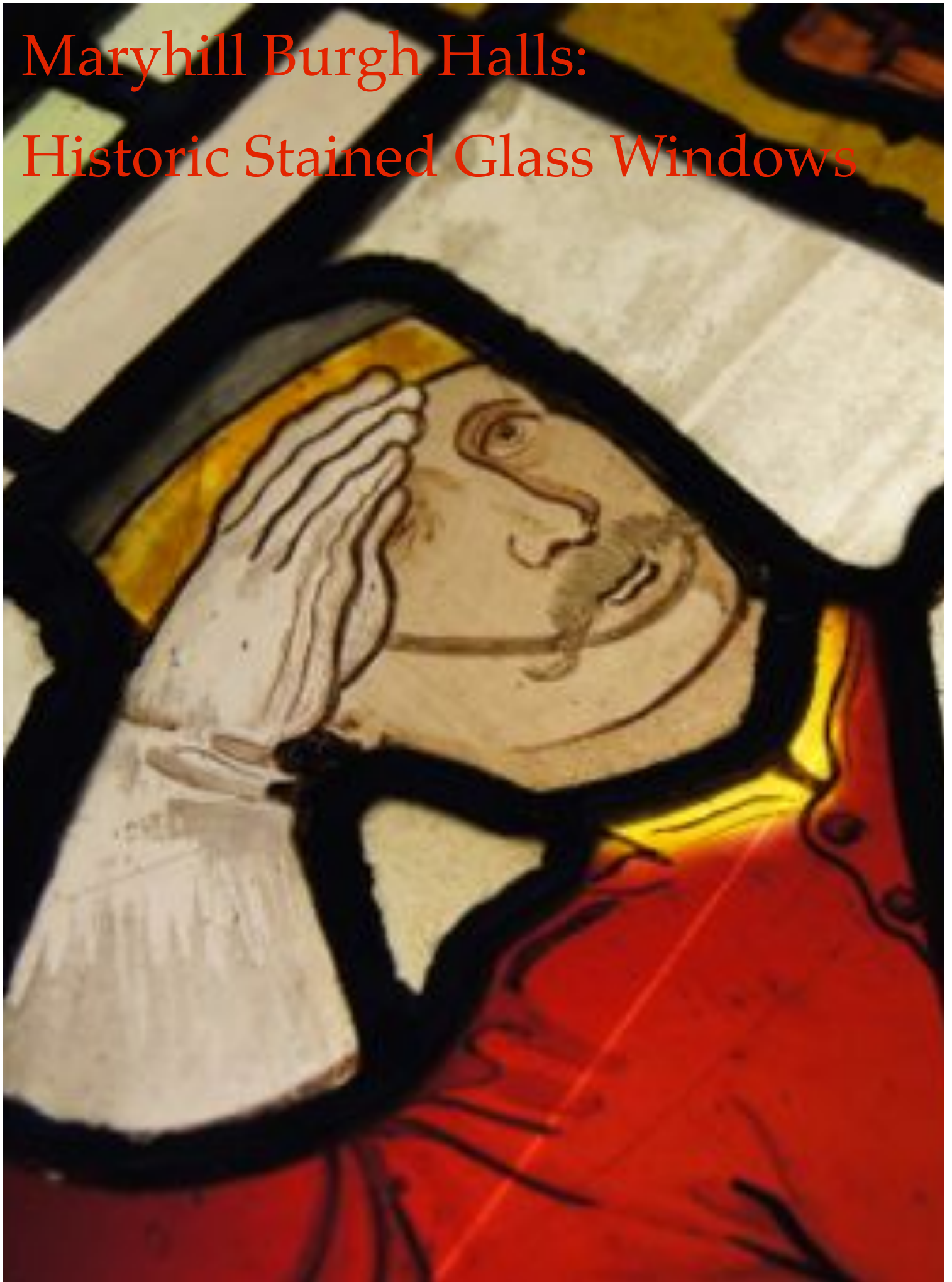


Maryhill Burgh Halls: Historic Stained Glass Windows



Stephen Adam & Stained Glass

When it opened in 1878, Maryhill Burgh Halls contained 20 stained glass panels created by the studio of Adam and Small. This studio was set up in Glasgow by Stephen Adam in 1870 and the company produced possibly the most significant examples of Scottish stained glass for the next four decades, until Adam's death in 1910. He is recognised as an internationally important artist in the field of stained glass design and production. Stephen Adam was born near Edinburgh in 1847 and in 1862 was apprenticed to James



Panel detail during cleaning

Ballantine of Edinburgh, at that time the premiere firm working in stained glass in Scotland. They were the leading company in the revival of the craft in Scotland in the latter half of the 19th century.

