

Two Canals in Aberdeenshire

by Angus Graham

From the great days of agricultural improvement in Aberdeenshire (fig. 1) there have survived the remains of two obsolete canals, about one of which a good deal is generally known while of the other, which was in fact never completed, little seems to have been heard outside its immediate neighbourhood. The first, the 'Aberdeenshire Canal Navigation' (fig. 2), ran 'from the

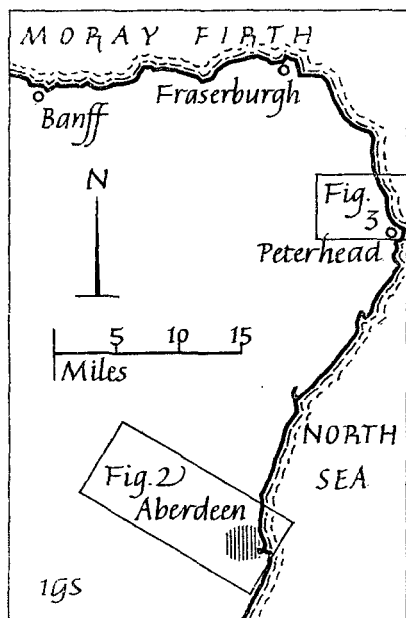


FIG. 1. General location map

Harbour of Aberdeen . . . into the River Don at or near the bridge over the same, adjacent to the Royal Burgh of Inverury',¹ and the second through parts of St Fergus and New Deer parishes (fig. 3). It is the purpose of this paper to resume the main facts about both these works as recorded in various sources, and to describe their remains as observed in 1966 and 1967.

I THE ABERDEENSHIRE CANAL NAVIGATION

Contemporary notices of this work are given in the Statistical Accounts² and in the *General*

¹ 36 Geo. III, cap. lxxviii, 26th April 1796 (*Public Acts*, 36 Geo. III, 1-82, p. 967).

² *Stat. Acct.*, xv (1795), 106; xix (1797), 226 ff.; *NSA*, xii, 68 ff., 683.

Review,¹ parts of its line are marked on the 6-inch O.S. maps and some earlier plans,² some vanished stretches appear on air-photographs, and a good deal of information regarding it has been recorded by the late John Milne.³ Its legal and commercial history has been exhaustively treated by Dr Jean Lindsay.⁴ The object of the work seems to have been to cheapen imported fuel and manure, to promote the improvement of land by reducing the amount of labour devoted to peat-cutting, and to encourage the exploitation of quarries and timber. The original project

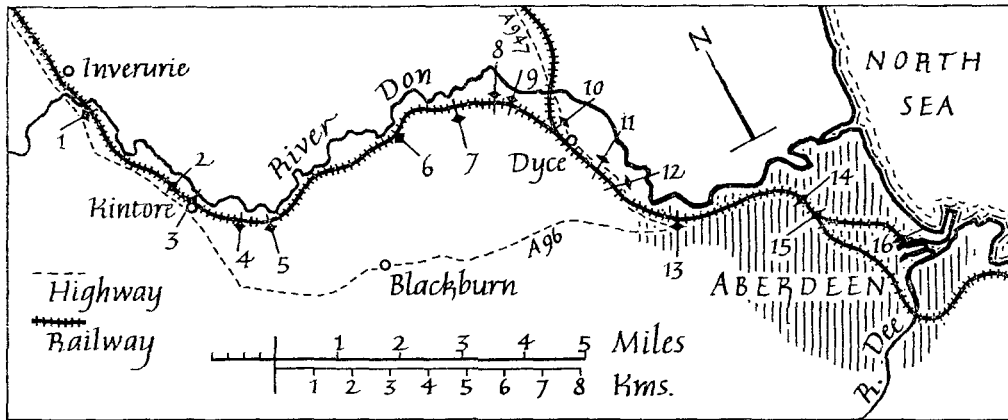


FIG. 2. The Aberdeenshire Canal Navigation. Numbers indicate position of remains⁵

