



A metal figurine of the Celtiberian metal smiths of that time, circa 3-to-5 B.C., Spain. ¹

Chapter Five

EDINBURGH and The Museum of Scotland Project

"John Galt's son, Alexander, is my Political antecedent."²
Sir Roy Maclearn, Lord High Commissioner for Canada

We made our way to our "friends" in Edinburgh, Tony and Liz Kelley, in whose *Kelley's B and B* we had stayed during our second visit to Edinburgh. Tony was sorry to inform us that he would not be able to put us up that first night, but had arranged a stay for us at his neighbors,' Allan and Jeannie Rayner's, *the Roseberry B&B*, just a few doors down, on Queensferry Road. After checking into our lovely appointed, town accommodations, we decided to take a double-decker bus to Prince and George Streets, for the balance of the day and evening. After a walk along one of the most impressive pedestrian strands in Europe, Prince Street, looking for a *Prince Charlie Jacket* to rent or buy, for our attendance at the **Grand Opening** next day, we found that none of the Scots haberdasheries were yet open for business. Therefore, wanting to finally get Ms. Kenmotsu into the castle for a first visit, we walked across Bridge Gate Street, towards *The Royal Mile*, which leads up a steep climb to Edinburgh castle.

Looking into many of the wonderfully old shops on *The Royal Mile*, we happened to find one

¹ The illustration, above, from that which introduced the discussion of the *Celtiberians*. From *Wikipedia*, the free encyclopedia (Redirected from [Celtiberia](#)). The Celtiberians were [Celtic](#)-speaking people of the [Iberian Peninsula](#) (Spain) in the final centuries BC. The group originated when [Celts](#) [from Greece] migrated from [Gaul](#) [France] and integrated with the local [pre-Indo-European](#) populations, in particular the [Iberians](#). Then on to the isles of Ireland, and over to Scotland. But see earlier discussions of Scots' migration from the Meditoranian.

² Stated by His Excellency, Sir Roy Maclearn, Lord High Commissioner for Canada, as we of *The Audience* waited for the arrival of Her Majesty, The Queen, Elizabeth II, and His Royal Highness, The Duke of Edinburgh, at the Grand Opening of The Museum of Scotland's east addition, Edinburgh, Saint Andrew's Day, 1998.

opened that sold Scottish Highland clothing. After making our purchase of a Prince Charlie Jacket and Vest, we took our outfit to the dull-looking cashier. He was not the least interested in our telling him that we had made our purchase for wear at the *Grand Ceilidh* at the new Museum of Scotland Project, after our audience with Her Majesty, but when we added that we were writing a book about Edgar Allan Poe's Scottish Period, called "*Mar'se' Eddie*" in the *Shire*, the most spectacular aura overcame the tall, dark-haired young man, whose name he later gave as Jaimé Gonzolas. Then that wonderful event called "hooking up," which occurs between two or more persons, who have previously unknown common interests, occurred. In rapid succession we told him Poe's ancestors were from Ayrshire--"Do you know Kilmarnock?" "Oh, yes," was his prompt reply. "I've always loved Poe's poetry...."

Then he began the most extraordinary recitation of *The Raven* we have ever heard. Looking directly into the author's eyes he said, as though continuing our conversation...

"Once upon a midnight dreary, while I pondered, weak and weary,
Over many a quaint and curious volume of forgotten lore--^[3]
While I nodded, nearly napping, suddenly there came a tapping,
As of some one gently rapping, rapping at my chamber door.
'T is some visitor,' I muttered, 'tapping at my chamber door--

Only this and nothing more.'

"Ah, distinctly I remember it was in the bleak December, ...--"

--"Do you know the whole poem?" the author exclaimed!

--Not just "The Raven;" but many of Poe's other poems as well.

I can't even recite lines of my own poetry, much less lines from *The Raven*. If I could recite *The Raven* I'd...

--"Are you aware that with your knowledge and ability to recite Poe's works, you could probably make a living giving presentations?"

"I just enjoy reading and memorizing his poetry. I've never given any thought to doing more with it.

* * * * *

By this time several other patrons had begun to queue up to pay for their purchases. We were enthralled to hear Jaimé recite Poe, and did not want to leave. Nevertheless, he was running a business, and it wasn't from reciting Poe's *The Raven*. Therefore, we jotted down his name, and told him we would write once we returned to Pacifica, for we thought knowing someone like him in Edinburgh, would be worthwhile. Reluctant to loose our grip with Jaimé, we nevertheless thanked him, told him how wonderful it was to make his acquaintance, and if ever we were back in town we would look him up. That sort of experience must be understood for its irony. It is one thing to hear someone at a Poe Society recite *The*

³ Their could be but one venue of such a scene and library: the James Watt Library, not but two blocks from uncle John and aunt Jean Galt's house, where he took little Eddie, before all went to London.

Raven, but to have such an experience in *Burns Country*, was the very last thing we expected.

We would "meet" Burns a bit further up *The Royal Mile*, but after we had made our visit to one of the most impressive pieces of living history in Scotland: Edinburgh Castle.

