RQR, September 1872 — Marriages in the parish are up, due to 'prosperous condition of trade in the town'.

TRANSPORT

ROAD

RAIL

GLASGOW AND BELFAST UNION RAILWAY

EG 5483, F 14.11.1845, 569ac — Bill. Proposed line from Newton upon Ayr to Stranraer, with branches from St John's to Maybole, and from Stranraer to Portpatrick.
[Not built: and Maybole branch suggests a different route to that finally built]

STATION

Hume — Rebuilt 1880 by the GSWR. A 2 platform through station with the main offices on the down platform. These are in a 2 storey 4 bay rubble building, with a single storey wood and rubble wing. On the up platform there is a large rubble and wood single storey building with a glazed awning supported on cast-iron brackets. A lattice girder footbridge links the platforms.

AA 20.10.1859 — Conts - timber station house - MGR - **John Miller**

AA 10.11.1859 — Conts - stone goods shed - MGR - **John Miller**

AA 27.3.1879 — Contractors - Station House - GSWR.

GOODS STATION

COAL DEPOT

EG, F 16.12.1938 — Final discharge in sequestration of James Murdoch & Co, coal merchants. See ref.

INDUSTRY

BOOT AND SHOE TRADE, GENERAL

Blane, 32 — "The two men credited with starting up boot and shoe manufacturing on an industrial scale in Maybole in the middle of the 19th century were John Gray and Charles Crawford. By 1890 there were nine plants producing about a million pairs of boots and shoes annually. They were John Gray & Co., Ladywell; T A Gray, Lorne; John Lees & Co., Townend; James Ramsay, St Cuthberts; William Boyd, St Helen's; Maybole Shoe Factory, Drummellan Street; J M Runcie, Greenside; G Dick, Ladyland; and McGarvie & Co., Society Street.

TT, F 27.1.1899, 5a — Refers to John Gray & Co., and an appeal they are to make against a conviction under the Truck Acts, resulting from their

insistence that employees should not be members of co-operative societies.

TT, F 10.3.1899, 5b — Conviction has been quashed in Justiciary Appeal Court, Edinburgh.

CALLAGHAN'S

Blane, 52-54 — Started by Myles Callaghan, senior. Expanded rapidly under his son, Myles Callaghan, junior, and run "from a former boot and shoe factory in Alloway Road, Maybole." Put into receivership, July 1976. and liquidation sale, 10.8.1976.

CO-OPERATIVE SHOE FACTORY see MAYBOLE BOOT AND SHOE

ENGINEERING WORKS

Hume — 304103. Mid C19. A complex of buildings including a 2 storey 3 by 7 bay rubble-fronted block.

?= ALEXANDER JACK & SONS

n.r. — Alexander Jack (c.1810-1877) began at Auchendrane Saw Mills, and moved to Maybole in 1852. He died, aged 66, 30.5.1877, wife, Eliza Mitchell, 65, died 5.1.1875.

Stratten & Stratten, 1891 — Firm founded in 1835, and presently under sole proprietorship of John Marshall.

AA, Th 19.5.1864, 2c — Alexander Jack & Sons. Advert, mentioning catalogue.

AA, Th 1.1.1874, 1e — Advert.

Glasgow Weekly Herald, 27.7.1901

There are several firms in Scotland devoted to the making of agricultural implements and machinery. Messrs Alexander Jack & Sons of Maybole may be taken as representative of that branch of the industry.

The founder of the firm of Alexander Jack & Sons was a cartwright, who carried on his trade at Auchendrane, on the banks of the Doon near Maybole. He began business about 1835 and gradually developed a trade in the making of implements for farms round about. Mr Jack appears to have been a man of special energy and original genius, for he soon gained a reputation more than local. In 1852 he purchased ground in Cassillis Road on the outskirts of Maybole and built works planned by himself for his growing industry. Those works, both in external appearance and internal arangement tell something of Mr Jack's spirit and genius. Situated beside Maybole Parish Church, the works bear a strong outward resemblance to an old-fashioned kirk. Square and plain, the doorways and windows are ornamented, the windows lead-framed and rimmed with coloured glass, the building presents an appearance singularly unlike the ordinary engineering work. The motto 'laborare est orare' might fitly be inscribed on its portal and whether consciously or unconsciously that idea seems to have inspired the architect and builder. Mr Jack put his whole mind into his work and he had his reward.