envisaged a canal running from Aberdeen Harbour to Monymusk, with a branch following the Urie and ultimately reaching Inch; a survey made by a certain Captain George Taylor showed such a plan to be feasible, but the canal as actually built was carried no further than Inverurie, its terminal being at Port Elphinstone,⁶ just S. of the town and on the right bank of the Don. Its length is given as 18½ miles, and as first constructed it was only 17 ft. wide by 3 ft. deep, though John Rennie had proposed a breadth of 27 ft. and a depth of 4 ft.; but in the course of the first six years these dimensions were increased, over much of the distance, to maxima of 23 ft. and 3 ft. 10 in. There were seventeen locks, and these raised the cut, near Stonywood (c. 892108), to a height of 168 ft. above low-water mark,⁷ which elevation was maintained unaltered for the rest of the way to Port Elphinstone. The canal did not at first communicate directly with the sea, but a tidal lock was added in 1834 by means of which boats could enter or leave at half-tide. Basins were provided at Aberdeen, Bridge of Dyce, Kintore and Port Elphinstone, and other works included five aqueducts, twenty culverts and fifty-six road bridges. Some of the bridges were almost at the level of the water, with the result that the horses – two or three harnessed tandem – had to be

¹ Keith, G. S., *A General View of the Agriculture of Aberdeenshire*, 542 ff.

² O.S. 6-inch map, Provisional Edition, sheets NJ 71 NE, 72 SE, 80 NE, 81 NW, 81 NE, 81 SE, 90 NW, q.v. for all grid references in the text; do., 1866 edn., liv SE, lv SW, lxx NW, lxx NE, lxxv NW, lxxv NE, lxxv SE; Clerk, T. (engr.), *A Plan of the Cities of Aberdeen*, after Wood, J. (1809); Cary, J., *Plan of the Intended Navigable Canal, etc.* (1796).

³ Milne, J., *Aberdeen* (1911), 252 f., 264 f., 344 f., 390 f.

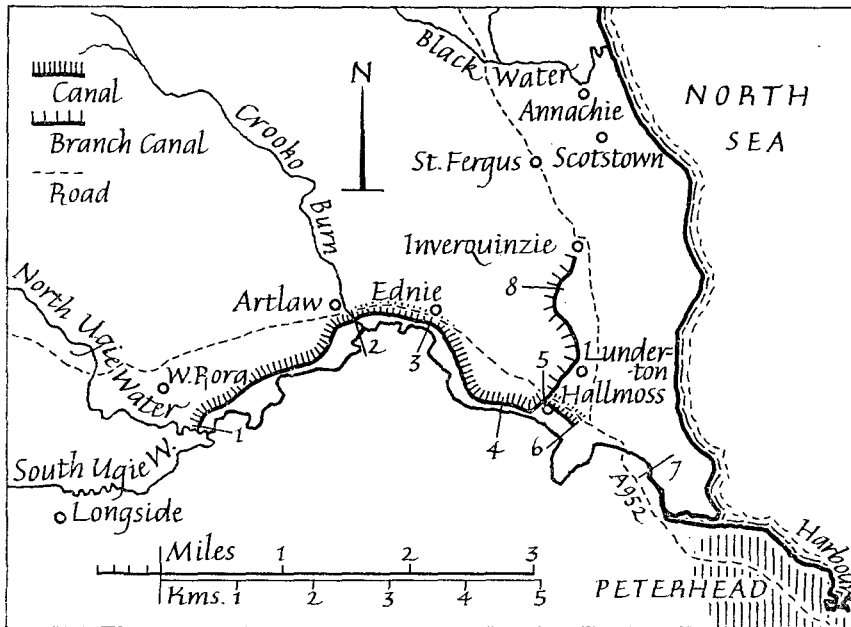
⁴ *The Journal of Transport History*, vi, No. 3, May 1964.

