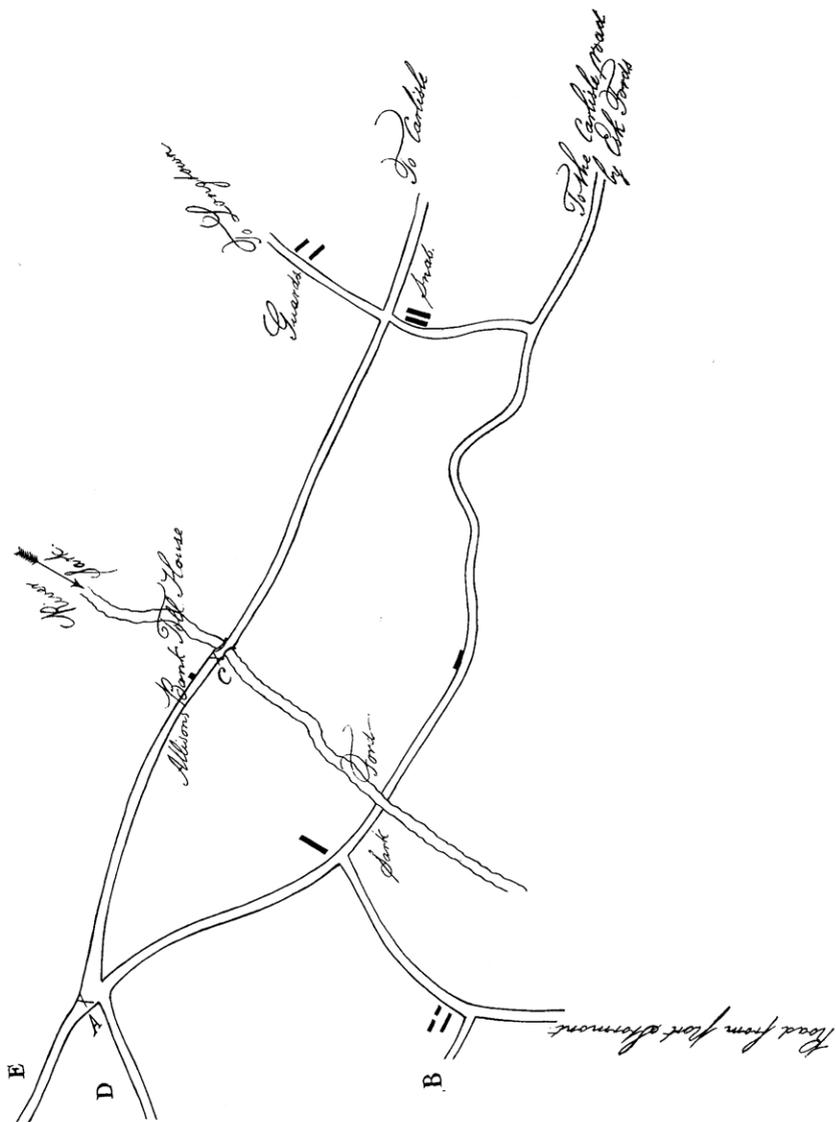


ART. XVII.—*The turnpike and custom port at Alisonbank.* By W. A. J. PREVOST.

Read at Cambridge, September 8th, 1973.