The event of *The Grand Opening of the Museum of Scotland Project* was the high point in the author's life, as Her Majesty, The Queen, Elizabeth The Second, and His Royal Highness, The Duke of Edinburgh, would be present. Queen Elizabeth would give the opening remarks, "Reception afterwards," by strict invitation only. Ms. Kenmotsu would have to wait in a freezing mist, outside the Museum building! To have been within the audience of Her Majesty, close enough to shake the hands of the Royal Couple, the author would later tell His Excellency, The Lord High Commissioner for Canada,⁴ Sir Roy Maclearn, another of the assembled audience, that he now knew what men like Robert Burns and John Galt would have felt when first in Edinburgh, amongst the nobility of Scotland. We Americans never read of Burns' nor Galt's thoughts of that occasion; however, Scots do in the poems, letters, and literature of both. However, from our knowledge and experience of both, we would add another, single, but vital point of information about all of this to Poe.



Her Majesty, Queen Elizabeth II, (in red pill box hat to the far right), and His Royal Highness, The Duke of Edinburgh, to her left, arriving for the Grand Opening of the new wing of the Museum of Scotland. Notice the Duke in his traditional pose when accompanying the Queen.
Photo by Kenmotsu

While we were awaiting Her Majesty's arrival, Sir Maclearn, and the author, became engaged in a rather mutually interesting subject: John Galt. His Excellency was surprised that an American had even heard of John Galt; however, when the author told him of Poe's relationship to his uncle, John Galt, he became extremely interested in that subject. Nevertheless, for us, the importance of that extremely paradoxical encounter, is the fact that the author learned that John Galt never mentions his son, Alexander's, success after him. That success is this. By the time John Galt wrote his autobiography, from which we quote extensively, his son, Alexander, would have been the first Lord High Commissioner for

⁴ Title of The Ambassador to the Court of Saint James, the British Royal Court, London.

Canada, after his father had failed miserably in a business venture there. Who else would either have known this fact, or have been in our company to have expressed it to the author!

As we continued our discussion, several applications of this new knowledge came to mind. First, it helped the author comprehend how one, such as John Galt, so unimportant to a gathering of commercial, literary, and royal members of the power establishment of his time, would have felt upon that first meeting in Edinburgh. Yes, his father had been rich, but he had died at sea. When John Galt was in Edinburgh, with a view towards commencing a career as a novelist, he was very much a "nobody." Having "failed at business in Canada," being his most tragic burden. Nevertheless, his sons benefited, in turn, from whatever popularity John acquired during his lifetime as a successful novelist, if not in spite of his capitol failures. That connection apparently earned one of his sons, Alexander, the subsequent position as The First High Commissioner, of the Canadian Provinces of that time, to the center of the British Government and nobility at London.

As important as Alexander Tilloch Galt was, and would become after his father's death, information that the Ambassador supplied must be included for the reader's edification. First, however, we must state that we learned from the letterhead that Lord Maclearn, as an Ambassador, in Canadian political protocol, is addressed as *His Excellency*, and called *The Canadian High Commissioner*, as well as *Haut Commissariat du Canada*, in their French, companion language. Notwithstanding these formalities, upon his return to Canada, His Excellency wrote that He did not recall who the other parties of our conversation were. Nevertheless, the author has since learned that it was the son of the First Governor of Uganda, His Excellency, Lord Colvan and his wife. Sir Colvan's wife, at this writing, is a Member of the Board of Trustees of the Museum of Scotland. However, of greater importance are the details of facts about John Galt, his sons, Alexander and Thomas.

The third son, "John, entered the service of the Canada company and died at a relatively early age."⁵ Several pages of two books were attached to the Ambassador's letter, as follows: *The Galts: A Canadian Odyssey John Galt 1779-1839*, by H. B. Timothy, and the second book, *LIFE AND TIMES OF SIR ALEXANDER TILLOCH GALT*, by Oscar Douglas Skelton, edited and with an introduction by Guy MacLean.⁶ Let us look at several entries from the first book. One would hope that every reader had access to these two books, for they are important literary works in their own right, and provide a more grand view of Canada, and John Galt's part in its earliest development. Nevertheless, a few excerpts will give our readers some of the "flavour" of just how important this man was to Canada, although not amounting to but one or two footnotes in Hervey Allen's book, and of no importance to Americans. Under the chapter of "Scottish Heritage," one is told "...the Galts must have found their way to Scotland in the wake of the Norse invaders who once harried the Western Isles...[and] settled mainly in the Irvine, Dreghorn and Stewarton parts of Ayrshire."⁷ Apparently the ancient Galts earned their lands and early Scottish importance "with some of the Stuarts...they migrated there from Perthshire....:" From a book that never saw publication, John Galt says of his ancestors,

"I have ever thought that the spirit by which the Scottish Covenanters were actuated was one of the highest manifestations of a determination to maintain the rights of the people that has yet irradiated the history of mankind...."

⁵ Skelton, Oscar Douglas, *Life and Times of Sir Alexander Tilloch Galt*, Ed. & Intro. by Guy MacLean, McClelland & Stewart Ltd., Toronto, ©1966. His vital statics of birth and death years are not given.

⁶ In fact, a Scots writer, Robert Preston, of Paisley (near Glasgow), is presently (October 1999) conducting research and writing a book on *The Allan Shipping Line*, and states that there were five brothers involved in the business. Gracie provided this note, and the fact that Preston also found Alexander's relationship to John Allan, and therefore, the Burnes and Poes. From his letter of 11-99.