⁵ 1 Port Elphinstone; 2 Fullarton; 3 Tavelty; 4 Rosebank; 5 Dalweary; 6 Woodlands Wood; 7 Pitmedden; 8 Old Dyce; 9 Nether Kirkton; 10 Dyce; 11 Stonywood; 12 Lock Cottage; 13 Bucks Burn; 14 Canal St.; 15 Kittybrewster; 16 basin.

⁶ So named after James Dalrymple Horn Elphinstone of Logie-Elphinstone (Davidson, Rev. J., *Inverurie and the Earldom of the Garioch*, 472), not Robert, his brother and successor (*NSA*, xii, 683).

⁷ Milne (op. cit., 264) states that each lock was 60 ft. long and had a lift of c. 9 ft., a total lift of 153 ft. This seems more nearly right than *NSA*, xii, 68.

detached and hooked on again after the boat had passed the bridge by its own momentum. At other low bridges headroom might be obtained by siting the towpath below the surface of the water. The Act limited the total breadth of the works to 20 yds., this figure being increased to 100 yds. at docks, passing-places, etc. The Company was empowered to take water from the Don



. 3. The St Fergus and River Ugie Canal. Numbers indicate position of remains¹

and from streams within 2,000 yds. of the canal, and was required to set up distance-posts at half-mile intervals as a basis for tolls.

The canal was opened in 1805 and had a life of just over forty years. In 1845 the Great North of Scotland Railway bought it, and in 1849 began to build upon it a line from Aberdeen to Inverness; the canal remained in temporary use but was closed in the early part of 1854, the railway opening in September of the same year. Much of the structure has naturally been obliterated either by the railway or, as in Aberdeen, by building and other improvements. In the notes that follow the remains will be described as they survive, in succession from west to east (fig. 2).

The terminal area at Port Elphinstone lies S. and SW. of Canal Road (777203), where the older buildings are disposed on an axis running from NW. to SE. and thus contrast with their neighbours which conform with Elphinstone Road. The basin has completely disappeared, but a plan of part of the Great North of Scotland Railway, in the possession of Mr J. E. Tait of Broomend,² shows that it was narrow and oblong in shape, with a rectangular north-eastward expansion at its NW. end. The main building of Messrs Seymour Cobley Ltd., Dutch Bulb Farms, was originally a grain-merchant's store, straddling the unexpanded part of the basin and having arched passages in its basement through which boats could pass and be loaded by chutes from

¹ 1 presumed origin; 2 Crooko Burn; 3 Ednie; 4 Cairnhall; 5 Hallmoss; 6 end of work; 7 high-water mark; 8 Cuttie Burn.

² I am indebted to Mr Tait, and also to Mr K. Falconer, for an opportunity to study these plans. They are referred to later in the text as 'the Tait plans'.

above¹; only one of the arches (Pl. 16b) was accessible when visited, but there must have been at least four on the NW. side of the building. The accessible arch, now built up, is of flattish, elliptical form, the voussoirs being granite blocks, hammer-dressed and stugged. The 'canal-head' was marked by a milestone, said by a resident to have stood behind the north-westernmost building of the County Council depot; no traffic went beyond this into the Don, and whatever channels communicated with the river were purely for the supply of water. The original disposition of the channels cannot now be determined, but the two that leave the river E. of the bridge and run past the site of the basin are simply lades serving two large mills, and clearly owe their present form to that function. The more westerly of them is marked on a small-scale plan of 1832,² and in 1817 yet another channel existed,³ originating W. of the bridge and passing under its S. approach where dry culverts can now be seen; but this was probably no more than an overflow channel to ease pressure on the bridge in floods.

