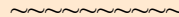# THE BOOK OF THE OLD EDINBURGH CLUB

The Journal for Edinburgh History

Alan J. Strachan, 'Edinburgh's Village Suburbs, 1800–1939',
Book of the Old Edinburgh Club, Original Series 34 (1979), pp. 43–67.

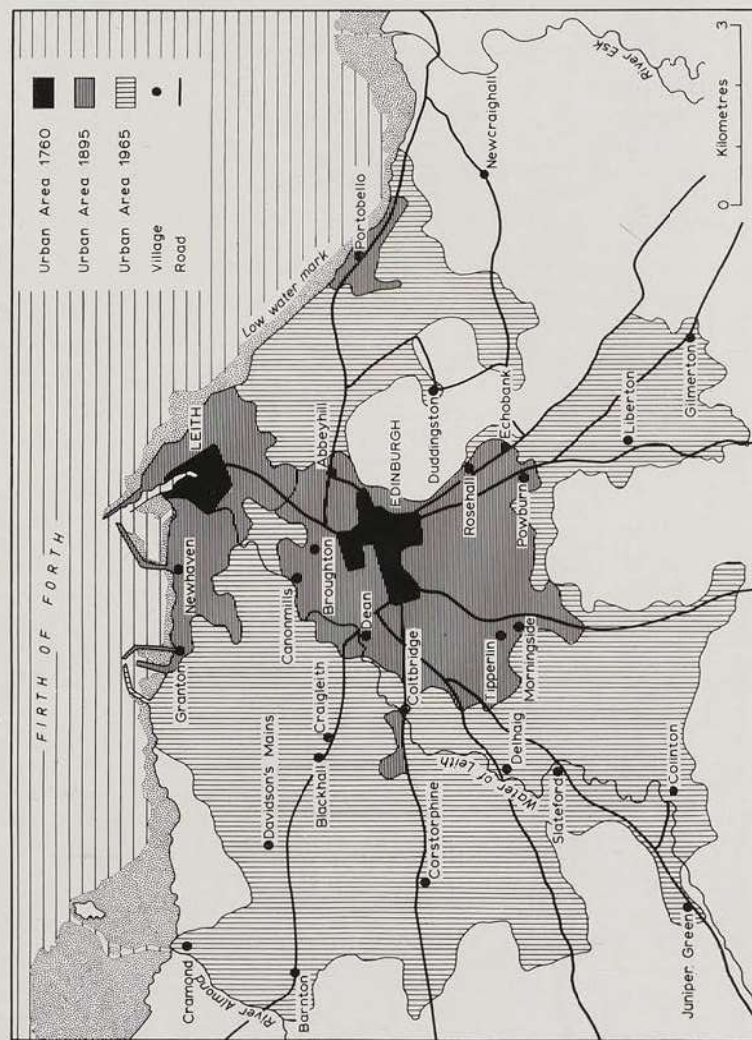~~~~~~~~~~

EDINBURGH'S VILLAGE SUBURBS 1800–1939

by ALAN J. STRACHAN

Edinburgh, like most cities, grew partly as a result of accretion and partly through absorbing surrounding villages and towns. This latter form of growth has been characterised by one outstanding feature, namely that its direction has by choice been towards those communities in areas of scenic beauty which were relatively easily accessible to the city and not, except of necessity, towards the industrial settlements which were and are to be found in some parts of the surrounding area.

Those settlements which have been, at various dates in the past, drawn into Edinburgh's built-up area can be grouped into five categories; the coastal burghs of Leith and Portobello; the very small villages located close to the urban area in 1800; the industrial villages on the Water of Leith downstream from Slateford; the mining communities to the south-east of the city; and a scatter of agricultural and milling villages situated in the parishes to the south and west of Edinburgh.

In this paper each of these groups will be considered in turn, and their contribution to the city's growth assessed. To make the discussion more cohesive and to emphasise the similarities as well as the differences which existed between the settlements included in each category, a general appraisal of Edinburgh's growth will also be made.

Edinburgh and its port Leith, did not grow up as a single unit. The markedly different functional bases of the two settlements and the spirit of independence exhibited by Leith's population tended to preserve the separate identities of the two towns despite the fact that as early as 1329, in a charter granted by Robert the Bruce, the harbour and mills of Leith were given to the City of Edinburgh in return for an annual payment of 52 merks.[1] This charter gave the Edinburgh merchants considerable control over their Leith counterparts and its regulations were strictly adhered to over the following 500 years. As a result Leith was never able to develop freely in response to local initiative. An Act of Parliament in 1826 transferred the management of the port to a body of commissioners on which each town had equal representation. The fact that Edinburgh was to continue to play an important role with regard to the affairs of the port reflected the quite considerable degree of interdependence between the two that had developed over the years. These ties were not only in the fields of trade and commerce, but also in recreation; "The Gowf" on Leith Links, and the music hall, clubs and bars of Leith were important amusement outlets for Edinburgh people.[2] Leith Walk, the main thoroughfare between the two towns, naturally emerged as one of the main lines of early urban expansion and was the route taken by the public transport media. The first passenger coach appeared in 1610 and its successors were well patronised by people visiting Leith for amusement or to embark for London and other ports around Britain; demand grew over the years until by 1836 an hourly service was being operated and by 1869 a ten minute one had been introduced. The coming of the railway in 1849 added a new and highly competitive form of transport between the towns; and the opening by the Edinburgh Street Tramway Company of a line down Leith Walk in 1871

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Plate I   Edinburgh's Village Suburbs.