⁷ Timothy, H. B., *The Galts: A Canadian Odyssey* (John Galt 1779-1839), McClelland and Stewart, Toronto, ©1977. p. 13.

"Possibly I may be allowed to feel not quite disinterestedly respecting the exercise of the divine right of resistance by the Covenanters. I had two collateral ancestors engaged in proclaiming it."⁸

Timothy tells his readers, the Canadian people, that these two ancestors of Galt's "...were John Galt of Gateside, and William Galt of the Waukmiln (Waukmill) of Wark (or Fairlie Crivoch)."⁹ One of Galt's ancestors had been "banished to Carolina in 1684 for refusing to declare the armed resistance of the covenanters to episcopacy a rebellion by Charles II,"¹⁰ the lineal descendant of Mary Stuart, Queen of Scots. Charles II, a Roman Catholic, in turn, became a defendant, of The Commonwealth government of Oliver Cromwell, Protector of the Realm.¹¹ However, these historical and genealogical facts inform us Americans of important facts important to our own national history: the American Colonies were a penal assignment in very similar fashion as was Australia, later. Moreover, the Roman Catholic and Protestant conflicts of Stuart Great Britain illuminate the weak Scots' support of the Jacobite Rebellion, while giving insight to the rising importance of the Protestants in the American Colonies, who would later rise up against any king of Great Britain, as we have already stated. One is told, furthermore, that the area of Stewarton, from which the Galts originated, and in which they remained for centuries, "has from early times been famous for the making of Scotch bonnets (the "Tam o'Shanter's" much worn in Galt's day).¹² Some interesting facts of the industry about their production are given, including definitions of "wauking," or shrinking them, then dyed, the favourite colour being blue with indigo." But now we are given the fact that John Galt's father, Captain John Galt, was born in November 1750, "In the grounds of Montgreenan House, in Stewarton parish." Of course, it is from the source of this sort of reading that we augment what we know of the genealogy of our subjects, and include them in our "Family Trees." Never have we seen published these important "family" facts.

But what follows is truly the seminal fact of diction which Poe has used in his works, and which have no apparent meaning nor source other than what Poe gives them in his works. At page fourteen we find this:

"One local minister [of Irvine] at the time of his installation is said to have remarked that he had not realized that so many of his congregation were 'afloat.' Some of the town's wealthiest inhabitants were those whose imposing places of residence proclaimed the rewards awaiting anyone who cared to go, as they had gone in youth, to try their fortune as planters in the West Indies and Jamaica. John Galt refers to children of such people working as planters in the *East Indies*, [author's emphasis] who in his boyhood were living and attending school at Irvine."¹³

⁸ Ob. cit.

⁹ Same source. *Fairlie* is near Largs, while *Waukmill* is near *Flowerbank* of Newton Stewart; therefore, any of these Galts are very related to a common ancestor. This fact was unknown by the compilers of the Galt Family genealogist in the United States.

¹⁰ Timothy, p. 13.

¹¹ Montague-Smith, Patrick W., Late Editor, Debrett's Peerage, *The Royal Line of Succession*, from Cerdic AD534 to Queen Elizabeth II, Pitkin Pictorials, ©1986, p. 18. After the death of the Lord Protectorate, Charles II was re-instated to the monarchy of Great Britain, to the joy of those subjects.

¹² Same source. It may be a fact that this type of male hat was a creation of the late eighteenth century, and which Burns made famous with his dramatic poem of the same name.

¹³ Same source., p. 14. One is also told that the novelist's father, John Galt, was born in 1750, and who later became the "seafaring father," who perished during an ocean crossing. Therefore, we learn that while the novelist was born in Irvine, his father was from the Waukmill branch of the Galts. This information lets us know that John Galt of Craiksland, Dundonald, was not his grandfather, but more likely, an uncle, all Scots historians have labeled "a distant relative." One would not learn this important genealogical fact from the IGI.

Readers familiar with Poe's sea imagery will know that *East Indiaman* is the term assigned to "his" fleet of vessels. For the author, it is of singular importance to record this discovery, of but one of Poe's famous hieroglyphs, that occurred on February twenty-four, nineteen-ninety-nine (2-24-1999). For Canadians, the following is more important, but quoted first at our page 330:

"Galt's name and that of his birthplace are connected with an event which helped to make both maritime and Canadian history. On June 1, 1819, the *Jean*, a square sterned carvel built brigantine with one deck and two masts, sailed on her maiden voyage from Greenock. This famous vessel, which in her time held the record for the fastest crossing from the Clyde coast to Quebec and was for several years one of the main connecting links between Britain and the Canadas, was built at the Irvine shipyard by Gilkison, Thomson and Company. The Gilkison member of the firm; James Gilkison shipmaster of Irvine, who was one of the vessel's owners; and her captain, Alexander Allan of Saltcoats in the parish of Ardrossan, where all relatives of John Galt [and David Poe]. When Galt was opening up the Huron Tract in Upper Canada, a large proportion of the passengers carried by the *Jean* [the same ship Robert Burns was to travel to Jamaica on from Fairlie Estate, Dundonald] were emigrants intending to settle there. She was the first of the famous Allan Line, later amalgamated with the Canadian Pacific Railway company to form the Canadian Pacific Fleet."¹⁴