The Adam studio was originally situated in St. Vincent Street, coincidentally the same street where the architect of the building had his practice. The realism of the portrayals of the industries and trades in the Maryhill Windows is in marked contrast to Adam's other stained glass treatments of similar subjects.

Frustratingly, there are very few mentions of the stained glass in contemporary accounts of the building, and no known photographs of them actually in the Hall. We know they were mounted up in the square windows on either side of the Hall, but don't know in what order.



Stephen Adam

The stained glass panels were taken out of the building in the early 1960s, and have been in the care of Glasgow Museums ever since.

A programme of cleaning, repairing and reframing means that the panels are now in a condition that - almost 50 years later - they can finally be displayed in Maryhill again.

One panel - the Canal Boatman - is on display in the entrance foyer, and a number of others are back in as close as possible to their original places high up in the main Burgh Hall itself...

Heritage Wall Display

Small-scale backlit copies of the full set of all twenty stained glass panels can be seen opposite the cafe servery, in the context of a stylised map of the Maryhill area.

Get up close and look at the details - the Maryhill panels are unique amongst stained glass of the period. They feature real working people of 1870s Maryhill, going about their everyday jobs, and not dressed up or stylised. For example - look closely at the Canal Boatman and you can even see stitches in the patch in his trousers!

They feature geographically specific locations in Maryhill; for many we can identify the companies or factories shown; in some, we can make a good guess as to the identity of the people.

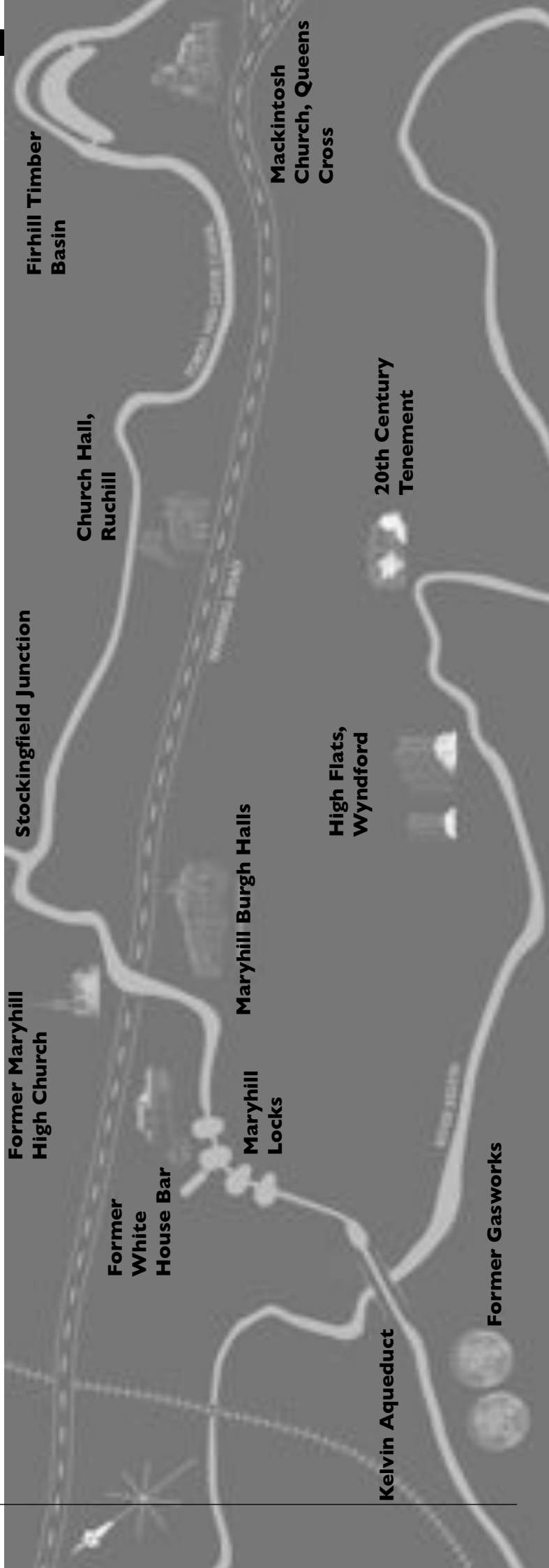
They're full of hidden stories - look for the hoof prints in the mud along the canal bank, the sign leading the soldiers to the canteen, or the addresses on the parcels on the railway station platform.