KEY

1. Lauriston Place
2. Teviot Row
3. Main Entrance
4. Great Hall
5. North Courtyard
6. Middle Meadow Walk
7. Stable Lane
8. Anatomy Courtyard
9. Park Place
10. Reid School of Music
11. Garden
12. Terrace of Houses
13. Park Street
14. Tenement (demolished 1897)

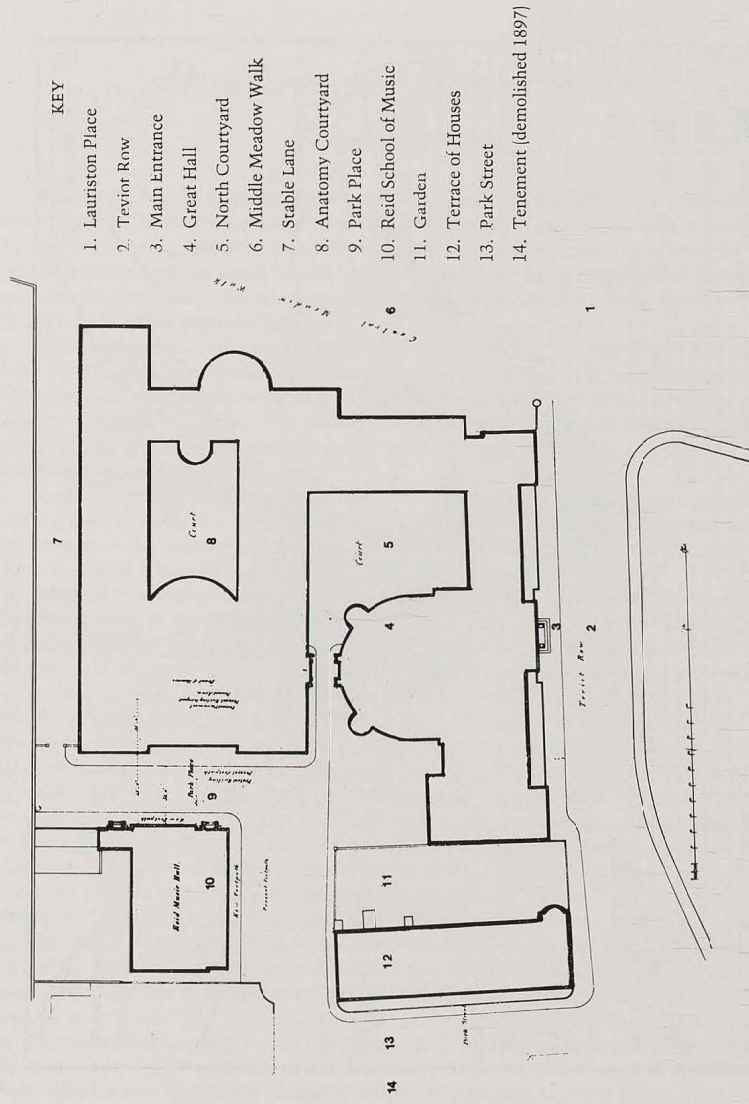*Plate II*   Edinburgh University Medical School.   Site plan by R. R. Anderson, 1874.
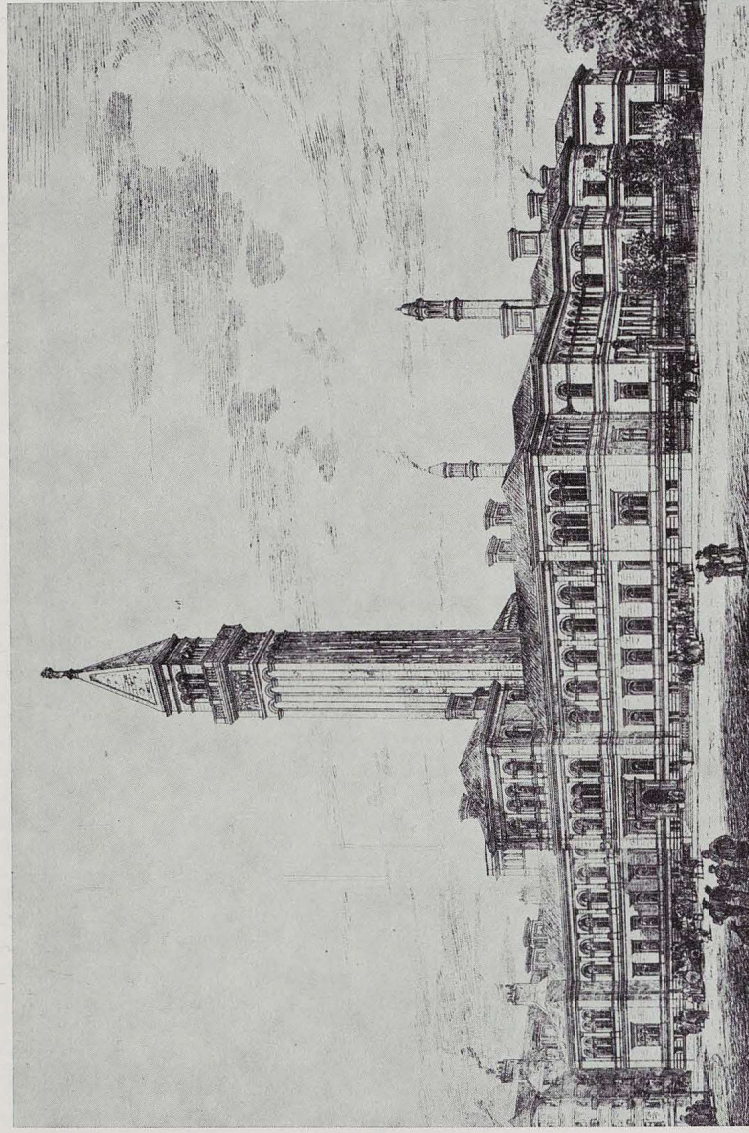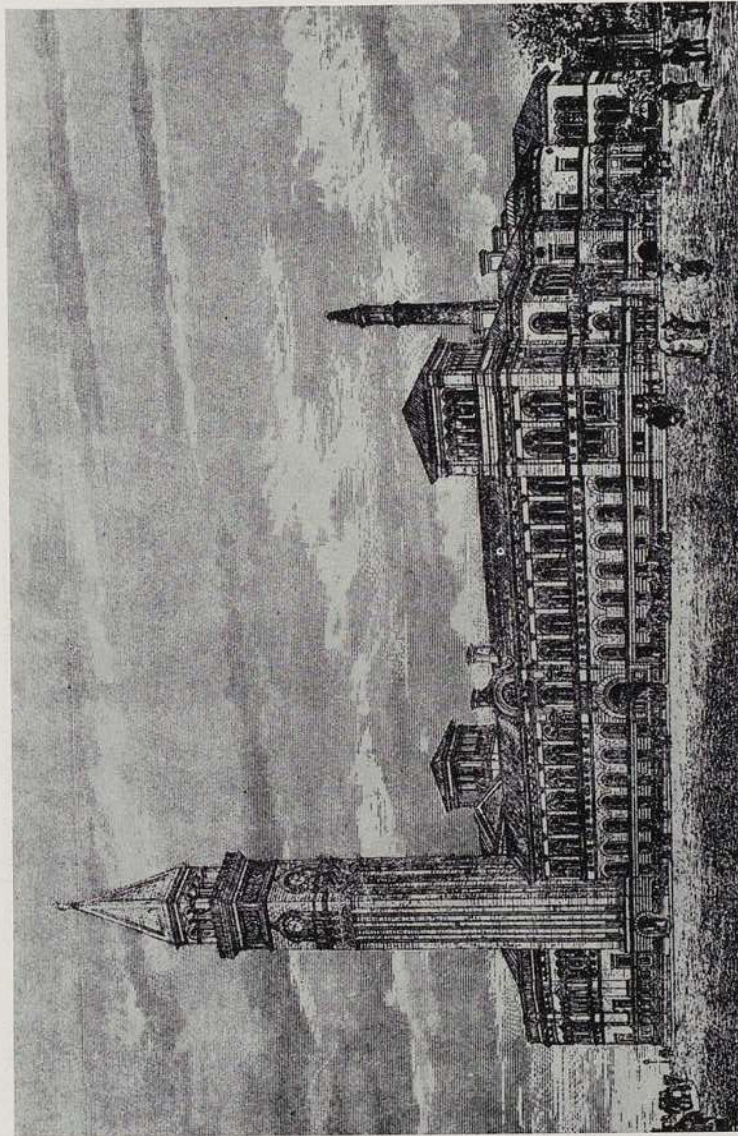