The canal appears to have left the terminal area along or beside what is now a lane running SSE. past the mill of the North of Scotland Milling Company. Beyond the mill, its course is flanked by the lade that serves Messrs Tait and Son's mill, and though this lade is marked 'Old Canal' on the O.S. map it has clearly been developed since the canal's closure. On this showing, the railway may have overridden the canal's line at or somewhere close to 780199. Beyond this point, remains become visible, in the shape of a high, grassy bank, below the railway E. and SE. of Fullarton (783182); and these are followed by faint traces of a ploughed-out terrace on the slope between the house and the steading at Tavelty (790171). Some further traces, W. of the railway and N. of Tavelty, are said locally to have been obliterated by levelling and draining some twenty years ago. South of Tavelty, the 168-ft. contour describes a hairpin bend on the Bridgealehouse Burn, and thereafter a curve W. and SW. of Kintore, where the canal crossed the School Road (A96) by the house marked 'Canal Cottage' on the O.S. map (792160). The stone marking the fifteenth mile from Aberdeen is preserved in the garden at Bridgealehouse (Pl. 19a); it consists of a round column, 12 in. in diameter, rising 1 ft. 8 in. above a roughly squared base and bearing the mileage figure incised on a sloping panel. A similar stone, marked 14½, is built into the garden wall at Canal Cottage. No remains of the basin recorded by Keith survive. Beyond Kintore, traces begin to reappear north of Tuach Hill, in the form of a linear hollow much evened out by ploughing; these become gradually more definite and give place, in the enclosure north-west of Rosebank (797157), to the terrace on which stands the uppermost of the two houses.

At Rosebank there begins a stretch of the canal in very much better preservation, which flanks the south-east-going by-road in a wooded strip as marked on the O.S. map. The remains here consist of a heavy earthen bank about 10 ft. wide at the top, which stands up to 4 ft. 6 in. above the bottom of the channel, itself some 18 to 20 ft. wide. The opposite side has been formed by the scarping of a natural slope. The bank carried the towpath, and at a point 60 yds. SE. of the junction of the lane at Rosebank the fourteenth milestone still stands *in situ*. It is similar in all respects to the one at Bridgealehouse (*supra*). South-east of Brae farm the railway describes an arc, along the chord of which the canal runs; this stretch of the work is shown on the O.S. map of 1866, and is faintly marked on the ground by a very shallow depression and by a dip in a field-fence some 70 yds. N. of the railway. Passing again to the S. of the railway at 807151, the canal follows an angled course round the S. side of a flat area south of Dalweary. This stretch is well preserved though much overgrown with bushes. Where measured, the dimensions were similar to those noted above though the cut was only 14 ft. wide at the bottom; this difference may, however, be due to the slipping of earth from the steeply scarped S. side. The towpath bank is 25 ft.

¹ Milne, *op. cit.*, 264.

² Inverurie Public Library.

³ Plans of the Persley and Grandholm Flaxworks, H.M. General Register House (R.H.P. 114/1, 114/2).

wide over all, and in places its outer side is revetted with boulders. Dalweary is mentioned, along with Dyce, as a place where horses were changed,¹ and the foundations of a demolished building used for this purpose can be seen on the S. side of the road. A smithy also formerly existed here. The staging points at Dalweary and Dyce divide the length of the canal into approximately equal parts.

Beyond Dalweary, where the road turns uphill towards Deystone, the canal maintains its direction until it is again overrun by the railway, which then creates a long gap in the visible remains. An important culvert or aqueduct-bridge must have existed at the crossing of the Black Burn (832152), but nothing has survived the construction of the modern road-bridge.