THE parish of Graitney, or Gretna, lies on the Scottish Border and in the 16th century was contiguous to the Debateable Lands between the Sark and Esk. It was long the scene of almost incessant forays and it continued down to the latter part of the 18th century to be the retreat of numerous bands of desperate and incorrigible smugglers. The whole southern boundary of the parish is washed by the Solway and it is recorded that in 1846 the Solway Firth was navigable as far as Sarkfoot in the parish for vessels of 120 tons burthen and that smaller vessels up to 100 tons were able to anchor at various places along the coast. This facilitated the contraband trade with the Isle of Man and smugglers operated along the whole coast from Annanfoot to Glenluce in Galloway. However, an emphasis on smuggling has rather obscured the fact that there was also lawful trading. Dr Athol Murray's paper on "The Customs Accounts of Dumfries and Kirkcudbright"¹ between 1560 and 1660 records that Dumfries imports included considerable quantities of wine, sickles, scythes, Yorkshire and other cloths. Exports by sea included large consignments of sheep skins and hides, both items being too bulky to be transported by land. Cattle and sheep left Scotland on the hoof and "were transpoirtit in England be way of the west marches". So important was this traffic that in 1619 the Privy Council ordained that a drove road was to be constructed between Annan and Gretna, and again in 1697 a drove road from New Galloway to Dumfries.² Cattle from Dumfries



Plan of roads round Alisonbank in 1822
(See Appendix).

using the Gretna road crossed the Esk and Eden by fords near their mouths. Alternatively they could avoid Gretna by crossing the Solway Firth by the Dornock Wath and the Bowness Wath. Before the construction of good roads and bridges, whoever used one of these land routes found it a somewhat hazardous undertaking.

The ancient road from Carlisle to Gretna has been described by Celia Fiennes who journeyed from the south of England to the Scottish Border in 1698.³ Leaving Carlisle and the river Eden behind her, Celia came to the Esk

which is very broad and hazardous to crosse even when the tyde is out, by which it leaves a broad sand on each side which in some places is unsafe and made me take a Good Guide which carry'd me aboute and a crosse some part of it here and some part in another place, it being deep in the channell where I did crosse which was in sight of the mouth of the river that runs into the sea. . . . Thence I went into Scotland over the river Serke which is also flowed by the sea but in summer tyme is not so deep, but can be pass'd over tho' pretty but narrow.

She paused at "Adison Bank", a market town where she saw a church and churchyard and one house that looked like a gentleman's, a description which clearly refers to Gretna. Thence she proceeded to Longtown "which is 3 long mile from Adison Bank".

Sir John Clerk of Penicuik had something to add to Celia's story after he had journeyed south to Penrith in 1731 and again to Carlisle three years later:

The march line between Scotland and England is about eight miles from Echelfecheh at a little brook under Alisone Bank and about a mile from a gentleman's seat of the name of Johnstone called Graitney. About a mile on the south side of Alisone Bank runs the River Esk into Solway Frith and here we pass very safely at low water. The tide flows about 8 ft. at this place and runs about four miles up the river. However, the passage is for the most part safe except when a great land flood meets with a stream tide, but there is a boat about four miles above this place where we pass'd so that one way or other passengers are never interrupted in their journey.⁴

Nevertheless, after his trip to Carlisle in 1734, Sir John decided never to go that way again, for though he took a guide at Gretna, "at our first entrance into the little gulf over to the English border and a little way under Alisone Bank we fell into quick sands and our horses were soon to the back. Here we wrestled for some time and with a good deal of hazard, but in a minute or two got safe out".⁵ This might well have been the place referred to as "Quaking Sands" by Captain Franck in his *Tour of Scotland* in 1657.⁶ This was also the road to Carlisle shown on a section of Roy's map, surveyed between 1747 and 1755, and also on *Grante's Map*, printed in Paris in 1747.⁷ Roy shows this road as passing through "Gratney Green" and on between "Souron"⁸ and Alisonbank⁹ before crossing the river Sark into Cumberland.¹⁰ It crossed the Esk by "Green Ford" some two miles below the junction of the Esk and Lyne.