For an American writer, of any ilk, to place John Galt as a mere footnote to a work on Edgar Allan Poe is to take the same view by a Canadian that places George Washington as a mere footnote to a similar work about Captain John Galt! The pretensions of American scholars to so subjugate John Galt without facts otherwise presented, is like placing a banner of American ignorance above the door of the residence of The High Commissioner of Canada! The chapter continues with some history of Irvine's "tolerably good school of seamanship, run by David Sillar, who was schoolmaster, magistrate, poet and instructor in navigation all rolled into one."¹⁵ Is it important that we Americans, ignorant of Robert Burns' works, are told that "Sillar was the 'dainty David' well beloved and immortalized by Scotland's national poet, Robert Burns"¹⁶ The paragraph ends with some important facts of which we did not record, because of ignorance, both in observation and knowledge, in our discussion of 'the sailors' loft' at the parish church in Irvine:

"Captain John Galt's elevation to the master marinership immediately gave him a special status in a predominantly seafaring community such as Irvine was in those days. For example, at public worship in the ancient parish church, not only had the sailors a loft all to themselves compared with the other crafts or incorporated trades who had to share one loft among them but, in the sailor's loft there was a fine cushioned pew specially reserved for the shipmasters."¹⁷

¹⁴ Same source., p. 14.

¹⁵ Same source. . this view with that contained in the *History of Irvine*, from which this information Timothy acquired?

¹⁶ Burns, Robert, "Epistle to Davie, a Brother Poet," and other sources., where-ever he is addressed, *The complete Illustrated Poems, songs & Ballads of Robert Burns*, Lomond Books, London, ©1990, p. 16. See also Strawhorn, Index entries of. Sillar would have been the English master of Poe's attendance at Irvine Academy were he not unsuccessful against James Robertson Muir, p. 92. Sillar conducted the "popular school of navigation" which was attended by those who became the subsequent ships' masters of Ayrshire: Allans, Galts, Poes, and other sources.

¹⁷ Timothy, p. 15. From Timothy the reader can easily see the very highest esteem in which Scots revered their master seamen, of whom we have learned, at the very least, four Poes of Ayrshire of that time were amongst the special citizenry. Our first



Captain Sandy Allan, from the cover of *Godton*

If one can comprehend that a *shipmaster* of that time was equivalent in importance of a Wright Brothers of last century, or a John Glenn and the Space program of today, one can appreciate their relative stature amongst the common folk. However, many "common" men would think those ancient mariners were even more brave and bolder than the aviators of the last century, as a shipmaster and his men were, quite literally, "on their own!" There were no teams of observers watching how the voyage went, nor a great crowd of hero-worshippers waiting on the beaches when they arrived and returned home. Can it be said that a professor of English at Harvard has ever risen to such public importance, outside his very *green, ivy-covered walls*? Nevertheless, such "scholars" have discounted reports of Poe in their mists by his kinsmen. One example is Quinn, best known for exposing "many of Griswold's forgeries."¹⁸

But look--sitting in the "catbird's seat": "A half-length portrait in oils of Captain Galt showed him wearing a powdered wig [author's emphasis] and the colourful merchant marine uniform of his day."¹⁹ Poe used this image in not only his story "William Wilson," but other masterpieces as well. Ah, let us all return to a re-reading of these works for the diction, the imagery, the theme; perhaps one might find new meanings...! Captain Galt, like his son, John, and his nephew, John Allan, was over six feet tall, "...he must have cut an impressive figure as he walked through the streets of Irvine,"²⁰ as his son and nephew did at Greenock, a generation later. We Americans do not comprehend what it means to have "The freedom of the royal and ancient burgh thus conferred on Galt;" however, "it might well have been in recognition of his forbears' long and prominent connection with the place, as well as for his own accomplishments."²¹ As far

indication was from a *Kilmarnock Standard* news article, appended, but without anything specific. It is unimaginable that not only the Poes of that time know of Edgar, but that all of his "foster" relatives continued to know each other, and dote about their precocious little cousin as well.

¹⁸ Rosenheim, in his Forward to Quinn, p. xv. However, Quinn believed relevant facts known by the living in Ayrshire worth ignoring, *In re* James Galt's information about Poe, as well as that of Hogg's knowledge of Poe and family still in Ayrshire, example, Robert Spiere and his wife, Ann Poe, now buried with Ann's father, David, in Glasgow.

¹⁹ Timothy, p. 15. This portrait of a relative was in the very school, Irvine Academy, Poe attended, albeit moved into the church after the school was torn down.

²⁰ Same source.

