance of migration of householders, it should be recognised that one cannot be sure that migrants remained in the parish of their birth until the time of their migration to Washington.

If we take the heads of households listed in the 1851 Census, everyone apart from John Innes, a stone-mason from Dingwall (Ross-shire), was born in Perthshire or Angus. John Innes excepted, the maximum distances of movement from the place of birth to the village are one of 32km from Guthrie (Angus) in the east, one of 26km from Kirkmichael (Perthshire) to the north, one of 22km from Redgorton (Perthshire) to the west, and one of 19km from Errol (Perthshire) to the south (Figure 9). The majority of migrants were born in parishes less than 10km distant from Washington. The greatest numbers from one parish were those from Alyth (7), from Blairgowrie (4) and from Meigle, Bendochy and Coupar Angus (3

each). The fact that virtually all migrants were from rural parishes rather than major centres of population would seem to indicate that the movement should be seen as part of the continuing redistribution of rural population. Settlement was becoming more nucleated throughout Strathmore as the enclosure and improvement of land took place in the late eighteenth and early nineteenth centuries.

We can compare the figures for Washington with those for two other Strathmore villages quoted by Lockhart (1974) (Table 1). In his study Lockhart divided the migrants according to their type of employment, to see whether particular types of migrant were prepared to travel further than others. As the total number of migrants in the case of Washington is only 41, the mean distance cannot be regarded as very reliable indicators. Despite this, it is clear that there are no major differences between these villages. In the case of Burrelton the lower figures may be explained by the close proximity of earlier settlements from which people were moved. In contrast to Newtyle, where Lockhart (1980) records 37 per cent of the plots as having been purchased by Dundee residents, few of the lots in Washington appear to have been sold to townspeople there.

Bearing in mind the reservations already expressed about the information based on the Census, the evidence from Washington would appear to support Lockhart's assertion that migration distances in Angus and Perthshire were generally low. It does not seem possible to draw any meaningful conclusion from the distances of migration of people in different types of employment. The presence of the Grampian Highlands to the north and the Sidlaws to the south clearly influenced the pattern of migration by concentrating migrants along the east-west axis of Strathmore, and the dominant lines of communication.

Using the Census records it is also possible to draw some conclusions about the changing pattern of employment in Washington during the latter part of the nineteenth century. The general trends in employment will be evident from a study of Table II. From this it will be seen that the number of people listed as being in employment rises from 36 in 1841 to 67 in 1861, before falling to 46 in the two following decades. In certain trades and professions the level of employment shows no major fluctuations over this period. This apparently stable element of the employed population includes the non-textile based crafts such as masons, wrights, joiners and shoemakers, the shop-keepers and innkeepers and the professions such as lawyers, teachers and surveyors.



**TABLE I****Mean Migration Distance (km) of Household Heads to Washington according to Type of Employment (1851 Census)**

	Washington	(Lockhart) Froickheim	(Lochart) Burrelton
Agriculture/Labourer	9.9	7.0	6.4
Crafts - Textiles	6.4	106	6.1
Crafts - Other	35.5 (8.8)*	11.4	4.5
Manufacturer	12.0	-	-
Shops/Inns	6.4	12.8	4.0
Professions	10.0	2.4	-
Transport/Labourer	16.0	-	-
Maximum Distance	126 (32)*	36.8	60.8
Mean Distance	14.3 (10.9) *	10.1	5.4

\*Figures in brackets exclude John Innes, Mason, from Dingwall

**TABLE II****Number of People in Different Types of Employment in Village of Washington: 1841 – 1881 (from Census)**

	1841	1851	1861	1871	1881
Agricultural/Labourers	9	15	33	21	12
Crafts – Textiles	6	23	11	0	0
Crafts – Other	12	12	12	9	14
Manufacturers	0	1	0	0	0
Shops/Inns	2	3	4	6	2
Professions	3	4	4	4	2
Transport/Railways	1	4	1	3	11
Other (Servants)	1	1	2	3	5
Total	34	63	67	46	46

The nature of the Census record makes it difficult to separate those involved in agriculture from other more general labourers, so that there is not a great deal that can be drawn from the seemingly high figure of 33 in this category in 1861, which coincides with the period of maximum employment in the village.