The next section of the remains borders the lower edge of Woodlands Wood, and extends to some 1,600 yds. (844152-857152). The features of the canal are very well preserved, and are essentially the same as those noted above apart from some adaptation to steeper transverse slopes – e.g. the base of the cut, where measured, was narrower, at c. 12 ft., while the towpath bank stood as high as 6 ft. in places. In the E. part of this stretch, the road to Woodlands Croft runs along the top of the towpath bank, and at one place the scarp side of the cut has also been embanked for a short distance, where the face of the hill recedes. One of the Tait plans shows a passing-place in Woodlands Wood. All traces of earthwork have been obliterated in the arable ground of Beidleston, as has also the ‘Old Canal Bridge’ marked at Beidleston Cottages on the O.S. map surveyed in 1866; but along the S. side of a strip of felled trees running eastwards from the cottages a trace of scarping survives, while east of this a slight terrace can be seen in the adjoining field and eastwards again a better-preserved stretch carries the private road in front of Pitmedden House. This last stretch describes an arc some 300 yds. in length, and at 863148 a small watercourse emerges from under it through what seems to have been one of the original culverts. This culvert opens, on the lower (N.) side of the work, at the bottom of a rock-cut gully some 8 ft. deep below the roadway; its mouth consists of a low segmental arch, spanning about 5 ft. and springing at the level of the water, which is set in a recess faced with large blocks in courses.

East of the Pitmedden policies the railway obliterates the canal for about a quarter of a mile, but shortly before the railway enters a cutting the canal reappears to the N. of it (869149), and here takes the form of a pair of embankments, the ground being flat and not lending itself to the usual terrace technique. The railway cutting is made necessary by a transverse ridge of moraine which was equally an obstacle to the canal, and this has likewise had recourse to a cutting sited just N. of the railway. The ridge may have been lower and thinner at the point chosen for the cut, but no detailed observations could be made as this area is occupied by a dense thicket of broom while the other (E.) face of the ridge is under exploitation for gravel.

South-east of the gravel-pit and of the road leading to the old church of Dyce, the canal is well preserved (Pl. 16a) for about 300 yds., crossing a pasture field on a slightly sinuous course. The cut is scarped into a slope which rises on the S., while the towpath bank, which is up to 8 ft. high on its lower side and 10 ft. wide across the top, contains numerous boulders and shows traces of a masonry foundation in parts of its outer face. The bottom of the cut is here about 12 ft. wide, but may have been narrowed by soil fallen in from the sides. Near the W. end, where the ground is flattish, a bank has taken the place of the scarped S. side. A milestone (Pl. 19c) inscribed 8½ was situated about 180 yds. ESE. of the E. end of this stretch, and is so marked on the O.S. maps, but it has now been moved for preservation to a mound beside the railway 120 yds. E. of Nether Kirkton farm. It does not differ from those noted above.

For more than two miles and a half beyond Nether Kirkton, physical remains are lacking,

¹ Milne, *op. cit.*, 269.

and it is necessary to depend on air-photographs and the O.S. map of 1866; but with these aids the course of the canal can be traced through approximately the following points: a sharp road-corner at 880141; contiguous field-divisions N. of Dyce Church and N. and NE. of Meikle Dyce; the S. side of Messrs Lawson's factory, and across Highway A947 where 'Old Canal Bridge' was marked in 1866; to and along a series of field-divisions which mark out a salient E. of Dyce village, crossing the road from Upper Glen to Glen about 100 yds. W. of its angle at 895125 and returning nearly to A947 just E. of spot-level 168; and finally parallel with the highway, on the E., as far as the N. end of a sinuous belt of trees (891116). Here some evidence survives, as the belt itself perpetuates the line of the canal, and at 893111 it can be seen that a lane, which here enters Stonewood Terrace between the houses numbered 55 and 57, rests on the top of the flattened towpath bank. At the mouth of the lane there is a milestone, similar to those already mentioned and inscribed $5\frac{1}{2}$ (Pl. 19b). The name Lock Cottage, belonging to a house which stands some 130 yds. SW. of the S. end of the planted belt (892108), indicates that a lock, probably the highest of the series, was located somewhere hereabouts. Milne places two locks near Stonewood.¹