²¹ "Freedom of the city [Burgh]," ...in English [British] law, this phrase signifies immunity from county jurisdiction, and the privilege of corporate taxation and self-government held under a charter from the crown. This freedom is enjoyed of right, subject to the provision of the charter, and is often conferred as an honor on princes and other distinguished individuals. The

back as 1542, one is told, the record of Galts important to the royal and ancient burgh of Irvine are recorded. For "flavour," let us quote but one of the many tasks and offices of the Galts, as in the following:

"In 1608 another Adam Galt (possibly the same as Adam Galt, merchant burghess, 1612), was burgh treasurer. The town records for 1611 - 1665 show William Galt, mariner and burghess; William Galt, councillor; and Thomas Galt, collector. The latter may have been the Thomas Galt elected procurator fiscal in 1667. James Galt, [a] smith, was made a burghess that same year, and, it would seem, was appointed by the town council to 'dress the town Knock' (clock)²² in the belfry beneath the Tolbooth steeple, and each day except Sunday to ring the bell in the morning, when the ports or town gates were opened, and at curfew, according to ancient custom. There is also mention of the sub-leasing to James Galt sometime after 1645 of the Howe or Holme or Hair Mill (one of the burgh mills for grinding corn or other grain), and of a John Galt, merchant, and a William Galt, skipper, in 1732, while from 1743 - 1745, a James Galt was apparently burgh mason, for his name occurs in connection with the procuring of building materials for work done on the prison (which was located in the Tolbooth), the bell-house and the school."²³

This last James Galt is of interest to us, for we had mentioned him in our discussions in "The Irvine Survey." First, Timothy footnotes him from McJannet's *Royal Burgh of Irvine*, which we used. Secondly, James' work was used by the author to provide a relative value of a day's wages for skilled guildsmen, and the value of a Pound Stirling of that time, for pegging the value of the smuggling conducted by the families of our subjects. Of further interest, however, is the fact that had we not visited Irvine, the "tolbooth," and knew of the "prison," we would not have known that the "tolbooth" and the "prison," were about the same size as a ticket booth in one's neighborhood theater. *Prison* sounds so grand, like that on Alcatraz, while the *tolbooth* sounds equally large, as that which exists entering and exiting The Golden Gate Toll Area, here in San Francisco. However, only two people might fit in the tolbooth prison of Irvine in 1750! It was, and is, but a tall stone square obstacle in the middle of the High Street. Of Timothy's book, we end with the fact that his bibliography includes Blackwood's Edinburgh magazine, No. XXVI for September, 1829, as well as footnotes from A. F. McJannet, I. A. Gordon, and W. L. MacKenzie, some of which we had earlier read, and catalogued as sources. We will use his definition of *The Scottish Covenanters* in our glossary, for its thoroughness.

Now we take several excerpts from Skelton's work, and add our comments and views, as we think relevant to our work.²⁴

"1: The British American Land Company.

"John Galt, agent for the Canada Company; backwoods settlements and sensitive

freedom of a city carries the parliamentary franchise, The rights and privileges possessed by the burgesses or freemen of a municipal corporation under the old English law; now of little importance, and conferred chiefly as a mark of honor./The phrase has no place in American law..." *Black's Law Dictionary*, West Publishing Co., St. Paul, 1979. As Galt would spend time in *Debtors' Prison*," having "Freedom of the burgh" no doubt allowed him to show himself in his home town, without fear of arrest for his mounting debts.

²² A *burgh* in Scotland, as in the American Colonies, was one of the local wealthy men elected by peers to represent them at Parliament. By inference, one knows that one aointed to tradition of bell ringing in Irvine as well as that of the Church was one of importance.

²³ Same source.

²⁴ Skelton, Oscar Douglas, *Life and Times of Sir Alexander Tilloch Galt*, Ed., Guy MacLean, McClellan and Stewart Ltd., Toronto ©1966

governors; the break with the Company; last days in London; the call of Canada; the British American Land Company; Alexander Galt and the Company's policy; Galt as commissioner; the success of his policy."²⁵

Little purpose would be served by telling our reader that we, too, did not know how truly important John Galt's "business" venture in Canada was, nor the equally terrible shame and ruin he suffered thereafter, except from our reading of Skelton's pages, provided by Sir MacLean. For all who may see these pages, we trust new respect for this member of Poe's family will follow. Our apologies notwithstanding, let us continue. He tells us that, "The career of Alexander Tilloch Galt cannot be properly understood without reference to that of his father, John Galt. In temperament and in ability the younger Galt resembled his father, "with just sufficient variation to turn the dreamer into the doer."

Were it not for the words about the Galts from these two works, one could not fully appreciate how important John Galt, and his two sons are to the development of Ontario, and all of Canada. For in Gordon's biography of Galt, as well as the novelist's own auto-biography, his true value is not fully stated. However, in this work we see not only how John Galt's mind worked, but what led to his appointments for business at Parliament, in London. Additionally, we obtained the following important fact that we have never read previously: "He studied law at Lincoln's Inn, but was never called to the Bar."²⁶ We knew he had "...sailed through the Mediterranean, during which time he traveled briefly with Lord Byron," but he never mentioned why.²⁷

"Upon reaching Turkey it suddenly occurred to him that here was a base for an evasion of the Napoleonic blockade. He negotiated with a Glasgow firm and, by circumventing Turkish red tape, managed to organize the shipment of British manufactures through the Balkans into Hungary and Germany. Following Napoleon's defeat at Waterloo, Galt turned to literature. Most of his work is best forgotten, but *Annals of the Parish*, published in 1821, enjoyed a deserved success. A lively description of Scottish life, it has been compared favourably with the best of Sir Walter Scott's novels."²⁸

This brief biographical sketch of John Galt is followed with extremely important details of what he did for his "American and British clients" in Canada. "It was the most important single attempt at settlement in the history of Upper Canada; Guelph, Goderich, and many other towns of Western Ontario are his