It is evident that not long after Roy's survey the roads of Great Britain were gradually being improved, as indeed they had to be if the mail coach service was to function as it did. Palmer's coaches started running in 1784 and it is significant that in 1777 an Act of Parliament was obtained for repairing certain roads in the county of Dumfries, including two turnpike roads from Gretna Green to the north by means of tolls. The old "Quaking Sands" road was now by-passed and the 101 miles of main road from Carlisle to Glasgow passed through Longtown where the Esk was bridged, thence through Springfield, Gretna, Ecclefechan to Moffat where the Glasgow and Edinburgh roads diverged. The Portpatrick road branched off from Gretna for Annan, Dumfries and Galloway.¹¹

Crawford's *Map of Dumfriesshire*, published in 1805, shows a bridge over the Sark, a toll between Springfield and Longtown and a very clear picture of the roads to the north. Crawford also shows the line of

a proposed new road from Gretna to Carlisle which had been planned as a long ago as 1801.¹² This new road was planned to go south by Mossband, across a proposed new bridge to be built over the Esk at Garriston, and thence to Carlisle. However, it was not until 1 July 1816 that an Act was obtained "for improving the Road from the City of Glasgow to the City of Carlisle".¹³ Two years later another Act was passed,¹⁴ stating that to cover the expense of road from Glasgow to Carlisle the sum of £50,000 was to be issued and paid by the Scottish Exchequer, the remainder of the expense to be raised by subscription. Out of this sum, £22,000 was to be applied for the purpose "of making . . . the said road" between Carlisle and Alisonbank and including bridges over the Esk and Sark. A turnpike gate was to be erected at the point of separation of the new road from the old road two miles from Carlisle; another at Alisonbank with the addition of a toll-house on the north side of the new bridge. The tolls collected at these gates were to pay in equal shares the interest of the money authorised to be borrowed. After payment of interest the tolls collected at Carlisle were to be applied in defraying the expense of management and in keeping the Carlisle-Alisonbank road in repair. If the amount collected was not sufficient, the tolls from Alisonbank should make good the deficiency. If there was no deficiency then the Alisonbank tolls were to be applied to the repair of the road from Alisonbank to Hamilton 11 miles south of Glasgow.¹⁵

Attached to copies of the several acts which are in the custody of the Scottish Record Office, is a *Plan of Roads in the Neighbourhood of Gretna Green*, surveyed by J. Reid in 1822.¹⁶ It is drawn to the scale of 400 ft. to 1 in. in order to show the proposed new road and the intricacies of the old roads round Gretna. It includes the village which in 1842 is described as being "a small village with a few clay houses (perhaps

a dozen), the parish kirk, the minister's house, and a large inn . . .",¹⁷ little altered since Celia Fiennes' day. The plate shows Alisonbank toll-house and its immediate surroundings in 1822.¹⁸

This unimportant looking place has a past of more than common interest. Alisonbank toll-house, built in 1818, shares with the smithy on Gretna Green the notoriety of "clandestine marriages", ancient and modern; it was the first turnpike in Scotland to greet the traveller from the south, and it is known that for the last three decades of the 17th century till the Treaty of Union in 1707 it was an important port for collecting the Customs and Excise duties on goods which were crossing the Border.

In the early 17th century the customs administration for the southern Borders was based on Dumfries.¹⁹ Free trade between England and Scotland was established by Cromwell in 1654 but ended in 1660 and it is not clear how the Border customs were collected during the next five years. By 1665 the two Border parishes of Gretna and Canonbie formed a separate customs "precinct" called the South Borders.²⁰ This may also have included the Roxburghshire parish of Castleton, which was certainly part of the same precinct between 1671 and 1688, when it was put under its own collector. Canonbie had its own subsidiary customs post in 1665-1666, which suggests that the main collection point was somewhere in the parish of Gretna. In May 1665 the collector, Florence Gardner, was said to be living in Carlisle.²¹ By 1671, however, the official "port" for the South Borders was at Alisonbank.