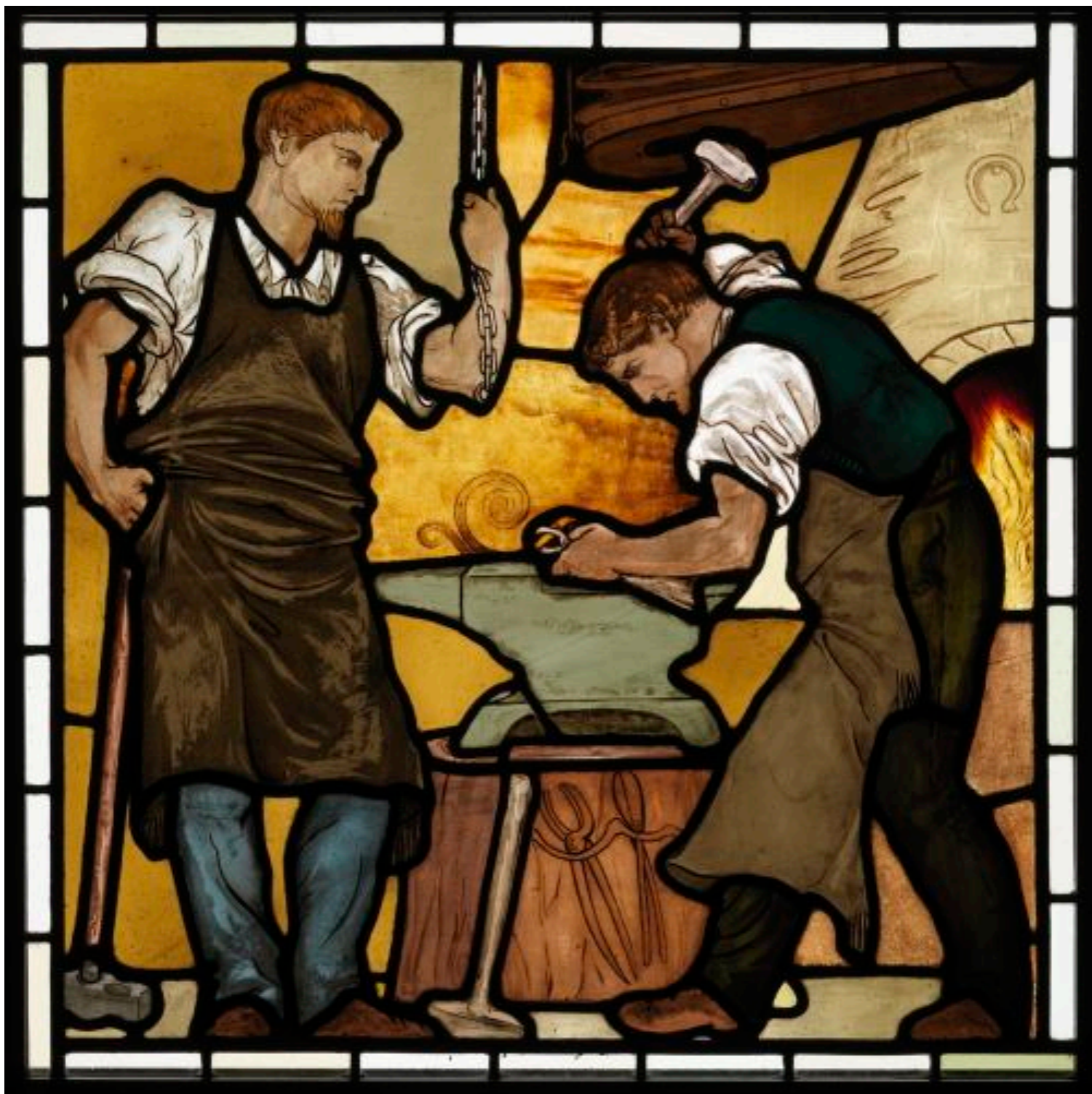
The panels are shown against a stylised map of the area, defined by the geographical boundaries of the Forth & Clyde Canal, and the River Kelvin. The stone panels are Caithness Stone, with the Canal and Kelvin sand-blasted into it several millimetres deep.