In 1876, Mr John Marshall, the present head of the firm, was taken into partnership, and at the death of Mr Jack took over the

whole control of the business. Mr Marshall, though not a trained engineer, has done much to maintain and enhance the firm's reputation. In fact, it must be said, that during his rule the firm has attained its highest prosperity. Locally respected; he has been Provost of Maybole, and the esteem in which he is generally held by his fellow engineers is shown by his election to President of the Scottish Agricultural Engineers.

To the city visitor who expects a free-and-easy condition of things in the country factory the office arrangements must be surprising. There is the enquiry counter, and behind it the counting house, just as though it were in the heart of Glasgow. Businesslike and spacious, the offices are on the second floor of the front building. The land slopes upwards to the back, and on a level with the counting house the large engineering shop extends back for about sixty yards on an earthen floor. Here all kinds of iron-turning machines are at work. lathes varying from three feet bed up to sixteen feet; drills vertical and horizontal, planers, slotters, screw and tapping machines are cutting and shaping the metal parts of agricultural implements.

Further back, at the very end of the shop, the blacksmiths have their fires and anvils, for the wheel rims have yet to be forged by the blacksmith's art and brawny force; the plough-irons are sharpened and tempered anew in the fire and on the ringing anvil. Thus the old craft and the new machines work hand-in-hand. To the right is the erecting and painting shop. Here mowers and reapers, manure distributors, potato diggers, horse rakes, turnip sowers and various other agricultural implements are put together. A few yards beyond, apart from the rest of the works, is the foundry. The castings done in the foundry are not large, but the patterns are varied and the castings numerous. From the high cupola at the end of the buildings the molten metal is run in ladles to rows of dark matrix boxes, and poured into one after the other. Brass fittings are also cast in the foundry, and brass finishing machines change the rough castings into bright and burnished pieces of metal.

The engineering department is only one division of these works. Messrs Jack & Sons are cartwrights and sawmillers as well. In the yards flanking both sides of the works huge stacks and stores of timber are gathered. Thirty-five thousand felloes and a corresponding number of spokes are kept constantly in stock, while many tons of timber half-prepared and in rough logs lie awaiting the saws. At the side of the woodyard the log saws are constantly at work, and in the adjoining machine-shops the newest wood-turning lathes are fashioning spokes and naves and felloes with marvellous rapidity. The machinery here differs in little from that of a cabinet factory. Circular saws, band saws, lathes, tenoning, mitreing, planing and cutting machines shape the hard and heavy pieces of timber for cart and carriage body or wheels. One of the most interesting appliances in the place is a new machine devised for putting on wheel tyres. The old method was to put the tyre on hot, and thus the fellow was

charred and partially injured. By this new machine the tyres are put on cold. Shaped like a circular cistern, the heavy blocks ranged round its inner edge, the machine received the wooden frame of the wheel. A cold iron tyre or rim is laid round it, and the wheel is firmly fixed at the centre. The workman slowly turns a crank and what appeared to be solid blocks of iron move simultaneously forward. Look below and see slender tubes running into the metal blocks. Within these tubes hydraulic power is at work, irresistibly drawing forward the blocks which now have pressed all round the iron tyre, squeezing it firmer and firmer onto the wooden wheels. The pressure is relaxed, and a completed wheel is lifted up. To make sure the tyre is lightly trimmed and subjected again to pressure. Users of wheeled vehicles will not require to be told what a great boon that machine confers on them.