Of special interest, however, are the figures for those employed in the textile-based crafts and on the railways. Both these elements show significant fluctuations during the period in question and have a key part to play in the story of the village. The early nineteenth century saw a boom in the rural flax-spinning industry, with use being made of the relatively cheap labour available outside the urban centres. In Washington in 1841 a total of six people were recorded as hand-loom weavers, four of them men and two of them women. At about the same time the reference book of the Scottish Midland Junction Railway records 'weaving shops' on Lot 25 (David Haggart), Lot 6 Washington House (George Hood) and on Lots 19 and 27 (various feuars). By 1851 the total number of villagers listed as linen hand-loom weavers had risen to 18, of whom 14 were women, and only four were men. In addition other textile-related crafts accounted for five more people, listed as 'winders', 'knitters' and 'washers'. At this date the Census also records D. Maxwell Banks from Dundee as a 'manufacturer, employing 3 looms', and David McIntosh as a 'lawyer and Manufacturing agent'. Thus more than one third of the working population was employed by the textile industry. The increase seems to point to a developing relationship between Washington and Dundee, made possible by the still prosperous state of the linen hand-loom weaving industry in the early nineteenth century, and by the village's proximity to the railway. Although spinning had become increasingly mechanised after the beginning of the century, weaving remained a manual occupation for a longer time, allowing this cottage-based industry to survive for a few more years.

The rapid increase in importance of jute in Dundee, at the expense of linen, saw dramatic changes taking place in the textile industry inside the sphere of influence of the town. That Washington had developed strong links with Dundee by this time is beyond doubt, for of 11 people listed in the 1861 Census as being employed in the textile trade, 10 are described as 'jute weavers', and one as a 'winder and knitter'. Whether all of these weavers were working with jute on hand-loom in the village or whether they were travelling by rail to work in the rapidly-growing mills in Dundee cannot be determined from the Census. Although, in the early years of the jute industry, cottage-based weavers were used, increasing mechanisation was beginning to draw skilled labour towards the growing industrial centres. An interesting feature of the developing textile industry at this time was the growing predominance of women in the work-force. Of the 10

jute weavers recorded in Washington in 1861 only one was a man. In any event the power-loom had soon sealed the fate of the rural hand-loom weaver. By 1871 and thereafter not a single person was employed in the textile trade in Washington.

The disappearance of the textile trade from Washington was followed by a dramatic fall in the numbers of people in full-time employment in the village. Although employment in the agricultural sector and in other trades seems to have changed little, it seems probable that unemployment was high. If we divide the population by age, as in Figure 10, it is possible to see the ages of those resident in the village. It is surely no accident that 1871 is marked by a virtual absence of men between the ages of 16 and 30. This may be taken to indicate that the prospect of employment was low in the area, and that these men were seeking employment elsewhere. By 1881 the number of younger working men had increased again, the most notable rise occurring in the numbers employed on the railway, an important employer in the village until recent times.

Apart from the weavers who stayed in Washington House in the early days of the village, there lived there for some years one John Robertson, the first schoolmaster to be appointed to the village school. Born in Meigle in 1800, he had taught at Kirkinch from 1820 until 1823 and at Longleys from 1823 to 1829 before coming to Washington in 1839. He was to remain at his post in the school until his retirement in 1869, when it was recorded that he was presented with a purse of gold sovereigns as a mark of appreciation. In the Census of 1851, when the village was at its most populous and the school roll had risen to 56 pupils, he was joined by Margaret Grimmond from Airlie, who was also resident in the village. John Robertson was then described as a 'teacher of English, Writing, Arithmetic, Latin etc', while Margaret Grimmond was recorded as a 'teacher of Sewing, Knitting, English, Writing and Arithmetic'.

Amongst the children attending the school in 1851 were eight listed in the Census as 'pauper scholar', all of them born in Dundee. Indeed, a total of 12 'pauper' children were recorded as staying in Washington at that time. In 1861 too, 10 Dundee children were being boarded in the village. This was a form of fostering, where village families took in boarders in return for payment, the urban poor-relief system having become overwhelmed by the growing problems of rapid urban development. Sadly, the early school registers do not appear to have survived, as they might have given a fascinating insight into the early history of Washington, and would have recorded the arrival and departure of pupils and their families.