The dues collected came under the heads of customs, excise and bullion. Customs were levied on both imports and exports. Excise duties, first introduced into Scotland in 1644 and subsequently rationalised under Cromwell, applied to both home-produced and

imported commodities, but it was administratively more convenient to levy the duties on imports, the "Foreign Excise", at the point of entry into the country and the administration of the duties became assimilated to that of the customs.²² The bullion duty, which supported the mint and coinage, applied to exports until 1669 and thereafter to imports.²³ Each port, therefore, kept three separate accounts: an "export book" for customs on goods going outwards; an "import book" for customs and foreign excise on goods coming inwards; and (after 1669) a "bullion book" for the bullion duty on imports. Unfortunately these accounts do not survive as a continuous series. Apart from accidental losses, there are gaps representing periods when the crown "farmed" or leased out the various duties for a fixed sum. In such a case the crown was not concerned with the administration of the individual ports and consequently the books were not brought in for auditing and were thus not preserved among the public records. Farming was abolished in 1671.

The first reference to the precinct of Alisonbank appears in November 1671 in an "Accompt of the custome of Linine cloath and yairne packs at Alisone bank and entered and his Majesties custome payed therefor at other offices."²⁴ It is noted that customs duty only was charged on this linen cloth, but an account book kept from 5 August to 1 November 1672 contains entries "of the custome and Excyse of goodes" entered inwards at the custom office at Alisonbank.²⁵ Henceforth entries in all the import account books show both custom and excise duties charged equally on the various commodities but with rare exceptions such as indigo, "undrest" flax and hops which were liable to customs duty only.²⁶ There are preserved in the Scottish Record Office 13 account books recording imports and 9 recording the "custome of goods" for

export which passed through the port of Alisonbank between 1 November 1677 and 1 November 1692; and in the Edinburgh University Library the export book and eight bullion books which with gaps cover the period from 1 November 1694 to 1 November 1706.

The establishment of the staff required to carry out the work is detailed in an "Accompt of four months sallaries to be remitted at Allisonbank being from 1 November 1689 to the 1 March 1690 at which time they were discharged."²⁷

James Ross, waiter at Annan	£40.	0.	0
Robert Ross, waiter at Dornick (Dornock)	£40.	0.	0
David Mackbrair, waiter at Tordoch (Tordoff)	£40.	0.	0
Patrick Agnew, waiter at Reedkirk (in Gretna parish)	£40.	0.	0
Alexander Lytle, in Gratnay	£40.	0.	0
William Hamilton at Gratnay hill	£40.	0.	0
William Douglas at Alisonbank	£40.	0.	0
Robert Graham at Rosetries (in Cumberland)	£40.	0.	0
John Wauch in Glinger (Glenzier)	£40.	0.	0
Robert Daines (or Deanes) at Canabie	£40.	0.	0
William Scott at Whyt Lausyde (Whitelawside in Canonbie)	£40.	0.	0
William Hamilton, clerk	£66.	13.	4
Bernard Ross, surveyor	£100.	0.	0
John Hay, collector	£200.	0.	0
By four months office Maile	£16.	00.	0
By contingent charges	£3.	00.	0
	<hr/>		
	£825.	13.	4

Another account of salaries paid out on 1 February 1703 by George Hoome or Home, the collector, is very similar to the above account. In it there are no entries for office mail or contingent charges, but there is a payment of £15 to William Johnstone of Gratney in full payment of a quarter's rent of a custom house.²⁸ There were many changes in the personnel employed by the customs, and in particular it is obvious from a glance at the books that there were a succession of clerks whose writing was generally neat and legible.

The books of importation are a record of all the commodities passing through the customs at Alisonbank. The entries always give the names of the merchants to whom the goods are consigned, very rarely whence they have come but more often to which place they are going. There is no doubt that most of the imports found their way to Dumfries and Glasgow, but there are unique entries such as buttons and "byndings" for a merchant in Falkirk and 2,000 fish hooks for a merchant in Kilmarnock. Every year there are numerous entries of silk and gimp buttons, Yorkshire cloth, "baisse" and fustians, liquorice, penny knives and haberdash, thread, ink horns, etc., etc. There are certain importations which are deserving of special mention.