In the cart and carriage building department numerous vehicles are being made up. Common carts, hay carts, lorries, vans, dog-carts and other vehicles are in various stages of completion. One speciality of the firm should have to be noted. It is called a HAY-RICK LIFTER, and transfers bodily the hay-rick from the field at a single effort. Constructed like a bevelled lorry, the bottom of the lifter rests on the ground, the ropes are put round the rick, a handle at each side pulls the ropes tighter and tighter, dragging the rick on to the floor of the lifter, which is backed slowly under it. Contrasted with the old hay fork, this lifter is a great advance. In these works genuine labour is done, and an interesting industry is carried on. So much may be said safely.

AA 25.12.1902 — Jubilee of Alexander Jack & Son. Works built in 1852, opened in November 1852. **Alexander Jack** was his own architect.

AA, Th 16.3.1916, 5fg — Obituary of ex-Provost Marshall. He died Sunday 12th March 1916. Was born in Auchtermuchty, and came to Maybole 46 years ago to work for Jacks, He married a daughter of Alexander Jack, and became a partner in 1876, and sole partner after Jack's death in 1877.

Site Visit 250499, Maybole Cemetery — John Marshall died, aged 76, 12.3.1916. Spouse, Eliza Mitchell Jack, 62, died 17.1.1906.

AP, F 23.9.1966, 9cd + picture — The process of winding-up the business was brought to an end Wednesday of last week (14th September 1966), when the final employees finished.

GREENSIDE SHOE FACTORY

Blane, 32 — 1890: J M Runcie.

HUNTERS, Alloway Road

AA, Th 24.10.1968, 1c — Hunter's Works have been bought by Clark Stephen Ltd., Drygate, Glasgow, boxmakers and screenprinters.

AA, Th 21.11.1968, 10d — New company. William Clark Stepehsn (Maybole) Ltd., of 85 Drygate, Glasgow.

JERSEY-KAPWOOD

AA, Th 15.8.1968, 8de — Work begins this month on Jersey-Kapwood Ltd factory. 15,000 sq ft. To make lingerie. production expected to begin May 1969.

AP, F 20.9.1968, 16ab; AA, Th 26.9.1968, 10e — A new factory is to be built in Maybole for Jersey-Kapwood Ltd. The architects are Eberlin & Partners, Nottingham, and the contractors, John Laing Construction Ltd., Glasgow. Earlier this year (1968) Laings completed an extension (Doubling the size of the factory) of Jersey-Kapwood's factory in Dalmellington, completed in 1967.

BI 80/944 November 1968 — Factory to be built for Jersey-Kapwood Ltd. **Eberlin & Partners**, Nottingham, architects.

LADYLAND SHOE FACTORY

Blane, 32 — 1890: G Dick

EG 12616, F 14.11.1913, 1206b — Dissolved 16.10.1913. J. & H. Dick, drapers and boot factors Ladyland Shoe Factory. The partners, Thomas Dick, and Hugh Dick, each continue on own account.

LADYWELL SHOE FACTORY

Milligan, 2 — Refers to James A Gray of the Ladywell Shoe Factory as living c1888-1894 at Craigengillan (= Ashgrove) [Is this Thomas A Gray]

Blane, 32 — 1890: John Gray & Co., Ladywell

Blane, 34 — William Gray died on 24th December 1906 (aged 61, at home Dougalston, Maidens), and the factory closed in 1907. Concentrated thereafter on tanning.

Milligan, 3 — Ladywell Factory closed in 1907.

AP, F 16.3.1934, 10c — Obituary of ex-employee Edward McEwan says that he worked at the Ladywell Shoe Factory until it closed in 1907.

Then became

LADYWELL TANNERY

Blane, 32 — Owned by Millar Tanning Co Ltd. "This building had strong claims to be regarded as the foundation and heart of the town's boot-making trade."

Blane. 36 — "When the building became solely a tannery in 1907 it was operated by the Millar Tanning Co Ltd." It remained operative until May 1969.