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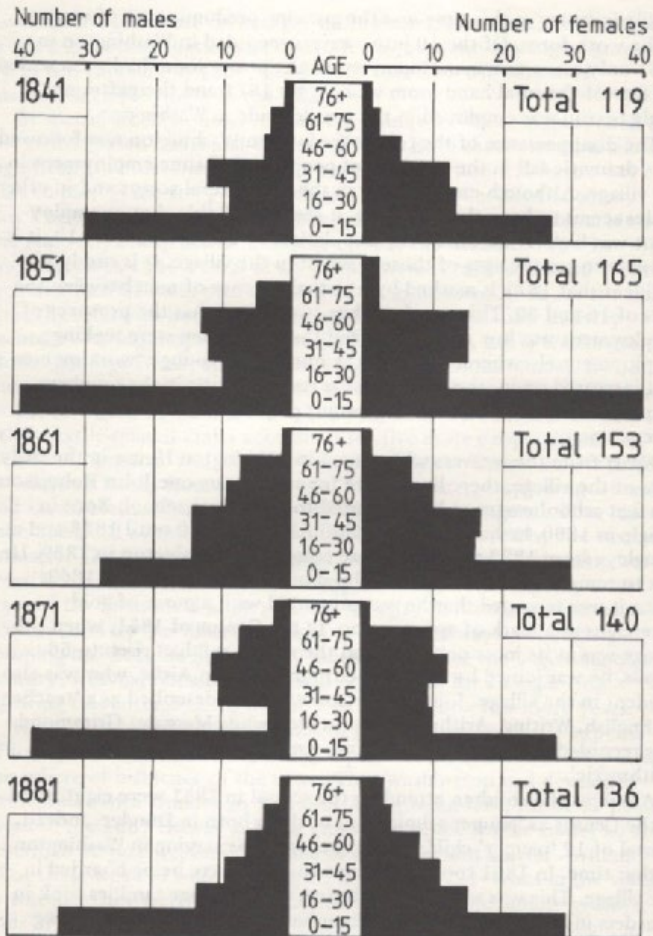


Figure 10. Graph of Population of village of Washington 1841-1881, indicating age and sex. (After Census)

Following the passage through Parliament of the Education (Scotland) Act 1872, the school in Washington was transferred into public ownership and became the responsibility of the newly created School Board in Meikle. The Act had arisen from the virtual collapse of the old parish school system in urban areas and reflected the dramatic social changes then taking place. It made education compulsory between the ages of five and thirteen, and established a rating system to support the schools. In Washington the transfer occurred in December 1874 when the then Sir George Kinloch made a gift or disposition in favour of the School Board.<sup>23</sup>

Following the retirement of John Robertson in 1869 a succession of teachers were to bring the school into the twentieth century. Their names are recorded in *Our Meikle Book*, published for the Scottish Women's Rural Institute by William Kidd (1932): 'Miss Anderson, who left in 1876; Miss Stevenson 1876-1886; and Miss Ferrier, 1886-1922; and it is now a flourishing two teacher school, with Miss McRae as Mistress'. Other teachers in the twentieth century have included Miss King, later Mrs. Douglas; Miss J. Mitchell; of her assistants Miss Fraser and Mrs. Gibb the latter was subsequently to become head teacher. Mrs. Betty Elertowicz, who had come to the school in 1965 as an assistant teacher, became the last head teacher in 1971 on the departure of Mrs. Gibb. Her assistants included Miss Holden (later Mrs. Anderson), Mrs. Adam and Mrs. Craig. It is sad to have to record the final closure of the school on 8 October 1982, and the transfer of pupils to neighbouring primary schools, an inevitable result of the falling roll.

Though it soon became a tiny and insignificant point on the national railway network, Ardler station's position on the main Aberdeen to London railway line, between the branch-line junctions to Dundee and Blairgowrie, ensured that the station was kept busy, and that the old Half-Way Inn remained in use as housing for railway employees. By the early twentieth century Washington House itself had become the village post-office, and remained so for many years, in the care of post-mistress Agnes McRae. It was during this period that the photograph of it in this book was taken, as one in a series of post-card views of village post-offices.