Plate III   Competition design by R. R. Anderson, 1874.

Plate IV · Revised design including Great Hall, 1883. Excavations at Chapel Site, Newhaven, 1972.

(one of the first lines in the Edinburgh area) finally brought about the closure of the stage-coach service.

During the second half of the nineteenth century both towns continued to grow towards one another and they became both physically and to a considerable degree functionally a single unit—so much so that Ballingall writing in 1877 was prompted to refer to Leith as a suburb of Edinburgh.[3] By the 1890s Leith had been engulfed by the city's urban and administrative expansion to such an extent that Edinburgh's Town Council proposed that the port should become part of the city, a sentiment that was to a large extent based on the residential expansion that had taken place adjacent to the coastal villages of Newhaven and Granton. This was mainly of Edinburgh families who had been attracted to the pleasant rural surroundings in the Trinity district which had spread northwards towards the coast infilling the former open spaces between Leith and the coastal communities. This move, however, was vigorously opposed by the Council and people of Leith, and after careful consideration the 1896 Boundary Commission turned down the proposal on the grounds that there was insufficient evidence to warrant the amalgamation of the two towns. This was, however, simply a stay of execution since the expansion of Edinburgh during the early twentieth century completely encircled Leith and left the Commissioners no option but to create a single authority in 1921. This decision was contrary to the wishes of the people of Leith who voted in a plebiscite by 29,891 to 5,357 against the proposed amalgamation.[4]

Portobello's incorporation within Edinburgh in many ways parallels Leith's as the following paragraphs will show.

As late as the middle of the eighteenth century the mouth of the Figgate Burn was little more than a wasteland of scrub and blown sand devoid of settlement save an inn for travellers on the road to London. It was only when the clay in the area was found to be suitable for brick-making that a settlement, Portobello, began to develop. To begin with the community simply housed the brickwork's employees: the work's main trade outlet was Edinburgh's "New Town." Within a few years these ties with the city were rapidly strengthened as Portobello's potential as a holiday resort was appreciated;[5] with this second phase of growth came the provision of all the amenities which a town of the period enjoyed. The rapid rise in the town's population from around 300 in 1800 to 1,900 in 1821 was mainly attributable to the expansion of the brickworks and the opening of a flax-mill and a bottle-works. Despite this industrial expansion the popularity of Portobello as a vacation resort and residential centre for people working in the city grew; evidence for this is to be found in the large number of land sale advertisements in the Edinburgh newspapers of the period, it can also be deduced from the exploitation of the mineral springs, the opening of the public baths in 1804 and the inception of a stage-coach service between the two towns in 1806. Initially this service must have catered for the more affluent of Edinburgh's citizens as the cost at $4\frac{1}{2}$p (10d) plus 1p (2d) tip for the driver was quite expensive.[6] By the middle of the nineteenth century Portobello's seaside function had become so important that the coach company was operating a more frequent and cheaper service and increasing numbers of city workers were able to take advantage of this regular transport service and to choose to live permanently in the coastal resort. The future of Portobello as a commuter and resort centre was assured by the opening of the rail link with the city in 1846.

The completion of Edinburgh's "New Town" was followed by a decline in the demand for bricks and a fall in local employment opportunities; this did not, however, result in a

corresponding drop in Portobello's population (Table 1). This was due to the increased numbers of people living there who worked in the city, and to the expansion of employment in those activities associated with Portobello's resort function. The opening in 1875 of one of the first out-of-town horse-tram services was a clear reflection of Portobello's attractiveness as a residential and holiday suburb. Competition from the tram and train resulted in the withdrawal of the coach service in 1876. In 1871 the opening of the pier with its incorporated theatre, camera obscura, numerous tea-rooms and its associated steamer facilities further helped to establish Portobello as a "Victorian Playground."