The canal now enters the city, where all physical remains have been obliterated; a good deal, however, can be learned from the Tait plans, Clerk's plan and Milne's record,² and from suggestive street-names which occur from place to place. The first identifiable point in the built-up area is the 'Playing Field' flanked by the Green Burn gully in the N. part of Bankhead (892104), where remains were marked in 1866; while a resident stated that some traces were formerly visible on the site of the adjoining tennis-courts, flanked by Burndale Road. The map of 1866 likewise marks a short stretch E. of the Oldmeldrum Road where it crosses the Bucks Burn (898097); Milne records an aqueduct bridge here and a lock at 'Haudagain', an unidentified place which may have been somewhere near Perseley Station. Thereafter the canal remained close to the road for some distance, as indicated by the names Canal Terrace and Canal Street; these streets probably perpetuate the actual line of the canal, as Milne notes the proximity of canal and road from Don Street, a little further on, past Barron Street to Kittybrewster. The Boat House, beyond which no passengers were carried, and also a bridge, were located where Fullerton Road reached the Canal from the E., i.e. where St Machar Drive now crosses the railway; Clerk marks 'Lock House' here, on the W. bank of the canal, and the milestone of the second mile was formerly preserved at the roadside. Between the Boat House and Kittybrewster Junction there were five locks, and near the station a bridge which served a road from Old Aberdeen. From Kittybrewster onwards the course of the canal coincided with the existing railway-line to the harbour, and in the section bordering Elmbank Terrace, where the ground falls noticeably, there were several locks and a lockman's cabin, with a bridge at Canal Road. Close by to the E. is Canal Street, communicating with Mounthooly, and at the latter were sited a bridge and the wharf that formed the main goods-depot for the town. Above Mounthooly Bridge was the milestone for the first mile. Below Mounthooly there was a lock, and at Nelson Street, close by, a bridge and a repair-dock for boats, with a passing-place further on. Between Nelson and King Streets there were two locks; at King Street and at Park Street, bridges; at the Powcreek Burn, probably in or near the City Hospital grounds, a culvert; just above Constitution Street, a lock and at Fish Street, now Albion Street, another, with bridges at both these last two streets. The lowest street-bridge was at Virginia Street, and below this came the terminal basin, now occupied by the goods depot. The basin was formed by excavation, and an embankment carrying a road was built between it and the harbour; the overflow was regulated by what Milne calls a lock, but before the navigable entrance was made in 1834 it is more likely

¹ *ibid.*, 265.

² Individual references are not given. For Milne see *op. cit.*, 252 f., 265 ff., 344, 390 f.

to have been a sluice. The entrance was situated about 150 ft. E. of the angle between the Regent and Waterloo Quays.

II THE ST FERGUS AND RIVER UGIE CANAL

The idea of cutting a canal to open up the country inland from Peterhead, and thereby overcome the lack of convenient seaports and markets, was evidently being ventilated as early as 1793¹; and before the turn of the century work had been started by James Ferguson of Pitfour,² who built four miles of canal in St Fergus parish in the hope of benefitting his estates both there and in Old Deer and Longside parishes.³ The work, however, was never finished, owing to 'difficulties in effecting the necessary arrangements with neighbouring heritors'⁴; and how far it ever served any purpose other than the supply of water does not now appear. In any case, it was out of use by 1868.⁵ Failure to reach Peterhead did not, however, spell the end of Ferguson's endeavours, as at some time early in the nineteenth century a branch was cut northwards to Inverquinzie, near St Fergus village, for the purpose of bringing in shell-sand as manure for the inland farms.⁶ Great advantage was expected to accrue from the use of this sand,⁷ which was obtained from the sea-shore at or near the mouth of the Black Water (106532). The plan must presumably have been to cart the sand to Inverquinzie by a road⁸ which once ran past Scotstown through what is now agricultural ground in squares 1052 and 1051⁹; the remains of its upper portion can still be seen, in the form of an earthen bank, by the side of Highway A952 just below Inverquinzie. There is no question of a subsidiary canal having crossed the Scotstown flats, as suggested by Robertson's and Gibb's maps¹⁰; not only are the flats some 40 ft. lower than Inverquinzie, but it is clear that the deceptively wide ditch that runs between Scotstown and Annachie is not a canal but forms part of a large scheme of land drainage. In the event the Inverquinzie branch likewise proved a failure; by 1837 it was regarded as useless except as a reservoir for water for the farms, and was already fast filling up.¹¹