Blane, 36 — In 1921 company merged with Andrew Muirhead & Sons, Dalmarnock, Glasgow. They brought in James Houston (†1942) as managing director. He lived at 3 Barns Terrace, Maybole: from 1914 to 19230 he had been colonial manager of the Falkland Islands.

AP, F 14.1.1949, 9ef — Ref - burglary in Dec 1948. Sheriff Court.

AA, Th 12.2.1953, 6bc — In discussion of proposed change of name, Weaver Vennel to Ladywell Road, noted that the Ladywell Tannery was always known as The Bogue.

AA, Th 1.7.1971, 19ab (picture 19abcde) — Built in 1870, and closed last year. The 96 feet high chimney was demolished on Tuesday, as part of on-going site clearance.

LORNE SHOE FACTORY

[AA, Th29.1.1874, 8e — For sale, stock-in-trade of sequestrated estate of John Dick, boot and shoe manufacturer, Maybole and Irvine]

[ASH, Sa 7.3.1874, 1b — For sale, factory in Weaver Vennel, property of sequestrated estate of John Dick, boot and shoe manufacturer, Maybole. Factory and machinery are 'almost new'.]

AA, Th 26.5.1881, 1b — Dissolved, 19th May 1881. Ramsay & Gray, shoemakers, &c., Maybole. James Ramsay, T A Gray. Gray continues, under own name.

Sasine Abridgements 1268-1270 of 1881

These imply 1881 dissolution of partnership of Ramsay & Gray, boot manufacturers. The partners were James Ramsay and Thomas Aitken Gray. Gray continues - [it looks as if he continued here, and for Ramsay cf St Cuthberts, below] [See also Sas Abr 5335 of 1883. also 5336 of 1883, in which T A Gray borrows £1500 from the Royal Bank]

AA, Th 11.8.1881, 6ef — (From *Scottish Leather Trader*). No town or village in Scotland has made such rapid strides in the art of making boots and shoes as Maybole. In less than ten years, we may say, it has come to the front out of obscurity, and established a name and fame for really good serviceable foot-gear that extends from one end of the kingdom to the other. This is entirely due to the energy and perseverance of one or two men who, wide awake enough to see the growing want of our people for a sensible shoe, determined to make one that would suit, and still be as handsome as the fashionable narrow-gauge corn-raisers of the day, and come in to consumers at a much cheaper rate. And so Maybole got talked of for her fine breadth of sole, careful finish, lasting qualities, comfort and cheapness. When Maybole shoes became quick sale, and some other makes lagged in the market, the idea got abroad that it was the locality that gave the prestige, and Girvan, thinking there was magic in the air, started a large factory under happy auspices, with the best men of the town at its back; but it failed, and Maybole still kept the lead, and does so to this day. We have for a long time, like some of our neighbours, been a little curious about this, and determined to look in upon the Maybolians and find out the cause of their great success. So one day in July we left St Enoch Station at 8.15 a.m., passed Ayr about 10 and at the third station - a pretty and commodious one it is, with a very polite station-master - we reached our destination at 10.15. In a quiet little valley we found the Lorne Tannery and Shoe Factory. We had often met Mr Gray before; and when we disclosed to him that the object of our visit was to find out the secret of the success of the Maybole shoes, he gave us a most cordial welcome and said we could examine his works from end to end as there was no secret except, he added, it be hard work and looking sharply after your business. In the hide house the stock of raw material was not extensive, as Mr Gray considers the present price of hides far too high, and prefers to buy just as he wants them; but there was a good supply of block gambier on hand, and enough hides and kips were coming in day by day to