Table 1
The Population of Portobello 1821-1911

Year	Number	% increase
1821	1,912	—
1831	2,721	30%
1841	3,588	24%
1851	3,497	−3%
1861	4,366	20%
1871	5,481	20%
1881	6,794	19%
1891	8,182	17%
1901	9,180	11%
1911	11,037	17%

By the end of the century the continued growth of the burgh resulted in an ever increasing space problem, a product of its restricted administrative area and of the limitation imposed by the North British Railway Company's east coast line. This, together with the recognition of the close ties that existed between Portobello and Edinburgh, prompted the opening of negotiations between the two towns designed to bring about their amalgamation. This was finally achieved in 1896 not, as was pointed out by the Provost of Portobello, through the absence of able men in the burgh to administer its affairs, but because it was in the best interests of the inhabitants of the two towns.[7]

Although this brought Portobello under Edinburgh's administrative control the two remained physically separate and the area between, Duddingston, remained under the control of Midlothian County until 1901 when a boundary change brought it within the city. After this the development of residential suburbs in the area was rapid and by 1939 it was completely built over.

Leith and Portobello are to a certain extent anomalous in the context of Edinburgh's urban expansion in that both grew into towns, each with its own charter and burgh status and consequently separate identities, so that while closely tied to Edinburgh they were never completely dominated by it. The very small villages around the city, however, suffered a different fate since they were unable to retain their identity in the face of the outward spread of the city's built-up area. Settlements falling into this category are Broughton, Abbeyhill, Rosehall, Echobank and Powburn.

The first of these to be engulfed by the city's rapid overspilling from the castle ridge, during the late eighteenth and early nineteenth centuries, was Broughton. This village lay adjacent to the "New Town" and had grown in response to industrial activity in its neigh-

bourhood. By the middle of the nineteenth century it had emerged as the focus of an extensive working-class suburb.

The siting of several breweries at Abbeyhill during the seventeenth and eighteenth centuries greatly enlarged what had formerly been a small agricultural community. Despite its proximity to the city, however, the open space formed by the Calton Hill and the incomplete development of the adjacent districts ensured that it retained its separate identity until the 1870s. By then several large tenement blocks had been erected to accommodate the growing labour-force employed in the local breweries and in the newly opened St. Margaret's railway-workshops at nearby Meadowbank. At the same time Edinburgh had expanded outwards by the development of Regent and Royal Terraces on the flanks of Calton Hill. Their completion linked Abbeyhill to the city.

South of the city on Dalkeith Road lay the village of Rosehall, formerly known as Gushet, a quiet hamlet noted by W. Forbes-Gray to have had literary, scientific and agricultural tastes.[8] Between it and Edinburgh lay Newington estate which was disposed of in 1808 for building purposes. Its subsequent development allowed the city gradually to expand towards Rosehall, but it was not until around 1840, when the north side of Blacket Avenue was completed, that the village became a continuous part of Edinburgh's urban area.

A short distance south of this and adjacent to the Grange were the villages of Echobank and Powburn. According to Forbes-Gray the former contained 70 houses while the latter, despite the proximity of Reid's tannery, was a summer resort for city people.[9] Houses spread southwards over the Grange District in a very sporadic fashion giving rise to a scatter of villas with quite extensive areas of vacant land between them. It was not until the 1870s and 1880s that the front of urban expansion had advanced as far as these villages. They were not, however, as was the case with Broughton, Abbeyhill and Rosehall, incorporated within the built-up area, but were completely redeveloped so that little evidence remains as to their precise locations and layout.

While the five villages discussed in the previous paragraphs were all fairly close to the city, and were all absorbed into its built-up area, the *raison d'etre* behind this development was not the same in each case. Broughton and Abbeyhill emerged as industrial suburbs, characterised by high-density working-class housing—the spread of the city towards and around them reflected the increasing importance of Edinburgh as an industrial centre. Rosehall, Echobank and Powburn were by comparison engulfed by expansions of the city into relatively pleasant rural areas; residential developments were at a much lower density, and were not designed merely to house a local working population.

The proximity of the Water of Leith to the city ensured its development as a ribbon of riparian industrial enterprises around which several villages emerged. Moving upstream from Leith the most prominent industrial clusters (category 3) were to be found at Canonmills, Dean, Coltbridge, Delhaig and Slateford. As Edinburgh grew in size so the number of industries established along the river multiplied.

By the middle of the nineteenth century the "New Town" had expanded northwards to overlook the industrial complex at Canonmills with its mills, maltings, distilleries, oil-works, cooperages and gas-works. The unsavoury character of this area was a deterrent to the continued expansion of the "New Town." During the 1850s and 1860s, however, rows of working-class houses were built adjacent to these works and the expansion of this form of development eventually linked Canonmills with the city.

Dean village nestling almost hidden in the deep steepsided valley of the Water of Leith upstream from Canonmills remained separate from the built-up area. Even after it had been overstepped by the city it retained its individual identity since the gorge sides prevented a physical linking of the two settlements and the high-class housing areas above the village had little or no contact with the flour-mills and tanneries below.

The village of Coltbridge, or Roseburn, grew up as a milling and fording place where the Water of Leith was crossed by the road from Edinburgh to Corstorphine. Unlike those riverside communities already discussed there were no obnoxious works adjacent to Colt-bridge. This together with its route-centre function and its situation in attractive rural countryside resulted in its emerging early in the nineteenth century as a holiday and resi-dential centre for Edinburgh families. Those functions were the bases of the settlement's growth. As would be expected in an era of limited mobility main roads tended to emerge as the lines of initial residential development and by development in this form along the Edinburgh to Corstorphine road, Coltbridge was linked to the built-up areas by 1890 and overstepped by a ribbon of houses towards Corstorphine by 1900. It was several years, however, before the adjacent open spaces were completely built over.

Further upstream the village of Delhaig with its corn-mills, flour-mills and tanneries had developed as an industrial centre of some considerable importance. Although some distance from the city, the emergence of so many factories in this particular location can only be attributed to the proximity of the large market demand in Edinburgh. Contact with the city, however, was very limited. In the middle of the nineteenth century the coming of the railway and the subsequent opening of several railway yards in the open space between the village and Edinburgh made Delhaig even less attractive as a residential community. The location of these railway facilities in this district was a reflection of its situation on the periphery of the city, between the main lines to the west and south-west of Scotland, and of the need to serve the industrial concentration which had grown up around the terminus of the Union Canal at Fountainbridge. Once established the availability of rail transport attracted many more industries to this area and the outward spread of these and of the homes of the increasing local labour force finally brought Delhaig into the urban area by 1914.