The main canal runs along the N. side of the valley of the River Ugie, a stream formed by the combined North and South Ugie Waters which unite about a mile and a quarter ENE. of Longside. The *New Statistical Account* seems to suggest¹² that Ferguson of Pitfour hoped to extend navigation up one or both branches of the river, but this is hard to believe as they are small, shallow and twisty. The cut appears to have left the North Ugie Water at a point 130 yds. NW. of the junction (056485); but there are today no signs of any opening or sluice in the mounded left bank nor remains of a weir in the channel, while the initial stretch of the canal has been narrowed and converted into a ha-ha ditch. Significant remains, however, can be seen where the cut nears the river-bank about 500 yds. downstream (c. 058488), and typical features appear clearly on air-photographs NW. of the Haughs of Rora, where 'Old Canal' is marked on the O.S. maps.¹³

As it approaches the Crooko Burn, in the field S. of the Longside by-road at Artlaw, the canal is represented only by a heavy bank on a curving alignment, its thickness having been reduced and the water-channel destroyed by the removal of much material from the NW. side. The Crooko

¹ *Stat. Acct.*, ix (1793), 196; xv (1795), 138.

² On whom see Fergusson, Sir J., *The Fergussons*, 29; Lawson, Rev. A., *A Book of the Parish of Deir*, 91 f.

³ *NSA*, xii, 187.

⁴ *ibid.*

⁵ I am indebted for this information to Mr J. Howdle.

⁶ *NSA*, xii, 188 (of 1837), 867 (of 1841).

⁷ Keith, G. S., *A General View of the Agriculture of Aberdeenshire*, 440.

⁸ For information about this road I am indebted to Mr J. M. Chalmers, Kinloch.

⁹ Grid references in the text are to the O.S. 6-inch map, Provisional Edition, sheets NK 04 NE, 05 SE, 14 NW, 15 SW. See also 1872 edition, sheets xiv SE, xv SW, xxii NE, xxiii NW.

¹⁰ Robertson, J., *Map of Aberdeen, Banff and Kincardine* (1822) and 'Map of the District of Buchan; 1869' in Pratt, Rev. J. B., *Buchan* (1870); Gibb, A., *Map of the North Eastern Districts of Aberdeenshire* (1858).

¹¹ *NSA*, xii, 188.

¹² *ibid.*, 867.

¹³ This stretch was not inspected on the ground.

Burn is crossed at 074500, on an aqueduct bridge well built of heavy granite blocks; the thickness of the bridge, about 40 ft. between the masonry faces, indicates what must have been the original breadth of the canal including, presumably, the towpath. The top of the bridge is dilapidated and overgrown, but the burn passes through a pair of lintelled openings with a cut-water between them (Pl. 18a), the W. one, which has a relieving arch, being about 5 ft. wide by 3 ft. high. East of these openings there is a third, for the passage of a field ditch. The faces of the bridge are deeply recessed within sharply curving abutments.

East of the aqueduct, the canal has been ploughed down to a low mound, but this can be seen to coalesce, some 120 yds. further E., with a well-preserved section marked on the O.S. map. At this point the canal seems to have been altered to receive a small watercourse which runs more or less parallel to the Crooko Burn; this was presumably done, after the canal had failed for purposes of transportation, to bring water to a small farm-mill, the remains of which stand by the N. bank of the canal at Ednie (084498), and which was once supplied through a sluice inserted in the bank. At this same point a small watercourse runs under the canal in a culvert; the masonry and curving abutments are similar to those of the aqueduct, but the opening is arched, not lintelled. It is about 3 ft. high by 2 ft. 6 in. wide. The canal is less dilapidated at Ednie than elsewhere, owing no doubt to the fact of having been kept in use as a reservoir for the mill and also, perhaps, for an adjoining brick and tile works.