²⁵ Same source., p. 1. But see Boyle, Andrew, *Ayrshire Heritage*, Alloway Publishing Ltd., Darvel, Ayrshire, ©1990, 37, from Beattie 2000 gift copy: "Also in 1834, his suosed misdemeanors forgiven and his contribution to Canada already recognized, he was aointed Superintendent of the British America Land Company,"

²⁶ Same source. Given the English system of the study of law and the resultant reputation of their thousand-year-old system, we are in even greater respect of Galt than ever a lay American can imagine. However, aarently no other scholar of Poe has thought Galt worth mentioning in context with his nephew, Poe. Our only indication of a connection to this profound personality, thinker, writer, and businessman of Poe's family was in a very brief, rather insignificant-looking footnote in Allen, p. 23, wherein he infers John Allan and his cousin, John Galt were from the "petty traders and smugglers about the ports of Greenock and Irvine toward the end of the 18th century." They were substantially more than petty anything in that area!

²⁷ Same source.

²⁸ Same source. None of the other publications that we have read, and from which we have quoted, are clear on this point. Skelton was. The Scots biographers are proud that Galt became friends with fellow Scot, Gordon, Lord Byron, on this trip, but do not say why he took it. American and British literature readers areciate Byron, but have no interest in Galt. Moreover, American's looking at him in relations with, and to, Allan and Poe did not think him important. Here, for the first time, we are told that he made his travel to the Mediterranean for business purposes. However, one can understand that Galt, unlike the other *The Ayrshire Lads*, gained financial success by "playing" both sides of the war coin: American and British clients were expecting Galt's assistance with his more than sixty friends in Parliament. Like Poe later, Galt was doing what he had to do to make a living, but he really wanted only to write creatively.

monument." Unfortunately, he was "unjustly suspected" of sympathizing with the radical party of the colony, led by one of his kinsmen, William Lyon MacKenzie,^[29] and ...he was "summarily dismissed." Neither Galt nor other writers have expressly mentioned this fact of his business failures in Canada, and one can empathize with his sadness of discussing it himself. However, thereafter, "John Galt took a leading part in the formation of the British American Land Company...." None of these facts of Galt's education, importance, nor reach in the business affairs of the day have ever been stated by American biographers of Poe. Finally, given that The United Kingdom, the British, were the first to abolish the "slave trade," John Allan's participation in it would substantially compromise his cousin's shipping industry, if he did so. We believe these facts are very important to know.

It is of Sir Alexander Tilloch Galt to whom the books now turn. He was born in Chelsea, September 6, 1817.³⁰ Clearly the occasion of his birth would be of interest to John Allan, and therefore, would have come to the attention of Poe, for that is where the Allans were now quartered, and Poe, now but a lad of eight himself, and attending school but minutes away in Stoke Newington. Nearly becoming entrapped in the appeal and magnetism of life as the intellectual and literary artist as their father, and of their cousin, Eddie Poe, at this time, 1830, at thirteen and fifteen, both sons began to write effectively. However, business opportunities developed, "and all three sons seized them."^[31] The literary facility and the power of lucid writing were abandoned in favour of the call to Canada." "The name of Galt will not soon pass from the memory of the country he served." These few excerpts will give any, hereafter, reading these pages a better understanding of just how worthless Edgar Allan Poe must have appeared to all in families so rich in success, while he all but passed into obscurity, but for the saving scholarship of the French, such as Baudelaire and Mallarmé! However, do we thank their memory? As with Timothy's book, Skelton's contains footnotes and bibliography for the advanced student of Poe scholarship.

Here is the real importance of all the foregoing contacts, conversations, and insights that we acquired during our attendance of *The Museum of Scotland Projects'* Grand Opening. Aside from the wondrous thrill of visiting the City of Edinburgh for a few days, the author finally realized the concept that he had been laboring to form and articulate: "Support Groups." This catchy little phrase arose out of the *California Flower Power* era, and gained currency with the pseudo-intellectuals in and around the group therapy circles of "Psych Majors," their college professors, and the patients they counseled. Nevertheless, that is what all of John Galt's kinsmen provided. Even Robert Burns' many male off-spring were now growing in stature, even as Eddie was "failing" at assuming the position of "Landed Gentry," to which all his cousins were ascending after their own fathers' insufferable lives had passed.

Consider some of the following achievements of John Galt's sons. Alexander Galt was an age-equal of his cousin, Edgar Allan. Alexander Allan's son, Hugh Allan, was an age-equal of his cousin, Edgar Allan. Therefore, John Allan's son, Edgar, was age-equal to the sons of some of the most prominent businessmen from Scotland, of their time. Alexander Galt became the Ambassador for Canada; his brother, Thomas, became the first Supreme Court Justice for Canada; Hugh Allan was knighted by Queen Victoria, and his brothers became the joint-owners of *Allan Shipping*;³² Edgar Allan became a failure, a drunk, a miscreant, and a worthless writer of American poetry, literary criticism, and fiction never since equaled nor exceeded! What a tremendous personal burden to endure amongst one's relatives of such

²⁹ One of the Irvine MacKenzies, of the same family as those of Richmond, Virginia, who took in Poe's sister. See *Mackenzies*

³⁰ Notice that the location and date exactly coincide with the presence of John Allan's tenure, but makes Alexander eight years younger than his cousin, Edgar.