At Slateford the cloth-bleaching works and the laundries made use of large amounts of water from the Water of Leith. Although Slateford was quite some distance from the city the existence of these activities in the village must be attributed to Edinburgh's presence. By 1910 it had become necessary to relocate the cattle-market, corn-market and slaughterhouse from Fountainbridge to a site beyond the built-up area and they were then established on the opposite side of the river to Slateford, an indication of the village's peripheral location at that time. The first electric tram routeway in Edinburgh, from Merchiston to Slateford, was opened the same year to carry workers from the city out to the market. Despite this diversifi-cation of its industrial base and the consequent increase in its links with Edinburgh it was not until the inter-war years when council houses were constructed on the intervening open space that Slateford was drawn into the built-up area.

Again with this group of settlements the distinction between "choice" and "need" is apparent in their incorporation within Edinburgh's built-up area. Expansion was rapid among the water-based activities along the river in the late eighteenth and early nineteenth centuries, and this growth attracted yet more industry to some of the settlements in the area. This resulted in an expansion of industrial land in Canonmills, Delhaig and Slateford,

and in a need to house the ever enlarging labour force in these "villages." It was the factory and residential development undertaken to meet these demands that resulted eventually in the coalescence of those centres and the city's built-up area. In this they were similar to Broughton and Abbeyhill. Coltbridge/Roseburn's inclusion as part of the city area, on the other hand, was due to forces similar to those which operated at Rosehall, Echobank and Powburn. Access to and from the city was easy, the surroundings were pleasant, and what had previously been mainly a weekend or holiday retreat for city people was gradually transferred into an area of permanent residence for those wishing to live in a semi-rural setting, but whose employment was in the city.

Information on employment and shopping in the larger villages around Edinburgh is available from a study of the local Valuation Rolls.[10] These property reports, compiled annually after 1855, contain the address of each unit of property, the type of property, the name of the owner, the tenant or sub-tenant (if any) and the occupation of the occupant (unfortunately not in every instance). From such data it is possible to make a fairly detailed assessment of the employment structure of each village; when this is compared with the local potential a reasonably accurate measure of the extent of job-orientation towards the city can be gained. After 1920 the usefulness of this source declines since employment infor-mation is no longer comprehensive. The Valuation Rolls also record shops and their type, for each village, thus making possible an evaluation of their retail self-sufficiency. This source of information has been used in the following examination of settlements in cate-gories four and five.

The mining villages, which comprise category four, are Newcraighall and Gilmerton, both of which lie to the south-east of the city. Functionally they have been closely associated with the nearby urban area since the eighteenth century, but only became part of Edinburgh as a result of the city's post-war expansion. At no time did they ever emerge as commuter settlements, as their mining heritages made them unattractive as residential districts. Their inhabitants appear at all times to have displayed a high degree of independence from the city, in that they worked and shopped locally, and do not seem to have sought to do either in Edinburgh. "As late as 1910 the inhabitants of Gilmerton who wanted to go into town had either to travel by train on a long roundabout route by Millerhill and Portobello or had to walk to the tram terminus at Nether Liberton."[11]

Coal-mining was the dominant activity of those residents in employment in both New-craighall and Gilmerton and there is little indication that the remainder were unable to find work locally. Despite an increase in the population of both settlements from approximately 500 to 1500 between 1860 and 1920 each successive year* investigated revealed the same basic pattern with mining dominant and farming and shop-keeping accounting for the remainder of the labour force. Each settlement had developed a wide range of shop types and services even at the earliest date investigated, indicating that they were largely self-sufficient and that probably only the more specialised purchases would have had to be made in Edinburgh. This limited the demand for access to the city and was reflected in the absence of regular transport services to and from these villages. It was only when Newcraighall was incorporated within Edinburgh's administrative area in 1920 that a bus service was intro-duced. A similar service was not provided for the people living in Gilmerton which became

*Ten year intervals from 1860

part of the city at the same time: it would appear therefore that Newcraighall had established much closer ties with the city during the preceding years. Although the people living in these communities had begun to develop stronger ties with Edinburgh these were still not very evident in 1920 and it was not until the city's inter-war and post-war housing expansion had encroached upon them and the local pits had closed that they became fully integrated within Edinburgh.

The unattractive mining character of these two villages resulted in their being avoided as commuter settlements for Edinburgh workers. Full integration both physical and social, was however, forced on the three settlements concerned; Edinburgh, Newcraighall and Gilmerton people did not actively attempt to achieve this inevitable consequence of continued urban expansion.

A scatter of agricultural and quarrying villages in the area around Edinburgh, which in 1800 were separate independent communities, emerged during the following 140 years as the foci of residential suburbs for the city. These (category 5) are Duddingston, Liberton (including Liberton Dams), Morningside, Tipperlin, Colinton, Juniper Green, Corstorphine, Craigleith, Blackhall, Davidson's Mains, Barnton and Cramond.

The first of these, Duddingston, is situated on the south-eastern flanks of Arthur's Seat. At the beginning of the eighteenth century it consisted of little more than a small cluster of homes adjacent to the parish church, and it remained almost unchanged throughout the period under discussion. This was due to its situation at the junction of three large estates, Holyrood, Prestonfield and Duddingston. It was the royal estate of Holyrood, lying between the village and Edinburgh, which was mainly instrumental in preserving open space between the city and the village. The exclusion of wheeled traffic from it, a policy that continued after the opening of this area as a public park in the middle of the 19th century, meant that a trip into Edinburgh for Duddingston people involved either a walk across the park or a lengthy journey around its perimeter by coach. Only a few prosperous city families could afford the high transport costs entailed and these, along with the minister, and the estate workers, made up the total village population.[12] The village was, however, frequented by many Edinburgh people out walking in the park, skating on the adjacent pond or desirous of refreshing themselves at the famous "Sheep's Heid" Inn.[13] In 1920, despite the extensive urban expansion which had taken place around the royal park, the village still remained undisturbed; it was not until the inter-war period that houses were built over the eastern flanks of Arthur's Seat and in this way this attractive village became incorporated within the built-up area.