TOBACCO. Regular consignments of tobacco were imported from Newcastle, most of them being passed through the customs at Alisonbank for Dumfries. Thus in January 1681 the duty on 12 lbs. tobacco amounted to 12s. custom and 12s. excise. Two days later the duty on 150 lbs. "roolle" tobacco and cut tobacco together amounted to £7. 10s. od. From April to September 1678 there were eleven lots of tobacco imported which made a grand total of 784 lbs., including 180 lbs. of "rool"* tobacco. With the tobacco from Newcastle sometimes came 4 dozen, 12 dozen or 20 dozen lots of "wooll cairds", old and new.

HOOKS, corn hooks, shearing hooks or sickles used for reaping corn were in great demand and were nearly always imported in time for the harvest. Thus on 21 May 1678 there is an entry of 3 packs of shearing hooks, 4 days later "3 horse paks of corn houkes", and in May 1681 a total of 1,012 dozen in 8 lots, the largest containing 360 dozen. Custom duty was 1s. scots per dozen and excise duty the same.

* Rools, roolle, rooll and roole refer to a tobacco roll where the leaf is simply twisted into a rope as opposed to cut tobacco.

SHEARS. "19 November 1677. Entered by William Willsons, Surveyr for Zackerias Murdock."

	Custom.	Excise.
14 dussen of woollen shears	£4.04.00	£4.04.00
14 groce of seamsters shears	£4.04.00	£4.04.00
40 dussen of shearing hooks	£2.00.00	£2.00.00

"Seemster's sheers", "seamster's shears", "symster's sheers", and "sempster" refer to a large cutting instrument used by a sempstress. There is also one entry of "taylor's sheers" so that there should be no confusion with sickles nor with "shizzers" or scissors of which 12 gross were entered on 13 September 1672 and a total duty of £9.12.0 paid thereon.

SCYTHES. 13 September 1672.

	Custom.	Excise.
25 dozen scythes	£15.00.00	£15.00.00

In May 1678 a total of 109 scythes were entered and in May 1681 an unusually large entry of 127 dozen in 7 lots, the largest of which contained 33 dozen scythes.

By far the most important and most numerous of all the imports at Alisonbank were items of saddlery, a proportion of which may well have been required to equip troops of cavalry. This was certainly the case when two unusual requests for licences to import cloth were granted in August and October 1684 when the campaign against the Covenanters was at its peak. The first licence was granted to Lord Drumlanrig who was allowed to import sufficient English cloth for his troop of horse. This amounted to 570 ells of scarlet cloth "with cloakes, coattes, hose and hulster topps (with wrapping therto)", to conform to a certain pattern. Care was to be taken that the importer would import only the above quantity "and to bring the same no farther than the town of Carlyll" where it was to be examined, measured and sealed and not to be opened until it had been delivered to the custom house in

Edinburgh.²⁹ In the second case several army officers were allowed to import red or scarlet cloth for their soldiers, it being an urgent necessity before winter set in. Both these consignments would pass the custom port at Alisonbank.³⁰ Regarding saddlery the following examples are taken from the Book of Importation for 1672 and show custom and excise duties charged.

		Custom.	Excise.
12 Aug.	2 dozen black brydls with all furniture	£2.08.00	£2.08.00
	2 doz pair stirup leather	£0.06.00	£0.06.00
	6 doz pair course spures	£0.12.00	£0.12.00
	4 grosse licht wood combes	£0.16.00	£0.16.00
20 Aug.	42 pair stirrup irones	£0.10.06	£0.10.06
	6 dozen sniffl bittes (snaffle bits)	£0.18.00	£0.18.00
	3 dozen Chayne bittes	£1.16.00	£1.16.00
	6 black brydles with all furniture	£0.12.00	£0.12.00
28 Sept.	18 whyte brydls	£0.04.00	£0.04.00
	2 dozen snifle bittes	£0.06.00	£0.06.00
	18 stirup leathers	£0.04.00	£0.04.00
	18 pair stirup irones	£0.04.06	£0.04.06
8 Oct.	12 bosses for brydles (ornaments)	£0.01.00	£0.01.00
	9 doz sniffl bittes	£01.07.00	£01.07.00
	24 pair Spurs	£0.04.00	£0.04.00
10 Oct.	half a grosse horse combes (In a later entry called curry combs!)	£0.09.00	£0.09.00
	1677		
19 Nov.	6 groce of pistoll belts	£0.12.00	£0.12.00
	1680		
14 Dec.	4 doz ½ of black furnetour	£5.08.00	£5.08.00