³¹ John, Thomas, and Alexander. From Skelton, p.3

³² November the First, 1999, James Gracie wrote to advise the author that a Scots' writer was working on a book about the five Allan brothers who took over their father's shipping business. Although this event took place after Edgar Allan Poe died, it helps one understand the terrible disaointment Poe was to John Allan, and others of the family.

high and wealthy successes.



Her Majesty, Queen Victoria, knighted Alexander's son, Hugh, upon his ascending to the ownership of the shipping line in 1854, that his father created. Sandy was now seventy-four years old. The clippers, seen here, are of the kind that allowed the ship builders of Nova Scotia to dominate maritime shipping. *Tea Clippers Leaving Port in 1854*, seen here.

Of course, Edgar Allan Poe never mentioned them; never acknowledged them; nor made any express nor implied connections to his successful and wealthy cousins, their families, nor their homeland. Nor did they acknowledge him! Certainly Edgar Allan would soon be forgotten by Americans, for he was but a "drunk" and an embarrassment to his family. On the other hand, the Galts and their cousins, the Allans, would be remembered ever afterwards, by generations, in Canada and Scotland, for their business and government acumen and successes, wouldn't they.... Equally important, however, to understanding the lack of family moral and other support Poe experienced, he had to have been painfully aware of Robert Burns' children's success, which we do not treat in this work. On the other hand, Americans, as all his kinsmen, try to forget Edgar Allan Poe!

These insights are very difficult to write about, for one's nerves are taken back to that time and

place when our Master suffered his greatest hardships, yet had the highest developed awareness and sensitivities of his own genius.³³ At that time the merit of his literary product, and the multitude of his ideas that were swirling about his mind,³⁴ were like those which De Foe has told us he, too, in his turn, realized must have existed in a mind like Shakespeare's, long before such singular person could have begun the epoch we know as the *Elizabethan Period* of Modern English.³⁵ Shakespeare's ideas were turned into the themes in his literature, and Poe's ideas became the themes dominant in his literature as well. We do not know of another mind since Shakespeare's, except that of Edgar Allan Poe's, that may be regarded as introducing an epoch.³⁶ This is Foye's opinion, and now that we are re-educated with Poe, we further advance that view. Certainly Poe introduced the *American* one. And so we came to Edinburgh again, saw the exhibits of origins of the peoples of Scotland, and left the next day. More than anything we saw and did while there would have such a profound affect upon our minds than our conversation with that wonderfully charming and "down-to-earth" man, The Lord High Commissioner of Canada to Great Britain, Sir Roy MacLearn.

.....Photo of Her Majesty and His Royal Highness.....

Her Majesty and His Royal Highness came; Queen Elizabeth II delivered Her very brief *Opening Welcome* for the new wing of the Museum of Scotland; she and The Duke of Edinburgh had a casual tour of the five floors, which reflect but a trace of the ten thousand years of civilization of the land is called Scotland; and then they left as peremptorily as they had arrived. The entire time the author thought of Ms. Kenmotsu, standing in the drizzle and chill outside, steaming at not having been allowed entry, and eager to bring her inside to have our own tour. The assembled audience of dignitaries from throughout Great Britain then dispensed, and the wing promptly filled with the luminaries of the realm. After going outside to fetch Ms. Kenmotsu out of her hour-long misery, in fact, she reported, that she had a grand time, talking with the assembled common folk of Scotland who had come to see The Queen, tourist from around the world, and the hordes of news media, from newspapers, magazines, radio and television, all of whom made a grand effort to get the best shot or "sound bite" from the crowd, or others. Ms. Kenmotsu got a few photographs of Her Majesty's and His Highness' arrival, but was most entertained by the fact that had she a bouquet of flowers as did two tourist standing next to her, she, too would have been grabbed by the security personal and given the opportunity to curtsy to The Queen, and present her flowers. Later, we would both marvel at the complete absence of security and restrictions on access to the Royal Family. As with the Queen, the streets, the villages, the boroughs, and the towns are relatively free of fear from crime. Why not; even the Romans could not terrify the Scots into submission!

Inside, we made our visit. Everything from pre-historic artifacts, more amazing and precious than anything we had seen in the wonderful collection at the Huntarian Museum in Glasgow, on our first visit to Scotland. Every floor was a marvel of art and history, science and civilization, religion and free thought.

³³ During this time, after 1840, Poe had begun to write his most accomplished material, but already he was in the throws of death by starvation, exhaustion, and family tragedy: "Strange as it may seem, while she existed, this frail, barren, and tubercular little girl constituted for Edgar Allan Poe, the dreamer, an essential compromise with reality. His decline was largely coincident with hers." Allen, p. 458, of the many quotes one could select.