Although Reuben Butler, in Scott's *Heart of Midlothian*, made numerous journeys between Liberton and Edinburgh during the eighteenth century[14] the village was a little too far removed from the city for regular daily commuting to be a significant feature at that time. It was 1850 before this attractive agricultural community began to attract one or two of the more wealthy city people as by then road transport had been considerably improved. The Valuation Roll for 1867 recorded the presence of two professional people, by 1875 there were five such residents (doctors, lawyers and an accountant) and two retired professional workers. This marked the beginning of a rapid influx of people who found their employment in Edinburgh; between 1875 and 1891 the village population grew from 173 to 379 and for the latter year the Valuation Roll indicated that almost one half of the village's residents who had employment, had occupations which they could only have pursued in the city. These

were mainly professional people; in addition there were an increasing number of retired persons living in the village. The presence of one shop in a village of this size, throughout the whole of this period, would seem to reflect a heavy dependence on the facilities available in Edinburgh. By 1918 Liberton's population had grown to 600, and apart from a few agricultural workers and a number of retired people all those who worked were employed in the city. This increase, and the growth of a new community at Liberton Dams, at the foot of Liberton Brae (400 by 1918) had been accelerated firstly by the extension to Nether Liberton of a cable car service at the end of the nineteenth century, and later by the opening of the Scottish Motor Traction Company's bus route from Edinburgh to Loanhead and Penicuik. The advent of these public transport facilities reduced both the cost of travel between Edinburgh and Liberton and the time involved, thus making the area readily accessible. Taking advantage of this, many people moved out of the city to live in these pleasant rural surroundings. This movement received added impetus with the extension of the tramway to Nether Liberton in 1924 and to the top of Liberton Brae the following year. In contrast to most other suburban districts around the city the opening of the tramway to Liberton preceded much of the residential development, a clear indication of the Town Council's faith in the potential of the suburb, a faith that the spread of houses during the inter-war years showed to have been soundly based.

Morningside, situated on the Biggar Road a mile or so south of the city, is another village which was chiefly dependent on agriculture; in the early nineteenth century the adjacent village of Tipperlin was renowned for its weavers. However the attractiveness of the district, with its gentle slopes and southerly aspect, did not go unnoticed and after 1800 both were gradually enlarged. Houses such as Falcon Hall, East Morningside House, Clinton House and The Elms, along with the more modest yet still impressive villas along Churchill, Newbattle Terrace and Jordan Lane were typical of the area. These, along with the more crowded houses on Morningside Road, made of the whole an exceptionally dignified residential district which, like Liberton, was almost completely devoid of industry. Throughout the third quarter of the nineteenth century the population of these villages expanded rapidly with the infilling of the open villa-development of the previous era. By 1865 the southward expansion of the city over the lands of Bruntsfield and the northward growth of Morningside towards Bruntsfield made the village continuous with Edinburgh's urban area.

At a ford and bridge point across the Water of Leith some four and a half miles south west of the city lay Colinton, a small community almost hidden on the floor of the steep-sided, tree-clothed river-valley. The Statistical Account of Scotland[15] and the New Statistical Account[16] noted that the village had long had a few inhabitants who worked in Edinburgh; the early Valuation Rolls, however, indicate that they made up a very small proportion of the local population. The number of people involved increased during the third quarter of the nineteenth century so that by 1875 when the population of the village numbered 300 almost one-third of the resident workers could not have been employed locally.[17] Professional people formed the majority of this group, but there were also several clerks and civil servants. This growth in the commuter population was no doubt in part due to the opening in 1874 of the railway line through Colinton to Balerno which facilitated travel into Edinburgh. By 1891 the population of the village had grown to 475 and its links with the nearby city had increased considerably. The small number of shops in Colinton in the nineteenth century would seem to indicate that the inhabitants patronised the alternative facilities of

either the neighbouring village of Juniper Green or of Edinburgh. As late as 1911, W. McPhail[18] doubted if Colinton would expand much more, but this assessment was soon proved to be incorrect since by 1914 the village had spread northwards to link up with Juniper Green and south towards Dreghorn and Bonaly giving rise to a large suburban community. With the incorporation of the parish within Edinburgh in 1920 the dormitory role of the village was recognised by the opening of a bus service to provide a feeder-service to the tram-terminus at Craiglockhart. With improved access more and more people moved out to the district and to cope with increasing transport demands the tramway was extended to Colinton in 1926. The railway, however, continued to play a very important role in carrying people into the city.[19] House-building gained momentum and spread both north and south of the original village. By 1939 Colinton had become part of Edinburgh's urban area despite the large open space to the east formed by the military barracks at Redford and the grounds of Merchiston Castle School which separated it from the city. It achieved its status as part of the continuously built-up area in 1939 by virtue of its being continuous with Juniper Green which, as will be discussed in the following paragraphs, had been engulfed by that date.

Juniper Green overlooked the valley of the Water of Leith and was a milling settlement whose links with Edinburgh, on the basis of evidence provided by the Valuation Rolls,[20] were small, most likely limited to the marketing of mill-produce. The presence in the village of numerous shops pointed to its self-sufficiency and to its possible role as an area shopping focus. During the last quarter of the nineteenth century, however, with the opening of the Balerno Railway people began to move out from the city to live in Juniper Green. The construction of several large villas and rows of well proportioned terraced houses was indicative of this trend. In 1891 the village had a population of nearly 1,200 and while employment in the paper-, snuff-, and corn-mills continued to be of great importance there were a growing number of residents who would have had to journey into Edinburgh to find work. In addition to the professions, this group included industrialists, civil servants and clerks. Recreation facilities such as the golf-courses, the river and the hills were also be-ginning to attract many city people to this very pleasant district. After 1900 Juniper Green rapidly expanded towards Edinburgh and provided houses for 2,300 people by 1921. On becoming part of Edinburgh in 1920—although physically still a separate entity—a bus-service was introduced to carry passengers to the tram-terminus at Slateford, but with the extension of the tram service to Colinton the bus-service was re-routed to the latter terminus. It was not, however, until the inter-war years, when the expansion of Edinburgh led to the development of Kingsknowe, that this large commuter village, and with it Colinton, became physically linked with the city.