More recent years have seen continuing changes in the nature and pattern of employment in and around the village. The increasing mechanisation of agriculture, the gradual run-down and eventual closure of the railway, the advent of the motor car, all have contributed to changes in the village and the community. As in so many rural communities today the village's isolation from public

transport is a continuing problem. At present while some members of the community continue to work on the land, or in local trades, others depend on employment in the nearby centres of Perth and Dundee.

## CHAPTER 6

### What Happened to Washington?

The *Dundee Advertiser* of 20 April 1838 carried a substantial advertisement for building land in what was described as the ‘Thriving Village of Washington’. Repeating much of what had been said in earlier advertisements and noting that ‘Master Manufacturers will find the situation very eligible’, it added further incentives for potential buyers in the form of extra land adjacent to the village. At this date fewer than ten percent of the numbered lots on George Mathewson’s plan of 1835 had been taken up. At best the advertisement might be interpreted as wishful thinking on the part of the younger George Kinloch; at worst a thinly disguised and somewhat desperate attempt to revive what was evidently a flagging interest in the new village. In contrast to nearby Newtyle, where almost all of the advertised lots were eventually feued, development in Washington seems to have stopped as early as 1840. Furthermore, well before the beginning of the twentieth century, the name Washington had gone out of general use and the village had become known as Ardler. This leaves two important questions to be answered. On the one hand we should establish why the village ceased to grow almost as soon as it was begun. On the other, we should seek to explain when and why the name Washington went out of use.

The answer to the first question is probably to be found in a combination of two factors, touched on in the previous chapter. The first was the rapid and irreversible decline of the textile trade in rural areas, and the second the equally rapid and dramatic development of the railways. It was in the first few decades of the nineteenth century that the neighbouring villages of Blairgowrie and Rattray began to grow, as industrialists saw in the river Ericht an abundant source of power for their new spinning machinery. Blairgowrie soon rose to take a dominant place in the Perthshire flax trade, and in the very same decade that the village of Washington was established several new mills went into production on the banks of the Ericht for the first time. Weavers too were drawn to the town, and when in 1867 the Ericht Linen Works began weaving, the rural hand-loom weaver could no longer compete. At the same time new mills and bleach-fields were also being established near Dundee on the banks of the Dighty Burn, and on the smaller but more central Scouring Bum, both of them easily accessible from the town’s new harbour. The polarisation of the textile trade in the two centres of Blairgowrie and Dundee was further encouraged when, in 1855, the Scottish Midland Junction Railway opened their branch line from Coupar Angus to Blairgowrie, completing

the rail link to Dundee. Blairgowrie was able to compete with Dundee only by virtue of the abundant and inexpensive power afforded by the Ericht - an asset which the village of Washington lacked and could never acquire. Washington, in this respect was typical of many similar planned villages of this period. Once the village no longer represented an economic asset to the landowner there was little or no incentive for him to continue his interest. The rapidity with which this change in attitude became apparent is most clearly illustrated by the case of the nearby settlement of Kirkinch (Grid Reference NO 313441). Though a plan for a new village on this site adjacent to the Newtyle and Glamis Railway was drawn up in 1838, the same year in which this extension to the Dundee and Newtyle Railway was opened, no building ever took place.

It was becoming clear by the 1840s that the railways were destined to become the main arteries for the internal trade of the country in the later nineteenth century. In Strathmore in 1846, a series of amalgamations had begun which was soon to link together the area's smaller local distributor lines with those around other Scottish towns to form first a regional, and later a national network. In 1847 the railway from Newtyle to Coupar Angus through Washington and Ardler was temporarily closed so that work could begin on the Perth to Forfar railway, a line which exploited Robert Stevenson's 'great level' of Strathmore, and which followed closely the route he had earlier surveyed for a canal. This line opened in 1848 as the Scottish Midland Junction Railway and by 1850 long-distance services began to run through the village. Following the opening of the Blairgowrie branch line in 1855, the line was amalgamated with the Forfar to Aberdeen Railway to form the Scottish North Eastern Railway. In 1861 further branches to Alyth and Kirriemuir were opened, and finally in 1865 all of these lines were absorbed into the great national system of the Caledonian Railway.