keep the yard busy. Close to the hide house are the soak and lime pits and six beamsmen hard at work fleshing a bunch of Irish hides. Leaving the beam shed, the hides, cut down the middle and made into unrounded sides, are put into the preparatory vats and subjected to a weak solution of vitriol to plump up and open the fibre that it may receive the tan. The sides are next placed in the tan pits and subjected to a strong decoction of bark extract valonia, and a little gambier, and handled very frequently, especially during the earlier stages of the process. There is no lapping, but simply a continual moving about; and with only 48 pits, and the rapid motion given to them by Mr Alexander Scott, the foreman tanner, and his men, 200 sides of sole leather and 250 to 300 kips are turned out every week. While there we witnesses the drawing of 122 American hides that were brought in Glasgow on the 27th April last, and were now, on the 14th July, turned out perfectly tanned, and only wanted drying and rolling to make them ready for converting into strong soles. When the sides are tanned they are, by means of a hoist, raised to the drying shed, which is three storeys high, twenty feet wide, and runs parallel with the street nearly a hundred feet. It is fitted up with double rows of steam pipes for heating the room, and a small truck or bogie carries the sides to the extreme end, and so fills up the poles until the place is apparently crammed with the hanging leather, although there is still sufficient room for the hot air to circulate. The storey lower is for the light stock, and, when we saw it, it was full of kips newly out of the vats. After the sides have been partially dried they are taken to the rolling machine, one of Walker Muir's, Kilmarnock, capable of giving a pressure of fully a ton. They are then returned to the drying shed, dried off, brought down, weighed, and checked with the green weight, the result ascertained, and they are sent to the store-room to await the requirements of the Factory. Passing to the Currying Shop we fell into the hands of Mr Matthew Martin, the foreman currier, who kindly piloted us through among tables and beams till we arrived at one of Thomas Haley & Co's Union Splitting machines, which performed very effectively under the hand of a skilful operator, shaving off just what was wanted and no more or less. The kips are now flattened or smoothed down over the beam, and then scoured and taken to the drying loft. In the currying shop we came upon a simple little levanting machine, with boxwood roller, that accomplished a smooth glistening surface in a few seconds, and gave that highly polished face to the grain so much admired. We witnessed the whitening process and then the waxing of kips. Here, also, was one of Thomas Haley & Co's boarding machines - two parallel rollers doing, in a few minutes, with the greatest of ease, the work that in old times took hours of labour. Tanned, curried, and finished, were some very pretty satin fronts made from horse hides bought at the Glasgow Hide Market, and having as fine an appearance as if they had taken twelve months to tan. The general foreman, Mr

William Bond, now takes us in charge and leads us to the Top Cutters' Room, where we met the foreman, Mr Robert Ayton, and found numerous hands busy cutting uppers. We were soon attracted by the apparently enchanted movements of a pretty little skiving machine by Douglas and Norton, Bristol, that skives the edges of quarters and vamps so quickly and so well that we were really astonished. Adjoining, and under the same roof, and with only a 4-ft partition between, is the Fitting and Machine Room, occupied by about 50 tidy, bonnie lasses all busily engaged sewing, stitching and fitting uppers. Some of these girls are very proficient in their work and can make as much as 18s a week. Two men are in this room attending to fitting and placing the different pieces, and the forewoman sits on an elevated platform, where her eye can command the whole school. Of the 30 sewing machines we saw in this room, 28 of them are Howe's - a great favourite at the Factory. A toe-cap punching machine, invented and perfected out of an old sewing machine by Mr William Allan, who works the Blake machines, was at work here; and he has made a very useful, speedy punch, by which a little girl forms the holes in a cap with wonderful rapidity. A steam pipe leading from the boiler to this room enables the girls to boil water, and make paste, in a very few minutes. Adjacent we find the Sole sewing and Wax Thread Machine Room, where are at work two of the Blake & Goodyear sole sewing machines and three heavy wax thread machines - two of Black & Goodyear's Whittemore's and one of Singer's - each closing with a strong waxed thread and making a good substantial job of heavy uppers. While here we saw the Blake sole sewing machines working on some light Oxford shoes for gentlemen's wear. The horse hide from which the smooth satin forming the upper was made was only bought at the Glasgow Hide Market in March last, and here it is tanned, dressed and finished into the upper of a handsome shoe. We were then led to the Sole Cutting Room, where we saw Mr Thomas Dick, the foreman, ranging the different kinds of stuff. Here there were several machines and presses for rolling and cutting the stout steer hide, and giving it the proper finish and form for the benchmen. Messrs Taylor, of Ayr, Wilson & Co., Glasgow, and Tomlin & Sons, Leicester, are the makers of these machines. Close to this cutting room are the different Bench Rooms with stands for 110 benchers, of whom we found no fewer than 100 busy hammering away, putting on the soles and preparing the boots for another stage of the manufacture. We next entered the finished upper and furnishing room, Mr Robert Colquhoun, foreman, where we found a large stock of finished tops stored away, classed and bunched in dozens, ready for handing out to the benchers. Near to this is the Boy Apprentices' Room, where a number of intelligent and attentive youths were being initiated into the mysteries of the craft, and seemed enjoying their lessons very well. Here were found men finishing or giving the last touch of the artist to the completed shoe - a job that is done