South-east of Ednie, the canal is again a ditch between heavy clay banks, the breadth over both of which is about 55 ft. The ditch itself, where measured, was about 24 ft. wide by 3 ft. deep.

From a point 670 yds. SE. of the mill (087493) to one 300 yds. SW. of Cairnhall (091489), the O.S. map suggests a gap in the line of the remains; but their existence here was verified, and it was found that in the next section, S. and SE. of Cairnhall, quite extensive work had been done. The canal here runs as a hollowed terrace along the face of a slope falling steeply to the River Ugie, and rock has frequently had to be cut back or excavated. At a point where the channel was comparatively free of debris it measured 20 ft. in width by about 4 ft. in depth; a towpath is marked on the 25-inch O.S. map of 1870, but the top of the bank on the outer edge of the terrace is irregular and in places obstructed by excavated rock. At 097488 the canal swings away from the river, widening for a short distance at the turn, and runs NE. to an overgrown pond lying immediately W. of Hallmoss farm (110489), which served as the terminal of the Inverquinzie branch, and then SE. through what is now the garden of the farmhouse. Beyond this filled-up stretch, it again becomes visible on the same alignment, passing behind the abandoned Hallmoss Smithy, where the remains consist of a heavy but irregular bank with a ditch some 24 ft. wide on its NE. side. From the S. corner of the smithy enclosure a mounded terrace, much ploughed down, runs on south-eastwards for 130 yds., but ends abruptly in the middle of a field (102487), evidently at the point where work finally stopped. The elevation is here something over 60 ft. O.D., and there is nothing to show what plan, if any, existed for bringing the cut down to sea-level either in the Ugie estuary or elsewhere. High-water mark in the estuary would have been about 1,300 yds. from the end of the cut, while to reach the Peterhead harbours, nearly two and three-quarter miles distant, in the manner 'contemplated' by Ferguson of Pitfour,¹ would have called for a substantial aqueduct-bridge spanning the hollow in which the river runs.

The Inverquinzie branch is a mile and three-fifths in length. At its point of origin (104509) the 6-inch O.S. map of 1872 marks a terminal basin; this has now been filled up, but its former position was pointed out by a resident as immediately E. of the houses. From Inverquinzie the cut pursues a sinuous course, as marked on the O.S. map, through squares 1050 and 1049 to a point 160 yds W. of Lunderton (103493); beyond this point it has been filled up, but its line is

¹NSA, XII, 867.

perpetuated by a field ditch and is shown by the 25-inch O.S. map of 1870 to have joined the main canal at Hallmoss in the manner described above. The crossing of the Cuttie Burn (101502) is effected by a well-built masonry culvert (Pl. 18b), circular in section and 3 ft. 6 in. in diameter. Where well preserved *the cut (Pl. 17b)* is about 18 ft. wide by 5 ft. deep, and is banked up on its lower side as necessary. Near Lunderton it still holds some water (Pl. 17a).

In conclusion I desire to thank all those who have helped with the work, particularly Mrs Hepburne-Scott, Miss A. Young of the National Library, Mr I. G. Scott, Mr J. Howdle and Mr M. Milne, Librarian of the Aberdeen City Library.



a Aberdeenshire Navigation Canal E. of Old Dyce



b Archway in former grain-store on Aberdeenshire Navigation Canal at Port Elphinstone



a St Fergus canal near Lunderton, looking South



b St Fergus canal: section of Inverquinzie branch S. of Cuttie Burn



a St Fergus Canal: aqueduct bridge over Crooko Burn, near Artlaw



b St Fergus Canal, Inverquinzie branch: culvert on Cuttie Burn



a Aberdeenshire Canal Navigation milestone re-set in garden at Bridgealehouse



b Aberdeenshire Canal Navigation milestone at Stonewood



c Aberdeenshire Canal Navigation milestone removed to Nether Kirkton