Some of the landmark buildings in the area, both ancient and modern, are laser-etched onto it as well. Maryhill Road runs down the middle, from the Railway Line to the North-west, to Queen's Cross Church to the south-east.

The twenty panels are shown in locations roughly appropriate for the companies and industries they depict.

Heritage Wall display designed by Anna Montgomery; drawings by David Lemm.





The Blacksmiths

One man here is working a chain-driven bellows, maintaining the airflow to the forge on the right. The other is hammering a piece of metal on the anvil, perhaps a horse-shoe like the one hanging up on the wall. There was a horse-tram depot for the Glasgow

Tramway and Omnibus Company on Duart Street off Maryhill Road, and it would have needed a farrier, but it did not open until 1883, but there would have also been several farms in the area with horses at this time.

The canal boatmen would also need their horses shod, and this smiddy might well have been connected with that activity. The P.O. Directory for 1877-8 lists an E Mackenzie, blacksmith at Agnes Street, so this could be that workshop.



The Boatbuilder

The worker is a ship's carpenter with his plane (on ground) and a shaping adze over his shoulder. He is wearing corduroy trousers and a jacket and waistcoat – dungarees were a long way off for working men in 1870. The yard is that at the Kelvin Dock

on Maryhill Road, which was actually built as a repair facility for the canal in the 1790s, but later developed as a boat building yard owned by Swan & Co. in the 1850s, and lasting till the 1950s. The boatyard built mainly ironclad puffers, but the vessel shown

is a wooden canal barge, with a swan motif. Swan was Maryhill's first Provost in 1856, and initially lived in a mansion Collina, near the yard.

Notably, this panel features the name of Adam & Small's company in the lower left.



The Bricklayers

The wooden scaffolding, with rope knots, and ladders is interesting. Most of Maryhill was built of stone – the tenements, the barracks, the churches and the civic buildings.

On the other hand many of the factories beside the canal were brick built, and this is probably one of these being constructed. Notably, both the Alexander Ferguson Ltd chemical works, as well as the George McLellan rubber works, were

both large brick-built buildings. The source of the bricks may have been Eastpark Brickworks, between Shakespeare Street and Avenuepark Street, which was open until the 1890s.



The Calico Printers

Kelvindale Mills was built by John Barr at Bantaskin Street in The Butney c.1830, by the River Kelvin. It was burned down in 1841 and rebuilt, but had been demolished by 1895 when Thomson wrote his *Memories of Maryhill*. Adam must have caught the works

just before it closed in the late 1870s. The textile industry was the main source of employment for women of the time. The women shown above are pre-treating cloth in a container with a water supply. They may be fulling (pre-shrinking) or dyeing the cloth.

They stand on duckboards, and are wearing clogs, since the factory floor would be constantly sopping wet. Two wear headscarves as protective clothing, as they turn over the cloth with their poles.



The Canal Boatman

The Canal Boatman is standing on the banks of the canal, with his horse, just on the aqueduct to the north of the Burgh Halls over Maryhill Road.

The spire is that of Maryhill High Free Kirk (now converted to housing). By the

1870s many of the barges would have been steam powered, carrying bulk goods such as grain, coal and fertiliser.

The canal was closed to navigation in the early 1960s, and reopened forty years later.

In this panel, look for the delightful patch sewn onto his knee, and the hoofprints hidden in the mud on the canal bank. Unlike English canals, the journeys were not lengthy, so it was uncommon for boats to act as homes for the workers



The Chemical Workers

The workers appear engaged in some kind of distillation process. John Sandeman was an oil refiner and rosin distiller at the Ruchill Oil Works in Murano Street, but not till 1883. Of the various chemically related industries in Maryhill, several would have been

operative when Adam did his panel. The Glasgow Lead and Colour Works of Alexander Fergusson dates from 1874 and was on both sides of Ruchill Street, with a wharf to the canal. Two years later the Glasgow Rubber Works was built at Shuna Street for

George Maclellan and Co., and it made asbestos as well as rubber products. The latter factory worked into the 1990s, and has recently been flattened for housing. In addition Walls and Co. had a paraffin refinery in Lochburn Road, and this might be the source.