outside; but a few smart fellows were kept here for anything that was wanted in time or in a hurry. Next to this is the Girl Apprentices' Room, where the juvenile ideas are expanded into perfection, and the pupils are soon able to take their part in the making of light riveted work. We next stumbled on a breasting machine of Oldershaw's, a very useful little machine, and one that seemed to work well. A peg-cutting machine, wrought by an intelligent operator, did its work splendidly, causing the projecting pegs in heels and soles to dissolve into thin sawdust. The machine is the invention of W B Arnold, North Abington, Mass. A paring machine by Taylor, Ayr, made some pretty work on the rough edge of sole and heel; and the knife going round at such a rapid rate (3500 revolutions in a minute) took the paring off not in shavings but in dust. The Service Room, which we next entered, is the department where the outside finishers receive the work and where they return it for inspection. A thorough system prevails in the outgoing and incoming of the work, and everything goes smoothly. The wages book showed that at the close of the week preceding our visit 2477 pairs of boots and shoes had been made, the total number of hands employed being 230, and the wages paid £175. We now ascend to the warehouse where the different sizes and makes are arranged for sending out to wholesale customers and to the different branches scattered over all Scotland. Besides an active traveller continually on the road, and two retail departments in Maybole, Mr Gray has 24 branch warehouses in Scotland; and every week, on a certain day of the week, 24 letters arrived with 24 cheques for the week's sales, and a return of the stock-sheet showing what is left on hand and what is wanted. Topping the building, at a considerable elevation, is the belfry, where hangs the iron tongue that sounds the hours for meals and resuming work. In an apartment under this we found great quantities of laces, packing paper, sprigs, nails and tips. We then enter the counting-house where, in the outer room, are two or three active-looking clerks busy writing, and, in the private room, Mr Shaw, the cashier, and Mr Gray himself; and to both gentlemen we are obliged for our pleasant reception, and leave their thrifty town satisfied that whatever district is behind in making leather quickly, it is not Scotland, or, at all events, Maybole.

Blane, 32 — 1890: T A Gray, Lorne

AA, Th 19.4.1894, 4fg — Obit of Thomas A Gray, 41, killed on railway, Glasgow. He was cousin of W C Gray, Ayr. TAG's Lorne Factory is one of the largest in town, employing 400, with a weekly wage bill of c.£300. Established his present business about 20+ years ago. Presently have big order for Egyptian Government.

Blane, 35 — Does name Gray, but says: "The death, some said, was suicide provoked by the loss of a contract to provide boots for, I think, the Egyptian army."

GPI 1895 — Lorne Tannery and Shoe Factory. Not sold. Upset £3000, reduced to £2000.

MAYBOLE BOOT AND SHOE FACTORY, Drumellan Street [=? CO-OPERATIVE]

AA, Th 6.2.1890, 5b — Last week the several contractors' offers for the erection of the new factory were decided upon, viz Mr **Porter**, Crosshill, masonwork; Mr **Foster**, joiner work; Mr **Johnston**, Maybole, slater work. The building is to be begun shortly.

AA 8.5.1890 — The Maybole Boot and Shoe Factory in Drumellan Street is nearly finished.