Corstorphine, the next settlement to be considered in this group, was a long-established village lying west of Edinburgh on the Glasgow Road: it provided agricultural, transport and local service facilities. The local meadows and gardens produced food for the Edin-burgh market, the hostelry was a staging post on the road to Glasgow and the remarkably wide range of shops and services to be found in the village[21] were indicative of its importance as a service-centre. As was the case in Juniper Green it was only towards the end of the nineteenth century that people began to move out from Edinburgh to live in Corstorphine. Like all the rural settlements around the city the initial outward movement was by pro-fessional people, but Corstorphine quickly emerged as a middle-class suburb with clerks

forming by far the largest proportion of those commuting into Edinburgh. As a result of this trend, and in anticipation of continued growth, a suburban railway line was opened to Corstorphine in 1902. In 1911 W. McPhail[22] noted that the village had doubled in size in the previous decade and he advocated the extension of the tramway from Murrayfield to supple-ment the rail service. The local population grew from 1,000 in 1895 to 2,000 by 1905 and 2,700 by 1918; during the same period houses spread northwards only over the slopes of Corstorphine Hill since the area to the south, formerly part of Corstorphine Loch, was regarded as being too low-lying and damp to make suitable building land. The higher ground had the added attraction that it provided an excellent outlook over the south and south-western approaches to the city. The village preserved its strong retail function, but became increasingly dependent upon Edinburgh for many of the more specialised services formerly provided locally by tailors, cabinet-makers, watch-makers and others. That such a degree of functional specialisation had come into being is a further reflection of the impor-tance of the village as a service-centre and their demise an indication of increasing access and interaction with the nearby city. However, it was not until 1933 that the tramway was extended to Corstorphine, until which time the railway and the Scottish Motor Traction Company carried these suburban dwellers into Edinburgh. The city's extensive inter-war housing developments over the flat lands of Roseburn and Carrick Knowe made the greatly enlarged village continuous with the city.

Craigleith, a quarrying community to the north-west of Edinburgh, was at its busiest during the building of the "New Town" when demands for sandstone were great; this declined drastically towards the end of the nineteenth century. Agriculture on the other hand formed the main link between the city and the villages of Blackhall and Davidson's Mains. The latter was also a summer resort for Edinburgh families. These communities escaped the commuter exodus from the city until 1894 when a branch of the suburban railway was opened to Barnton. This line had come into being mainly as a result of the foresight and enterprise of a local landowner who was quick to recognise the movement to the suburbs and who tried to exploit it. In the 1880s Sir John Maitland came to the con-clusion that his estate at Barnton was ideally suited for conversion into a residential district and he managed to persuade the Caledonian Railway Company to build a branch line to connect the estate to the city. The line was opened in 1894 by which time the 600 acre estate had been subdivided into plots for some 400 houses of which fourteen were under construc-tion.[23] After this early impetus demand for such large sites declined with the result that by 1914 only two small clusters of very impressive villas at either end of the proposed Barnton Avenue had been built; the remaining land was then sold and converted into two golf courses. However, Sir John's scheme did play a very important role in opening up this district to Edinburgh people. The stations along the suburban railway, Craigleith, David-son's Mains and Barnton, began to expand in response to an influx of commuter families and became the foci of the much larger dormitory suburbs which grew up during the inter-war years. Craigleith and Davidson's Mains became extensions of the built-up area during this period, but the more distant Barnton remained isolated until post-war expansion encompassed the intervening open spaces.

Cramond, the last of Edinburgh's village suburbs to be discussed, changed only slightly until the inter-war and post-war building booms. Its links with the city were, however, possibly stronger than in most of the larger settlements already described. Situated on the

eastern bank of the River Almond and comprising a small cluster of around eighty cottages it had grown up both as a ferry point across the river and as a safe anchorage for small boats. Lying as it did quite some distance west of the city Cramond was little more than a transport-focus and occasional-visiting place for Edinburgh people. This continued to be the case until 1867 when for the first time two of the cottages were tenanted by people who also had houses in Edinburgh.[24] By 1875 this number had risen to six and four other cottages were occupied by professional people. As can be seen in Table 2 more and more of the cottages in Cramond came to be tenanted by Edinburgh families. This is a very interesting feature especially when it is noted that the cottages had been leased for periods of between seventeen and nineteen years,[25] an indication that they were used as second homes throughout the year, not simply during the summer.

Table 2

Total number of cottages in Cramond—80

Year	Number of cottages rented by Edinburgh Families
1867	2
1875	6
1880	12
1885	24
1890	53
1895	55
1900	55
1905	58
1918	58

Source: Valuation Rolls; Midlothian

The scenic beauty of the village, its quietness and accessibility to both the river and the sea were no doubt influential in its emergence as a holiday centre outweighing the disadvantages of poor local shopping facilities and remoteness from Edinburgh. Movement to and from the city was facilitated by the opening of the railway to Barnton in 1894 and the introduction of a bus service by the Scottish Motor Traction Company a few years later, but the suburban explosion that characterised the other villages around Edinburgh did not occur, possibly due to the unwillingness of local landowners to sell land for building purposes. The inauguration of a Corporation bus service in 1920, however, was indicative of local demand at that time, but marked expansion did not take place until the post-war period.

This account has considered the villages around Edinburgh and has concentrated on their development during the nineteenth and twentieth centuries. During this period transport facilities improved greatly and many peripheral communities began to receive overspill population from the city in very much the same way as is happening to settlements beyond the Green Belt at the present time. An indication of the numbers of people involved in this suburban movement between 1851 and 1931 is given in Table 3. Although the figures presented are for parishes an overwhelming proportion of the increases recorded for each took place within and around the villages.