Thus, in a space of less than 20 years, the village changed from being one of very few such settlements served by a railway, to being but one of many thousands of small stations on the great network of lines which now festooned the country. Railway lines had penetrated to the farthest corners of the kingdom, and branch lines had been driven to almost every town of any consequence. Little incentive remained for the manufacturer to settle in the relative isolation of central Strathmore, far from the markets and the sources of power which were increasingly important in determining the location of new industry.

A timetable issued on 24 May 1847 under the heading 'Dundee, Perth and Aberdeen Railway Junction' lists both Washington and Ardler as stations on the line between Newtyle and Coupar Angus.<sup>24</sup> As these stations lay



within a short distance of each other it seems possible that Washington served as the principal passenger station, while Ardler was the ‘depot adjoining for coals, lime, &c.’ mentioned in an advertisement for the village in the *Dundee Advertiser* in 1837. Within six months the line had been closed for re-building as part of the Scottish Midland Junction Railway. A series of notes and memoranda have survived which give us details of a series of meetings which took place early in November 1847, between the younger George Kinloch and representatives of the Scottish Midland Junction Railway.<sup>25</sup> At these meetings Kinloch agreed to the sale of land to allow the doubling of the track, to the relinquishing of his rights to two of the four street crossings on the railway and, most significantly, to the demolition of the station and other out-buildings in Washington. At the same time the sale of the Half-Way Inn to the railway company was arranged.

Three days later, agreement had been reached over the level of compensation to be paid, based on the valuation of the inn at £563 and of the station and out-buildings at £368. With adjustments for the cost of labour and materials, and for the sale of part of Lot 25, David Haggart’s feu, the total compensation was agreed at £1,084. Thus, scarcely 10 years after the opening of the railway, Washington station was demolished, and Ardler Station became the only one serving the village. For some years a siding was maintained on the site of Washington station, but this too had disappeared by the end of the century.

The separation of the village from its station was not merely in terms of distance, however, for a glance at Figure 2 will remind us that they were in different counties. This fact is revealed in other ways. In the *Imperial Gazetteer of Scotland* published in the 1860s the distinction is clear.

**Ardler**, a station on the Scottish Midland Junction Railway, 2 miles from Coupar Angus and 5 miles from Newtyle, on the south-west border of Forfarshire.

**Washington**, a village in the parish of Cupar Angus, Perthshire. Population 119, Houses 27.

This separation is echoed in Groome’s *Ordnance Gazetteer of Scotland* as late as the 1890s where the entries are as follows:

**Ardler**, a railway station on the S.W. border of Forfarshire on the Scottish Midland section of the Caledonian system. It has a post office under Meigle. Ardler became a *quoad sacra* parish in 1885.

**Washington**, a village at the mutual boundary of Coupar Angus parish, Perthshire, and Kettins parish, Forfarshire 3V2 miles N.E. of

Coupar Angus town.

Travellers on the railway would thus have purchased tickets to Ardler, and would have walked across the county boundary into the village of Washington. A clue to this distinction is to be seen, even to this day, for a keen-eyed motorist on the A923 road from Coupar Angus to Dundee will still see a sign pointing to 'Ardler Station - 2<sup>5</sup>/<sub>8</sub>'.

Although the *Ordnance Gazetteer* still maintained the distinction as late as the 1890s, it is evident that the name Washington had been abandoned in favour of Ardler several years earlier. One of the clearest pieces of evidence for the change is to be found on the cover of the Census of 1881. The enumerator, one William McIntosh, a joiner resident in the village, includes in the description of his enumeration district the phrase 'Washington, now generally called Ardler village'. Other pointers to the date of the change are to be found in the tombstones in Meikle churchyard. The same William McIntosh had erected a headstone here in 1879 in which he described himself as coming from Washington. A neighbouring tombstone erected in 1875 by William Clark in memory of his wife Jane Gow also describes Clark as coming from Washington. However, the other villagers buried in Meikle churchyard, all of them after 1880, are all described as coming from Ardler. The first headstone in the new graveyard in Ardler appears to have been erected in 1891.