This list of items of imported saddlery is completed by the very occasional entry of yellow bridles, tackets for saddlers, girth buckles, girths, and 2 dozen "curples" or cruppers. Saddles do not appear in the books and it is possible that they were too bulky to send by land and that it was more convenient to send them by sea. Other occasional or single entries of tools are of "shizzills" or chisils, pincers, "gemletes", "fyles", "elson blades", or awls, and "pearcing bytts" which were some kind of boring tool. Single imports of general

interest are 24,000 needles for Dumfries, "2,500 quylls or Goose pens" for Glasgow, 5 firkins of English window glass, 1 dozen compasses, 1 dozen women's muffs, "Ane dozen masks for women", and "Three dozen stomager sticks of wood".

The books of exportation are mainly concerned with the movements of sheep and cattle across the border into England. Drovers of cattle from Galloway were an established trade by 1632 and these were joined by droves of black cattle from the north. In 1660 the traffic through Carlisle had reached such large proportions that it caused great annoyance to the citizens of that city who placed a tax of 20 shillings on every head of cattle brought into England from Scotland between 20 August and 20 December. Although the embargo was almost immediately raised tolls had to be paid on all cattle entering Cumberland, Westmorland and Carlisle. In 1661 the west coast route to England was extensively used and in 1662 a total of 18,574 head of cattle passed through Carlisle and paid toll at 8d. a head. A. R. B. Haldane writes that for cattle from Dumfries bound for the English markets the natural routes lay by way of Annan and Gretna, crossing the Esk and the Eden by fords near their mouths. Fords across the Solway itself were at times also used, the drovers thus avoiding payment of custom duty at Alisonbank.³¹ It has been said that in the early days the trade in livestock was more or less intermittent. It was also seasonal as drovers would not risk driving cattle long distances in the depths of winter. The Alisonbank exportation books confirm this.

For a short time in 1681/82 the customs office moved to Suronne and the duties collected at "Surone and precinct 1682" for customs outwards give some idea of the seasonal movements of cattle and sheep throughout the year. Duties charged were in Scots money.

1st Quarter.	1 November-31 January.	£221.05.00
2nd Quarter.	1 February-30 April	£19.17.00
3rd Quarter.	1 May-31 July	£1600.08.10
4th Quarter.	1 August-October 31.	£1705.19.02

One must not rely too much on these figures for in 1689 the Privy Council in Edinburgh were informed that Bernard Ross, whom they had appointed collector at Alisonbank, "hade evidently and grossly malversed in his office by the short entry of upwards of ane thousand fyve hundreth sheep and near the number of ane hundreth and eighty nolt". He had also been taking the English toll which was formerly collected at Carlisle, and was uplifting the same which caused the drovers great trouble.³² The duty at Alisonbank on each beast was 10s. Scots and on each sheep 2s. Scots.

It is quite clear from the accounts of exports at Castleton that this was a route much favoured by the drovers for their droves of sheep. In November 1682, at Castleton, 48 score of sheep passed through the customs, the largest drove being 13 score. In the same month at Alisonbank 117 nolt or black cattle and 9½ score of sheep crossed the Border.