The Dye Press Worker

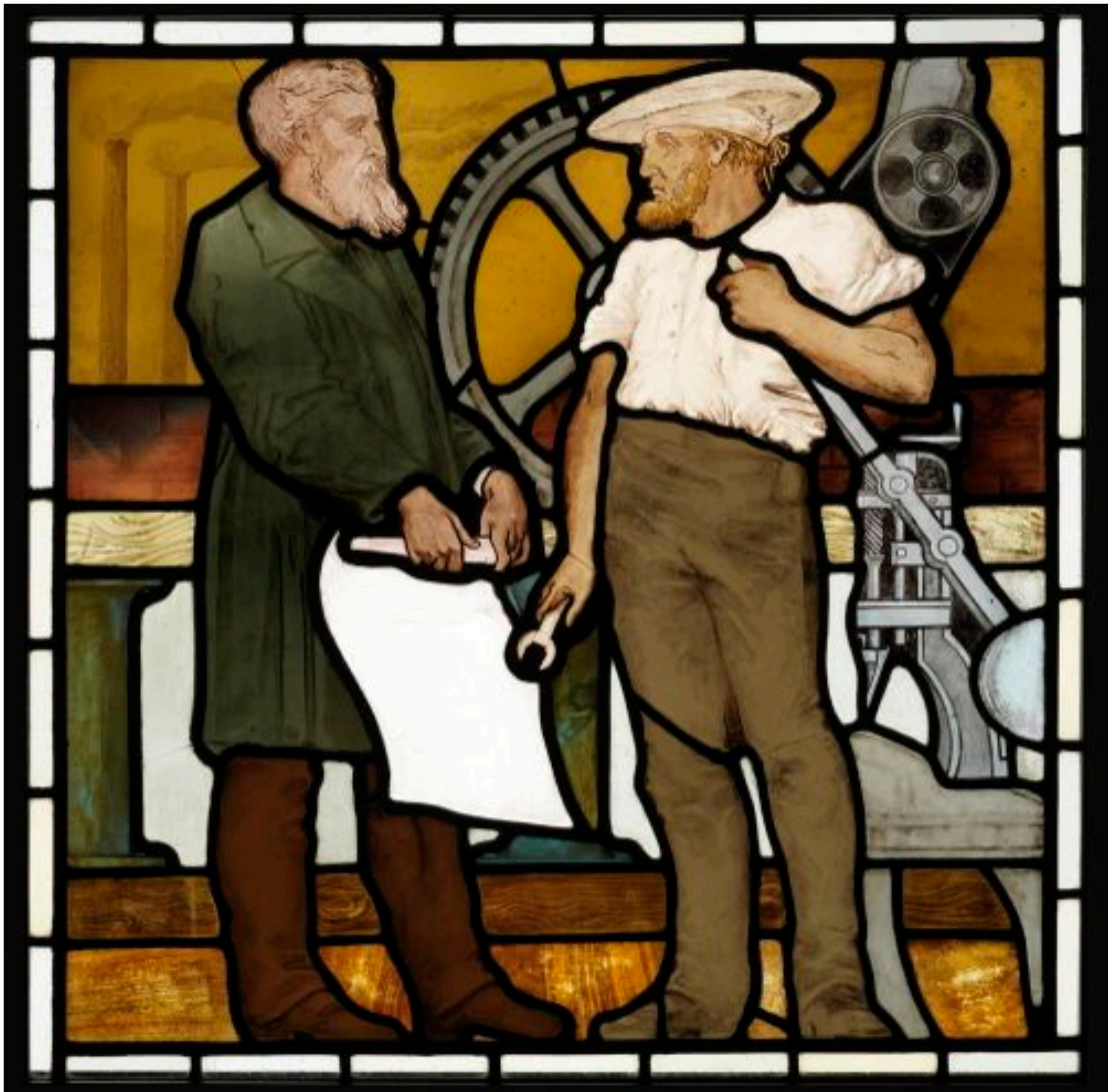
On the front page of one of the issues of the 'Mechanics Magazine' published in 1824 was a drawing of a press almost exactly like the equipment being used here, depicting the 'Great Bandana Gallery in the Turkey Red

factory of Messrs Monteith & Co. at Glasgow'.