The process of change probably began when Peter Carmichael of Arthurstone acquired first the estate of Ardler from his neighbour Lord Wharnclyffe in 1869, and shortly thereafter that part of the estate of Kinloch which included the village of Washington. It would seem reasonable to suggest that in order to avoid confusion the newly united lands were brought together under the older and more familiar name of Ardler. Travellers on the railway would have associated the village with its station at Ardler, and it seems that during the 1870s the name Washington gradually went out of use. That the process of change was complete by 1880 or soon after is left in no doubt, for in 1885 we see the creation of the new parish of Ardler centered on the new church in the village. Nevertheless, the old name does live on, both in the name Washington House, and in the name of the road leading from the centre of the village to the high road between Perth and Forfar, still known locally as the 'Washie Brae'.

It is sad to recall that George Kinloch 'the reformer' never lived to see the village which owes its very existence to his vision. Whether the course of its history would have been different had he lived longer we cannot tell, for the

gathering pace of social and economic change might have surprised even him. One cannot help feeling that he would have risen to the occasion and seen this as a new challenge. In his own words, written in a letter to his wife Helen a few weeks before his death on the 28<sup>th</sup> March 1833, he says:

I say it in confidence to you, I feel I am more likely to lead than to be led.

## FOOTNOTES

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- <sup>1</sup> Rogers (1879) 2.24.  
<sup>2</sup> *ibid.*, 120.  
<sup>3</sup> Rogers (1879) 1.171.  
<sup>4</sup> OSA (1976) II.87.  
<sup>5</sup> Private Papers.  
<sup>6</sup> Robertson (1799) 18.  
<sup>7</sup> OSA, *op. cit.*, 434.  
<sup>8</sup> *ibid.*, 94  
<sup>9</sup> *ibid.*, 424  
<sup>10</sup> *ibid.*, 436  
<sup>11</sup> Wood, (1832) 6.  
<sup>12</sup> *ibid.*, 7  
<sup>13</sup> Sheffield City Library, Wh. M. 277/124  
<sup>14</sup> Dundee District Archive and Record Centre, GD. Mus. 35.  
<sup>15</sup> SCL., Wh. M. 277/240.  
<sup>16</sup> Somers (1848) 3.  
<sup>17</sup> Private Papers  
<sup>18</sup> Scottish Record Office, RHP. 16769.  
<sup>19</sup> OS 25” Perthshire, Sheet LXIV – (1863).  
Forfarshire, Sheet XLII – 11, 15 (1863)  
<sup>20</sup> DDA, TRC Education Department Papers.  
<sup>21</sup> McPherson (1885) 85.  
<sup>22</sup> SRO, RHP. 16412.  
<sup>23</sup> DDA, *op. cit.*  
<sup>24</sup> DDA., Kirk Session Records.  
<sup>25</sup> SRO, GD. 244/45/3/24, 25, 27, 37.

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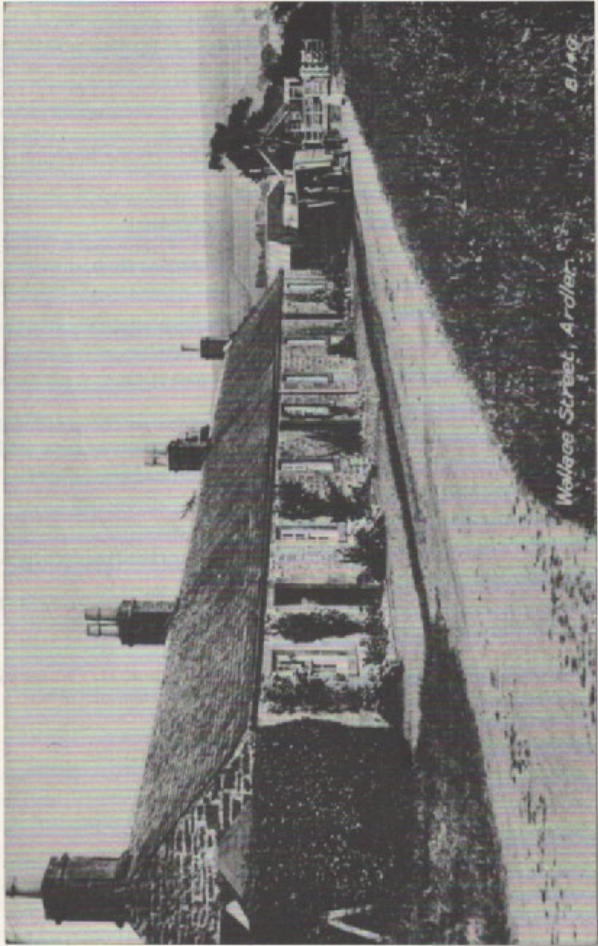