One would naturally expect that summer would be the best time of the year for moving sheep and cattle, and the Castleton export book records the exportation in June 1683 of 16 large droves of sheep totalling 304 score, the largest being 50 score, and in addition there were 12 score lambs and 110 score of nolt. Next year in May, June, July and August, duty was paid on 3,013 nolt and 15 lots of sheep in droves adding up to 211½ score and including one lot of "12 hundreth" or 60 score. This was very different from August, September and October 1684, when only 4 large droves amounting to 676 head of cattle paid duty, and there were no sheep.

At Alisonbank outwards entries continued to be few

until October 1686, when 1,198 head of cattle, 4 nolt, 16½ score of sheep, 5 score of lambs and 2 cows crossed the Border. The 1,198 head of cattle were divided up into 10 small lots and 9 large droves, of which the biggest numbered 100, 114, 160 and 240.

The last surviving book of custom and excise in the Scottish Record Office ends on 31 October 1691. There is then a gap in the records until 1 November 1694 when an Alisonbank "outward book" in the Edinburgh University Library contains entries from 1 November 1694 to 1 November 1695.³³ They are all for cattle at 10s. a head, and this confirms the story that droving in a big way began soon after 1700. "Drovers" are much in evidence. On 8 April 1695 Robt. Ferguson, drover in West Linton, paid duty on 59 nolt, and on the same day "Wm. Hennell, drover in Rooklie in England", paid duty on 2 droves, one of 21 nolt, the other of 55. In May there are 14 entries of which 12 were droves and duty paid amounted to £1,130. 3s. 10d. In July only small lots with the exception of a large drove of 190 cattle passed through Alisonbank. In August there was only one drove, which amounted to 207 nolt, and on 12 September duty of £95 was paid on a large drove of "9 score and 10 nolt".

There is a gap of one year till the account for the four months of November 1696 to February 1697, during which time 1,200 pounds of leather, hats, hops, writing paper, etc., were imported, "the amountant in mony of the imposition comonly called bullion money for the total of goods imported" was £70. 4s. 8d. Scots money.³⁴

The following bullion books of imports cover the period, with many gaps, from 1 May 1697 to November 1706. However, they show that the main imports were hops and leather with a few consignments of sugar. Thus in November 1699 there were 9 entries which were for 12½ lb. hops, 1 lb. brass in made work, 5 lb.

hops, 200 lb. hops, 9 lb. loaf sugar in two loafs, 10 lb. bend leather, 5 lb. hops, 35 lb. "taned and bend leather" and $2\frac{1}{2}$ lb. made brass. A summary of the entries in the bullion book from 1 November 1703 to 1 November 1704 is as follows:

16 entries for 8350 lb leather.

3 entries for 325 lb steel.

43 entries for 3950 lb hops.

"ane 8 pair of a barrele of soap" and "100 lb. raisings and currens" appear only once in the bullion books. The last bullion account ends in November 1706.³⁵

At about this time the collectors had got themselves into some kind of trouble. There is a letter dated 13 August 1702 from George Home of Newpark, collector at Alisonbank, to Sir Archibald Mure of Thornton, "one of the managers of her [Majesty's] Customs at hys Lodgings in the south side of the streit on the head of the Lorne market in Edinburgh", the substance of which concerned the entry and weight of some tobacco belonging to George Johnstone as long ago as November 1701. This same business necessitated a journey to Edinburgh in October 1702 by William Graham of Mossknowe who had been the collector for a short time at Alisonbank. He had succeeded Home who had been collector for some years, but Home was back in the saddle when he wrote to Sir Archibald about the sorry business which needed an explanation. Guilty or innocent George Home was a proper Uriah Heep to sign his letter "your reall freind and humble servant". However, it was not long before the two inland ports of Alisonbank and Castleton were abolished. They do not appear in the account of sums of money raised by the Customs between 1 May 1707 and 29 September 1708 which was the first account presented to the Treasury in Edinburgh after the Union of the two kingdoms. The only customs ports in the

south-west of Scotland were at Dumfries, Wigton and Portpatrick.

Acknowledgement.