MAYBOLE BOOT AND SHOE MANUTACTURING CO LTD., 34 High Street

EG, Tu 1.11.1892, 1204a — Petition for liquidation lodged by George Morris & Son Ltd., Bermondsey.

EG, F 25.11.1892, 1380a — EGMs approved voluntary winding-up. Matthew F Guthrie, chairman.

MULVEIN, 42 Ladyland Road

ACC Planning, A6814 — January 1954. Warehouse and Offices, Ladyland Road; E A Darley, for G & N Mulvein. (VRs show it to be tenanted from ACC, so presumably part of Poorhouse complex)

PRIMROSE WORKS

EG, F 7.10.1892, 1122a — John Rankin, engineer, Primrose Works. In debt to Flockton, Tompkin & Co., steel manufacturers, Newhall Steel Works, Attercliffe, Sheffield.

ST CUTHBERTS BOOT AND SHOE FACTORY

ACC, PC 13.11.1951, 91-92 — Nov 1951. Proposed for listing by Department of Health. called late C18 - early C19.

Hume — 303100. Mid C19. The cut down remains of a 3-storey rubble factory, with a 3 storey 3 bay red brick building and a 3 storey 12 bay red and white brick block. Lower down on this sloping island site is a 3 storey and attic 12 by 9 bay red and white brick building on an L-plan, and an older 3 storey and attic 5 by 9 bay block with louvred ventilators on the top floor. Now used as stores.

Blane, 32 — 1890: James Ramsay, St Cuthbert's.

Ayrshire H C & D, 1894, 79-80 — James Ramsay, tanner and boot manufacturer. Established c.1834 by Charles Crawford, and acquired from him 1883 by James Ramsay. "Within two or three years a large addition has been built fully 250' long, 30 or 40 feet wide, partly three and partly four storeys in height". Full extract in "Ayr & Ayrshire - Tourist Guides and the Like" blue A4 ring-file, inc sketch of factory.

Nr (GRH/C1901) — James Ramsay's daughters Margaret Orr Ramsay (born 12.11.1883) and Catherine Arthur Ramsay (born 21.9.1885) were pupils at Wellington School in 1901.

VR 1934-1935 — gives address as James Ramsay & Co Ltd., 1-9 St Cuthberts Street.

AP 21.6.1940 — Ramsay's St Cuthbert's Shoe Factory currently being demolished.

AP, F 6.5.1977, 10ab — Archie Venters, "The Last Bootmaker in Maybole". Dick Goudie. He worked for Ramsay & Co., and when they closed 40

	years ago, went into partnership with late father-in-law, Robert Harrison.
nr	For Charles Crawford cf St Johns.

ST HELENS SHOE FACTORY, 4 Society Street

Blane, 32	1890, William Boyd
Glasgow Property Index 1898	40P. Sold for £300.
VR 1934-35	James McCreath & Sons.
ACC Planning, 3793	July 1946. Extension, for James McCreath & Co.
ACC Planning, A402	November 1948. Boiler House, St Helens Factory, for James McCreath & Sons.
ACC Planning, A2365	May 1950. Garage, St Helen's Factory, for James McCreath & Sons

SAW MILL and FACTORY, CASSILLIS ROAD, now Messrs JACK

Old List [P/BL/5/AR: Sept 1963] 2	Early C19 - Bull-nosed masonry; 2 storeys on raised embankment; 7 sash windows, those on ground floor being round-headed; simple eaves with gutter; slate roof has 3 hipped gables. Ref: 3SA, 777-778. C.