Plate 3. Cottages in Wallace Street, Ardler, looking south, c. 1930. Lots 40 and 41 (D. Tough collection)

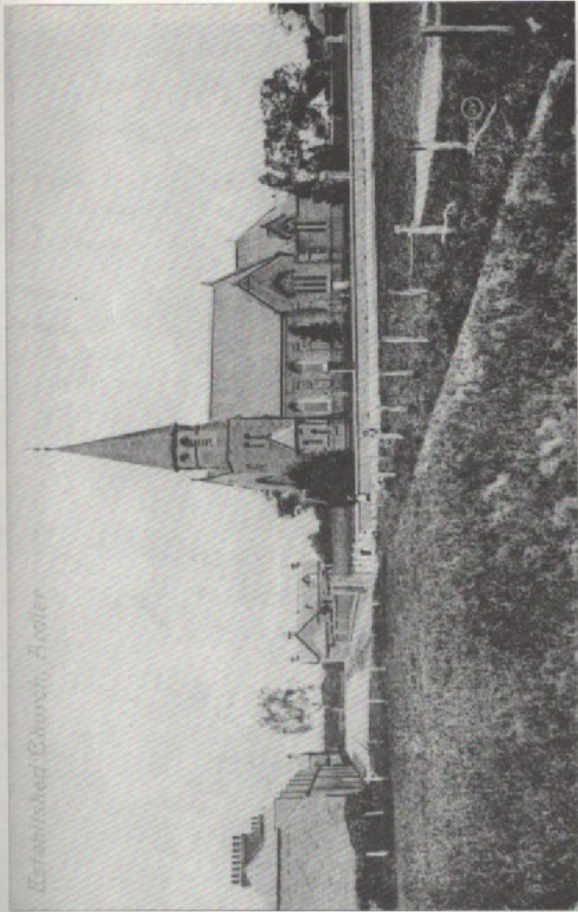


Plate 4. Houses in Church Street (formerly Kinloch Street) on Lots 7, 19 and 27, and Ardler Church on Lots 20 and 21. Date unknown. [J.J. Herd collection]

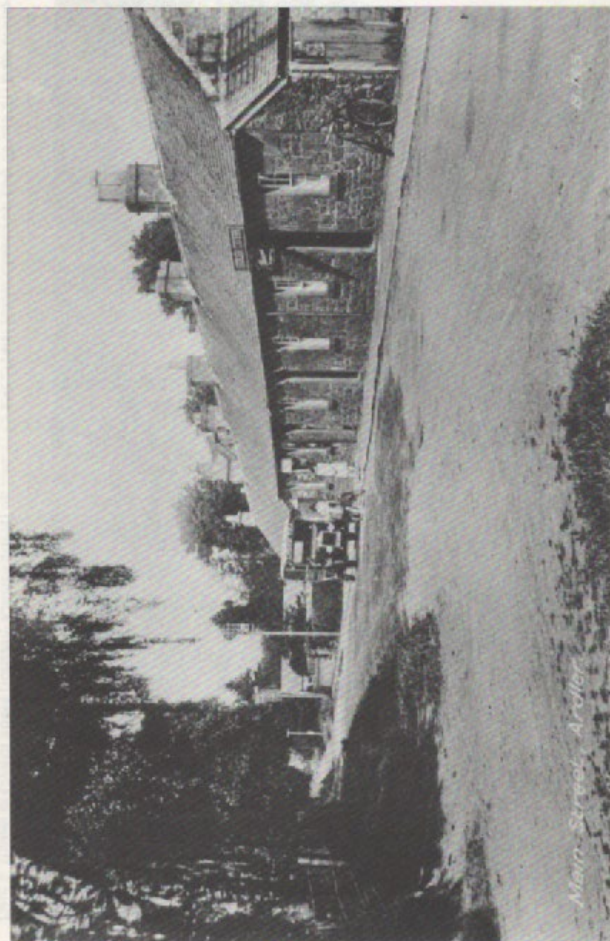


Plate 5. Main Street, Ardler, looking east, c. 1930. Lots 8-11. (J.J. Herd collection)