Turkey red dyeing was originally brought to Scotland from France, and became a massively important industry in the West of Scotland in the 1800's. Besides cowboy bandanas, the British Redcoats were dyed with Turkey red, as

well as beautifully patterned cloths which were exported throughout the world.

We don't know which company in the Maryhill area might have been using this process at the time the panels were commissioned – so there's still more to find out...



The Engineers

The most likely source of this panel would have been the Maryhill Engine Works at Lochburn Road, built in 1873 for Clarkson Brothers, later Clarkson and Becket. Possibly one of the brothers, John or James, is explaining to the workman with the spanner the

requirements of the latest job. The details of the drawing he is holding have sadly faded and been lost.

The building which housed this factory is still standing, as far as is known, the only one in the entire set of panels.





The Gas Worker

The Dawsholm Gasworks which supplied Maryhill was actually within Glasgow, on the west bank of the Kelvin on Skaethorn Road. It was built by the Glasgow Corporation Gas Department in 1871-2 at the cost of £160,000.

The provision of services like these added fuel to the arguments for the annexation of surrounding burghs by Glasgow. The works was demolished in 1968 and lay long derelict before being developed for housing.

The worker shown is stoking up the furnace under the retort, where the coal was converted to coke, releasing gas, which was eventually stored in the gasometer shown in the background.



The Glassblower

In 1878 Maryhill had two large-scale glass works, both in Murano Street, named after the Murano Glass Works in Venice. The worker is shown with a wide variety of blown glass products. The Caledonia Glass Bottle Works under its owners, Gibson and Scott, were

operating since 1874, and it seems likely that this is the location of the panel. The Glasgow Glass Works was also established on the canal banks in 1874, but this produced rolled plate glass and is therefore unlikely to be the location. Both these works had

closed by 1973. Almost alone of the workers featured on the 20 panels, this worker is beardless. It is probable that this was because he was still just a boy, as in 1878 people started work in factories as early as 11 or 12 years old.



The Iron Moulders

There were a few ironfounders in Maryhill, starting with the Kelvin Foundry from 1837. Taken over by John Shaw, it thrived and was later known as the Maryhill Iron Works, or just 'Shaw's'. A cousin of John called James Shaw, who was a manager at the works, decided

to set up on his own in 1865, along with his brother-in-law, Archibald McInnes. The firm of Shaw & McInnes thrived on the north bank of the canal, just to the right of Firhill Bridge, and remained in business until 2001.

The workers shown here are pouring molten iron - using very little in the way of protective clothing or safety equipment! - into an open topped mould, while a further supply is released in the background.



The Joiners

In the nineteenth century skilled woodworkers were designated carpenters, and had a more general training than those we would now call joiners. This panel illustrates a carpenters' workshop, of which there would have been more than one in Maryhill

then. The only one listed on the P.O. Directory is J & W Goodfellow, cabinetmakers, Main St (now Maryhill Road).

One joiner is at planing a piece of timber on the workbench, while the other is carrying a length of wood that appears to

be shaped, and has a basket of tools slung across his shoulder. Look for the wood-shavings on the floor, and the details of the chisels in the background. There is also another type of plane - a spokeshave - lying on the floor.



The Linen Bleachers

A bleachworks was founded on Maryhill Road (the part then called New City Road) in 1855, but this was within the Glasgow City boundaries, and it engaged in chemical bleaching without bleachfields. There was a linen bleachfield at Dalsholm in the eighteenth

century, but this was moved to the Vale of Leven in 1770. There was only one linen mill of any size in Glasgow by Adam's time, at St Rollox and it didn't use bleachfields either. It may have been a cotton bleachfield, for the Kelvindale

Mills, but cotton was also bleached chemically by the 1870s. A possibility is that this is an historical image, relating to Maryhill's pre-1870 past, a lapse from the pattern of the other panels, which show contemporary workplace situations.