I acknowledge the generous help in writing this paper given to me by Dr Athol Murray. I am more than grateful for the account of customs administration in the early 17th century which is his contribution entirely.

APPENDIX.

Part of a Plan of Roads in the Neighbourhood of Gretna Green. 1822.

A is the Bar with pass tickets to and from C ordered to be taken down.

B. Road from Old Gretna.

C is the principal Toll house and Bar at Allison's Bank admitted to require protection.

A to D. New Turnpike road from Annan.

E to C and to Carlisle. The Glasgow and Carlisle turnpike Road which is coloured red in the original plan.

NOTE. The plan of Alisonbank is Crown Copyright and is reproduced by permission of the Controller of H.M. Stationery Office. Reference: Scottish Record Office, E.330/9.

References.

- ¹ Athol Murray, The Customs Accounts of Dumfries and Kirkcudbright, 1560-1660, *Transactions of the Dumfriesshire and Galloway Nat. Hist. and Antiq. Society* (TDGAS) xliiii 114-125.
- ² A. R. B. Haldane, *The Drove Roads of Scotland*, 161-162.
- ³ Christopher Morris, *The Journeys of Celia Fiennes* (1947).
- ⁴ CW2 lxi 206.
- ⁵ CW2 lxxii 247.
- ⁶ E. J. Chinnock, TDGAS, Session 1891/2, 22.
- ⁷ *Grante's Map*. National Library of Scotland, EMGB, s. 3.
- ⁸ Surrone Farm in Gretna parish is entered in *The County Directory of Scotland* (1875). It is now largely built over.
- ⁹ Allison's Bank, Allisonbank, Alisonbank, a small farm which in about 1752 was owned by William Carruthers and in 1798 by his daughter Jane. A. Stanley Carruthers and R. C. Reid, *Records of the Carruthers Family*, 174.
- ¹⁰ Roy's Map shows a place called Sarkbridge or Scotbridge west of Alisonbank. James Ross of Sarkbridge married Janet Carlile of the Guards on 2 June 1687.
- ¹¹ See M. J. Armstrong, *A Scotch Atlas* (1777) and James Duncan, *The Scotch Itinerary* (1808).
- ¹² M. I. M. MacDonald's paper on the Eden Bridge, CW2 lxxi 249. In 1804 there was a toll at Sark Bridge between Longtown and Springfield.

- 13 56 Geo. III Cap lxxxiii, 1 July 1816.
- 14 58 Geo. III Cap xliiv, 28 May 1818.
- 15 59 Geo. III Cap 90, 14 June 1819.
- 16 Scottish Record Office, E.330/9.
- 17 Robert Elliott, *The Gretna Green Memoirs* (1842), 132.
- 18 Crown Copyright. Reproduced by permission of the Controller of H.M. Stationery Office.
- 19 The beginning of Dr Athol Murray's notes on the Administration of the Customs.
- 20 Scottish Record Office E.72/2/1. This customs account for the "South Borders" 1665-1666 includes a separate section for Canonbie.
- 21 *Reg. Privy Council of Scotland (RPC)*, 3rd Series, ii 80.
- 22 *Acts of Parliaments of Scotland*, vii 563.
- 23 *Ibid.*, vii 559.
- 24 Scottish Record Office, E.72/2/2.
- 25 *Ibid.*, E.72/2/3.
- 26 On 13 November 1680 £4 custom duty and £4 excise was paid on 4 cwt. of English hops.
- 27 Scottish Record Office, E.72/2/18.
- 28 *Ibid.*, E.72/2/3.
- 29 *RPC*, 3rd Series, ix 102-103.
- 30 *RPC*, 3rd Series, ix 140.
- 31 Haldane, *op. cit.*, 166.
- 32 *RPC*, 3rd Series, xiv 458 (1689).
- 33 Edinburgh University Library, La II 491/2/1.
- 34 *Ibid.*, La II 491/2/2.
- 35 *Ibid.*, La II 491/2/9.