SHOE FACTORY, 8 St Cuthberts Road

[This one is not mentioned by Blane. Is it in fact St Cuthberts]

Ayrshire H C & D, 1894, 81	Kirkwynd factory of Robert Crawford, whose uncle, Charles Crawford (see St Cuthberts) pioneered shoemaking in Maybole. Founded c.1880. Full extract in "Ayr & Ayrshire - Tourist Guides and the Like" blue A4 ring-file, inc sketch of factory.
EG 12559, Tu 29.4.1913, 472ab	'Robert Crawford' dissolved, no date, by retiral of Robert Crawford. Business continued, as Robert Crawford & Sons, by the other partners, John Crawford and Charles Crawford.
VR 1934-35	Robert Crawford & Sons.
Blane, 35	"Charlie Crawford had spent his whole business life with the boot-making factory of Robert Crawford & Sons founded by his father. He and his older brother, John, ran the plant and Charlie carried on alone after his brother's death, until retiring in 1940 when the factory closed down."
AP, F 20.10.1950, 8cd	Obituary of Charles Crawford. "Mr Crawford was the son of the late Charles Crawford [wrong], who founded the boot and shoe manufacturing business in Maybole which afterwards became known as Charles Crawford and Sons.
AP, F 20.10.1950, 8cd	Crawford was a partner "until the closing down of the firm early in the war."
Nb	Drumellan was occupied by Charles Crawford, retired boot manufacturer (son of Robert Crawford, boot manufacturer) until his death in October 1950.

SOCIETY STREET SHOE FACTORY

Blane, 32	1890: McGarvie & Co
EG, F 12.2.1892, 176b177a	David McGarvie & Co., curriers & boot and shoe manufacturers, Maybole, dissolved 9.2.1892 by retiral of James Livingstone. David McGarvie, other partner. No information on continuation.

TOWNEND SHOE FACTORY [LEES] [VR 1934-35 gives address as 15 Alloway Road]

Blane, 32	1890: John Lees & Co.
AA 16.3.1893	Messrs John Lees & Co are about to make an extensive addition to their factory at Townend.
AA, Th 25.9.1919, 5d	Obit of John Lees, †18.9.1919. Of John Lees & Co., Townend Boot & Shoe Factory, youngest son of late John Lees, boot and shoe manufacturer. Educated at Carrick Academy. He was a cyclist, as was his brother, Andrew, now of the St Crispin Factory, Ayr.
AP 27.3.1931	New warehouse/offices at Townend Works formally opened last Wednesday. Present factory begun in May 1890: company founded in c.1874.
ACC Planning, A1235	July 1949. Alterations to w.cs, for John Lees & Co. Ltd.
AA, ATD 62/10, 984, AA 7.6.1962	The shoe factory of John Lees & Co was destroyed by fire on Monday. [L-shaped, Culroy road]. Photo of fire in ibid, 983.
Site visit 250499, Maybole Cemetery	John Lees, c.1864 - 18.9.1919: Alexander Lees, c.1894 - 25.2.1956.
Blane, 35	"Alex Lees was head of the firm of Merssrs J Lees & Co., Townend Factory, Maybole. He lived at Viewfield, Maybole, and died there , aged 61, on Saturday February 25, 1956. Alec was a grandson of John Lees who, with his son John and son-in-law William McKellar founded, in 1878, a small bootmaking concern employing 15 people which later developed into a business with 450 workers. It had branches and agencies in Scotland, England and Northern Ireland."

WATER SUPPLY

AA 9.11.1882	Contractors wanted to lay water pipes. Plans; **William Henderson**, Dumfries, engineer. [This is water from Lochspouts].

WEAVING FACTORY

AA, Th 2.12.1880, 5e	Mr Alex Murdoch, of Allan's Hill, has purchased the old UP Church, foot of Red Lion Brae, with the view of converting it into a weavings factory, which will be the first of its kind ever introduced into Maybole. [Also ref'd at UP Church (1)]

UTILITIES

GASWORKS

AO, Tu 13.8.1833, 4bc	Subscriptions completed, and a piece of ground fixed upon. J Ritchie, Ayr Gas Works, is to superintend the fitting up of the gas works.
AA 20.3.1834	Foundation stone laid yesterday.

SEWAGE PURIFICATION WORKS

ACC Planning, A8792	July 1955. Sewage Purification Works, Maybole, for Maybole T.C.

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