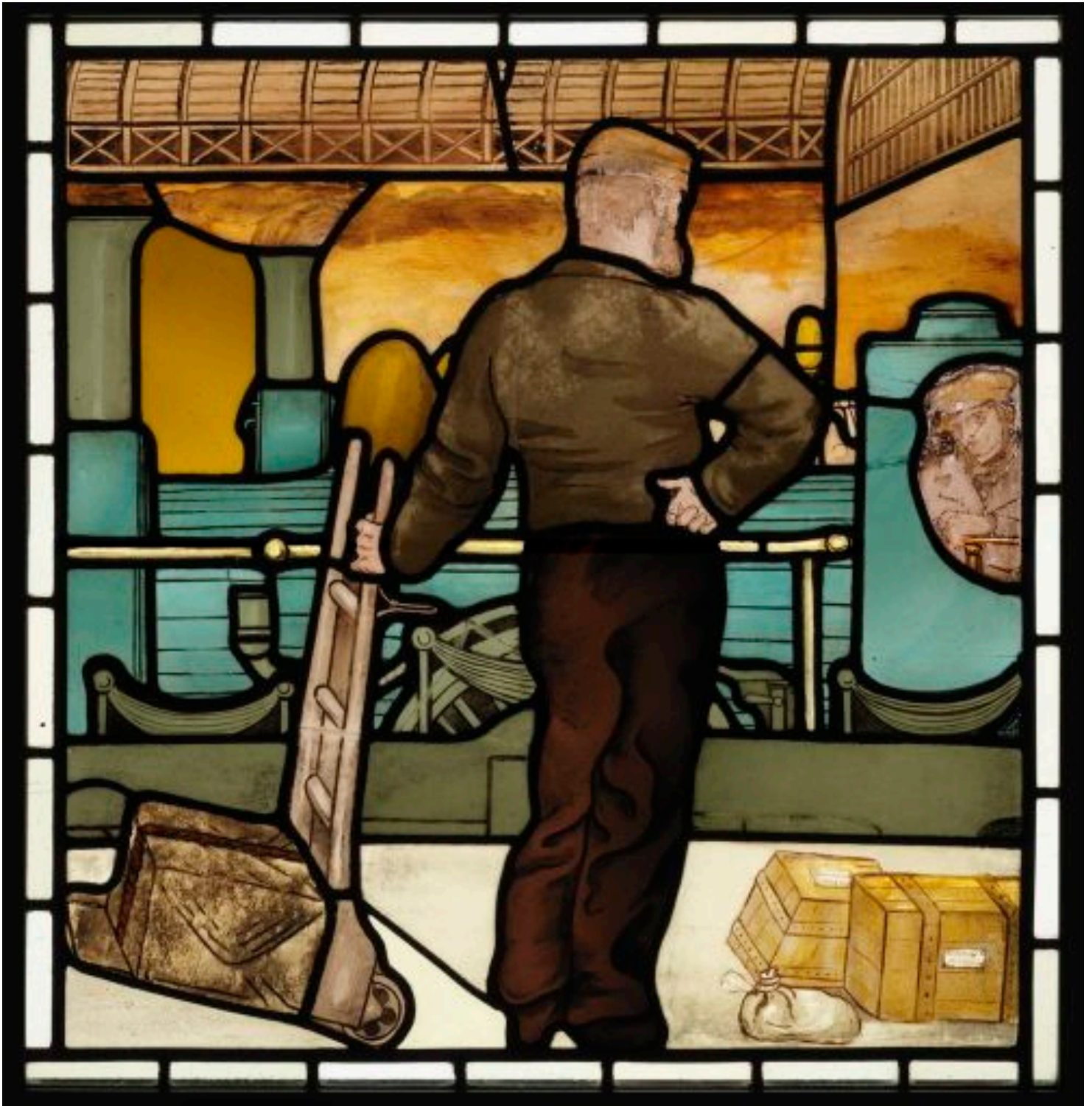
The Papermaker

Unlike other industries which moved to the canal with steam power, the paper mills stayed on the River Kelvin, because of their need for large amounts of water. The man here is either working at the Dalsholm Paper Mills, founded by William MacArthur in 1783 on

Dalsholm Road near Dalsholm Bridge, or at the Kelvindale Mills further downriver at Kelvindale Road, established at about the same time as a snuff mill and later converted to paper making. This latter works' lade and distinctive V-shaped weir are still visible on

the Kelvin, and some of the red-brick houses, built for the managers, also survive.

The worker here is retrieving the finished rolls of paper as they emerge from the rolls which give it a smooth, even finish.



The Railway Men

Maryhill had two stations. Maryhill Central Station for the Lanarkshire and Dumbartonshire Railway was built in 1896, and demolished in 1966. The station shown is thus likely to be Maryhill Park Station, at Station Road.