Table 3

Population of the suburban Parishes of Edinburgh 1851–1931

Year	Duddingston*	% increase	Liberton*	% increase	Colinton*	% increase
1851	4,401	—	3,528	—	2,675	—
1861	5,159	17	3,507	—1	2,656	—1
1871	6,369	23	3,791	8	3,644	37
1881	7,380	16	4,951	31	4,347	19
1891	9,643	31	6,229	26	4,549	5
1901	12,037	25	7,233	16	5,499	21
1911	16,762	39	8,361	16	6,664	21
1921	18,680	11	9,266	11	8,325	25
1931	26,145	40	10,901	18	8,438	1

Year	Currie	% increase	Corstorphine*	% increase	Cramond*	% increase
1851	2,190	—	1,499	—	2,444	1
1861	2,248	3	1,579	5	2,459	1
1871	2,366	5	1,788	13	2,666	8
1881	2,390	1	2,156	21	2,655	—4
1891	2,574	8	2,233	4	2,633	—1
1901	2,513	—2	2,725	22	2,722	3
1911	2,526	1	3,870	42	3,763	38
1921	2,555	1	4,410	14	4,078	8
1931	3,261	28	7,381	67	5,631	38

*Incorporated within Edinburgh in 1920

Source—Census of Scotland

This account of the coalescence of these scattered communities into Edinburgh's built-up area again emphasises the aspects of "choice" and "need." In all instances settlements in group 5 emerged as residential foci because people wanted to live in pleasant rural surroundings which were accessible to the city. The easier the access the more rapidly did the settlement expand, and the quicker it grew the better the transport-network linking it to the city became. This is in sharp contrast to the incorporation of Gilmerton and Newcraighall within the built-up area.

In all categories the form of district lay-out which developed was dependent on the reason for development. Where this was purely residential the lay-out was geared to the possible market, from the very extensive at the Grange and Barnton to the more intensive at Corstorphine and Colinton. The highest densities, however, are to be found in those areas developed as working-class suburbs, for example Abbeyhill, or as public housing developments which contributed so much, as has been noted, to the linking up of the fashionable privately developed suburbs one to another and to the built-up area.

Edinburgh was, until the middle of the eighteenth century, almost completely confined to the castle ridge, a dense covering of tenement houses with the open countryside very close to

every part of the town. Its rapid growth during the late eighteenth and early nineteenth centuries, epitomised by the "New Town," inevitably meant that many rural settlements were drawn into the city and lost their separate identities. This movement was by no means an indiscriminate one, but took place to those villages in attractive agricultural surroundings free from industry and although easy access was an advantage it was not an essential prerequisite for growth. Consequently industrial communities and those in low-amenity mining districts tended to be avoided. This has meant that certain areas such as Duddingston, Liberton, Colinton, Corstorphine and Cramond were the main recipients of commuter families while the industrial villages along the Water of Leith and the mining settlements to the south-east were avoided until the general sprawl of the urban residential-area engulfed them at a much later date. Thus a number of foci were expanded and in many cases almost completely overwhelmed. They are, however, remembered in the names of the districts of which they formed the original nuclei.

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BOSWELL'S COURT, CASTLEHILL

by PHILIP L. WILSON

This property was formerly Lowthian's Close, taking its name from Louthian's land owned by Thomas Lothian. The lintel on the west side of the Court has inscribed O . LORD . IN . THE . IS . AL . MY . TRUST with indistinct lettering I.L.   R.W. (the "I" could have been originally a "T"). There is every reason to suppose that these initials stand for Thomas Lothian, and presumably his wife, and that the property was erected by him. It is now difficult if not impossible to trace, nor can one say with certainty the persons of note who have visited it, but such notables as Alexander Brand of Dalry, Dr John Boswell, James Boswell, the biographer, Alexander Boswell, Lord Auchinleck, Dr Samuel Johnson, Sir Alexander Dick of Prestonfield, Dr James Gregory and Professor Sir Patrick Geddes are known to have been within its walls.

The Brand family who owned the extensive lands of Dalry before Chieslie and Walker were in possession during the seventeenth and eighteenth centuries but they occupied the first flat only, which would be the principal part of the building.

Dr John Boswell purchased in 1750 the part of the building which he occupied until he sold it in 1772. It is described in the titles as "that dwellinghouse lying upon the south side of the High Street of Edinburgh near the Castlehill described in the old rights and infeftments as containing four fire rooms and two other rooms without fires". This was improved later by becoming six fire rooms "Being the third storey of that tenement of land which sometime pertained to the deceased Thomas Lothian having an entrance by the first door of the turnpike within together with a cellar."

Some mention should be made of the Boswell family. James Boswell of Auchinleck who in 1704 married Lady Elizabeth Bruce, daughter of Alexander, second Earl of Kincardine, had two sons, one of whom was Alexander who later became one of the Judges of the Court of Session under the title of Lord Auchinleck and father of James Boswell, the biographer of Dr Samuel Johnson, and the other was Dr John Boswell. Dr Boswell, who was President and a censor of the Royal College of Surgeons, was born on 17th July 1710 and died on 15th May 1780. It is recorded in James Boswell's biography that Dr Johnson spent one forenoon in 1773 "at my uncle Dr Boswell's who showed him his curious museum, and as he was an elegant scholar and physician bred in the school of Boerhaave, Dr Johnson was pleased with his company".

There is evidence in the titles of a sale by Dr Boswell to Mrs Helen Carmichael, relict of John Gibson of Durie, in February 1772, but whether this was of the whole of his interest or only part the writer is not prepared to say. It may be that the Doctor retained the part which housed his museum and this is more than likely. In the writer's view this would be the room now used by the Scottish Education Film Association, the flat below being now occupied by the Edinburgh Sketching Club.

There is an interesting article by the late Mr W. Forbes Gray in *The Scotsman* of 18th November 1940 in which he narrates that Dr Boswell was one of a trio of Edinburgh physicians who dined with Dr Samuel Johnson in James Boswell's house in James's Court in 1773. Sir Alexander Dick of Prestonfield and Dr James Gregory were the other two