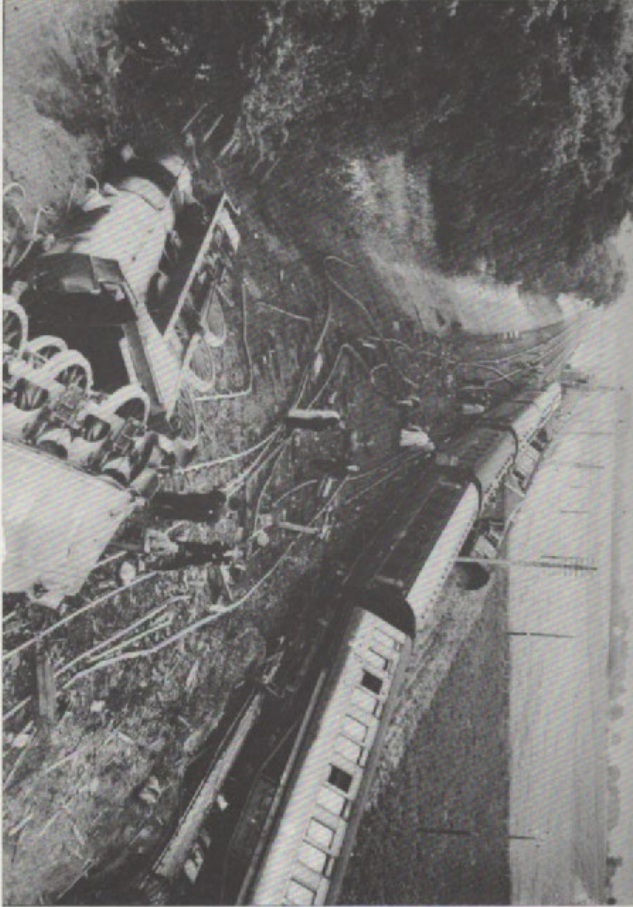


Plate 6. Wreckage following railway accident at Ardler Junction 17 July 1948. (D.C. Thomson)

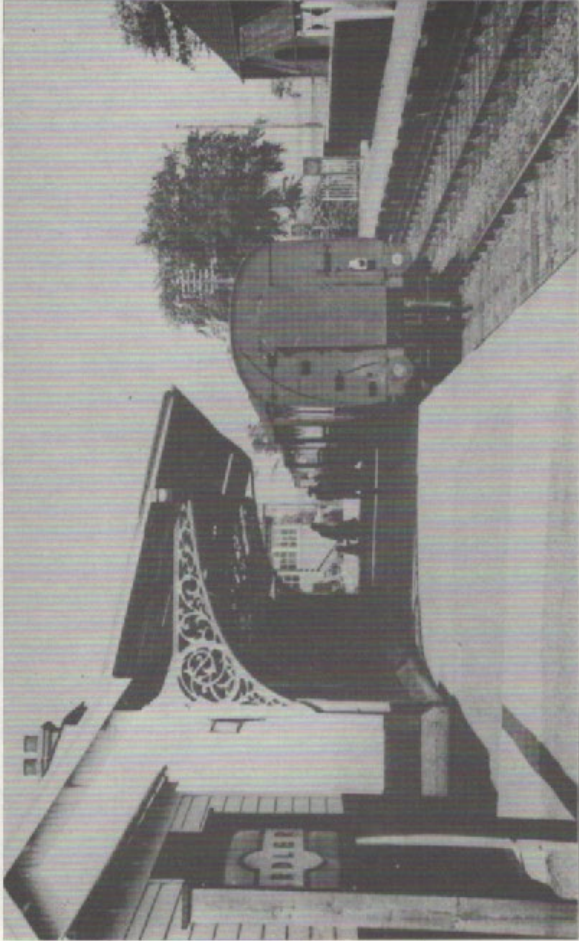


Plate 7. Ardler Station at the time of withdrawal of passenger services, 11 June 1956. (J.L. Stevenson collection)

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