This was constructed in 1858 for the Glasgow, Dumbarton and Helensburgh Railway. Closed, the station was reopened in the 1990s. This was originally a goods, as well as a passenger station, shown by the parcels carried by the porter.

Examination of the crates on the platform show that they are addressed 'Newcastle-Maryhill' and 'London-Maryhill' The sack beside them is addressed for one 'James Black, Paisley'.



The Sawyer

Firhill Sawmills in Murano Street and MacFarlane's Ruchill Sawmills in Shuna Street were both operating in 1878. The man shown might be working at either, or at the Western Sawmills at Firhill Timber Basin, built with the canal but greatly extended

from 1848. Ruchill Sawmills became part of Bryant and May's match factory c.1918, and the Firhill Sawmills were the last to go in 1969.

Carpenters would also have been employed at the Kelvin Dock shipyard.

The machine the worker is using is of an advanced design, with the rope thought to be some form of tensioning device, with the gears on the left regulating the speed of the circular saw.



The Soldiers

Just opened in 1876 when Adam did this panel, the Maryhill Barracks was used by various regiments until eventually becoming associated with the Highland Light Infantry or H.L.I. Soldiers then, like policemen, all wore mustaches.

The building where the two soldiers are shown could well be the still extant gatehouse, looking out onto the tenements on Maryhill Road, or more likely inwards the barracks themselves. Note the pan-tiled, rather than slated roofs.

Along with the gatehouse, the barracks wall remains, along with the iron bollards embossed with VR (Victoria Regina), as seen in the Canteen sign in the panel, at the pedestrian entrance to the Wyndford Estate.



The Teacher

The Education Act of 1872 in theory made primary education compulsory, and this looks like one of Maryhill's first primary teachers. According to A Thomson's *Maryhill* (1895) there were three primaries – Maryhill Public School, East

Park Public School, and Church Street Public School, one of which is illustrated above. The map, interestingly, shows England. It is possible that the teacher was John Russell, parish teacher and session clerk. The Glasgow

Post Office Directory for 1877-8, however, gives another Public School teacher, a James A Miller. Although education was free, parents had to pay towards the cost of books. Note the children's tattered boots.



The Wheelwrights

Working with wooden tools, they are making wooden wheels. In 1878, most vehicles, carts, carriages, still had wooden wheels, though these were iron-girded. A coachbuilder's shop appears likely, and at Ruchill Bridge was located David Stirrat &

Co., spring van and lorry builders, which fits the bill. In 1900 this building became a cooperage for Fergusson's lead and paint works. It occupied the now waste ground north of Ruchill Church.





The Zinc Spelters

This panel shows the making of zinc metal-spelter. The 'furnace' is a battery of zinc retorts. The zinc produced is gaseous, and is condensed in a receiver. The liquid zinc is drawn off at intervals and poured into moulds, as seen in the foreground.

The solid zinc was known as spelter. It was at that time used for coating iron or steel objects - galvanising - to protect against rust, and also formed into sheets, or sections.

The connection with Maryhill is that David Swan Junior, Glasgow's only spelter make in the 1870s, had his works near the Kelvin Dock on the canal. This was listed as closed by 1896.



MARYHILL BURGH HALLS TRUST

The stained glass panel images are copyright Culture & Sport Glasgow, on behalf of Glasgow City Council. Thanks to Ian R Mitchell, William B Black and Michael Meighan for research into the stained glass panels.

The Burgh Halls project is only possible thanks to the generous financial support of the following organisations:



TCRF | Town Centre
Regeneration Fund



Scottish Government Housing
and Regeneration Directorate

Vacant and Derelict
Land Fund



Better Glasgow Fund
Glasgow City Council, City Chambers,
George Square, Glasgow, G2 1DU



EUROPE & SCOTLAND
European Regional Development Fund
Investing in your future



**Cities Growth Fund
2006-2009**



GET INVOLVED! If you are interested in finding out more about the project, booking a space in the Halls for an event, becoming involved as a Volunteer, or showing your support by joining the Trust, please get in touch. You can contact us through our website at www.maryhillburghhalls.org.uk or by email to info@mbht.org.uk or alternatively by writing to Maryhill Burgh Halls Trust, 10-24 Gairbraird Ave, Glasgow, G20 8YE. Telephone 0845 860 1891 / 1878.