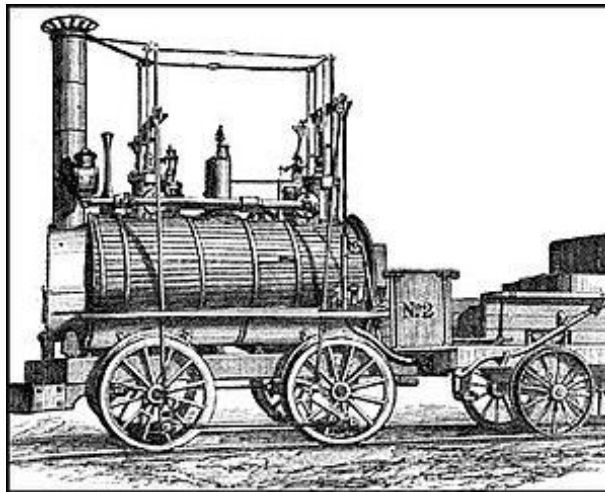
³⁴ Foye, p. 3: "I would give the world to embody one half the ideas afloat in my imagination. (By the way, do you remember, or did you ever read the exclamation of Shelley about Shakespeare 'What a number of ideas must have been afloat before [sic] such an author could arise!')." From Poe's letter of Nov., 1829 to John Neal, often quoted by various biographers.

³⁵ Shirren, A. J., *Daniel Defoe in Stoke Newington*, Stoke Newington Public Libraries Committee, May 1960, p. 9: "Most men would be quite satisfied with producing nine such undoubted masterpieces during their last twenty years. But these works form only a fraction of an output at the vastness of which the imagination quails."

³⁶ Foye, "America has never seen such a personage as Edgar Allan Poe. He is a figure who aears once an epoch, before passing into myth," Preface, p. vii.

One cannot here share any, much less all of the collected indices of where the Scots came from, and what they are now doing. But of importance here, we must say, even The Museum of Scotland had nothing, which we could find, on the Kilmarnock-Troon Train--the very first railroad, the very first passenger train, and the very first steam locomotive train on rail tracks in the world.³⁷

On the first floor, as one enters the grand salon of the old, original wing of the Museum of Scotland, just in front as one enters the doors, was standing a steam locomotive, which looked like the one the author had seen in the book, *The World's Rail Way*. The locomotive was an awe-inspiring sight, for we never would have imagined that such a vehicle would still exist. A flyer stacked on a table near this engineering relic stated several facts which could be of importance to the reader. For example, it was called the *Wylam Dilly 1814* (?), "The oldest preserved locomotive in the world?" It had to be. Our reading of the book told us that steam locomotives were first built in 1767, but not successfully.



Wylam Dilly 1814 From the Internet, Wikipedia, June 2011

"While this is going on as regards the rail way, the various inventors adapters and investigators of steam and its possibilities are pursuing the tenor of their minds through discussion, claims, and counterclaims, no marked advance in actual progress being achieved until Watt appears upon the scene. To be sure, his friend, Dr. Robinson, has been importuning him for some time to apply steam power to the moving of wheel carriages, and even prior to the good doctor's suggestions he has known of that other good doctor, Darwin's, entreaties to his (Watt's) partner, Boulton, to construct a steam carriage, or, as he enthusiastically puts it, a 'fiery chariot.' But Watt, in 1769, is completely wrapped up in his plans, as 1769 set forth in the patent he has taken out, and which has to do largely with his first rotary engine."³⁸

In that book, the names of Trevithick, Evans, and Murdoch must be mentioned for their exhaustive efforts to build a steam-powered engine for locomotion on a road made of rails.

On page fifteen (15) we see the words, "'Puffing Billy' 1813." There is some argument as to which was the first to be built, and which is the oldest preserved locomotive in the world, but for those who are

³⁷ Courtesy of materials from The East Ayrshire Council, Mrs. Anne Geddes, of the Dick Institute, and Frank Beattie, of *The Kilmarnock Standard*.

³⁸ Pangborn, J. G., *The World's Rail Way, a Facsimile of the 1894 Edition*, Bramhall House, Crown Publishers, Inc., New York, ©MCMLXXIV, (1954), p. 3.

interested, Puffing Billy is preserved in the Science Museum, London, while the Wylam Dilly is one of two steam locomotives built in the same year, and which earned him the title, "father of the locomotive," and is preserved in The Museum of Scotland, Edinburgh. On the flyer such other important scientists as Nicholas Cugnot in France (1769) and William Murdock in Cornwall (models, 1780s). Also Richard Trevithick, having briefly demonstrated a road locomotive in 1802, went on to build four railway locomotives, at Coalbrookdale (1803), Pen-y-Darren (1804, Wylam (1803) and Bridgnorth for demonstration in London (1808). The flyer ends with this fact: "...George Stephenson built his first locomotive, Blucher, in 1814. None of these early steam locomotives have survived." No where does the flyer, nor anything in the museum, state that *the Kilmarnock-Troon Train* was the first in the world!³⁹

Such history is of very little importance to the typical reader of a work about the life and times of Edgar Allan Poe; yet, as with so much of what remains in the "collective unconscious," the history of Scotland can only be inferred by such relics of the past. One takes a train from London to Edinburgh without any regard that nearly two hundred years ago the earliest rail roads were little more than science fiction. Today, even the clairvoyant cannot perceive, nor discern, what will exist two centuries onward.

³⁹ We remind the reader that by this statement and term we mean only that "train" is used in its most primitive form: a road made of rails, and upon which a horse or mule pulled one or more wagons of coal. See Chapter 6, cited above, for the distinction of *rail road, train, locomotive*, and other terms of that kind of engineering. See Chapter 6 of *The Kilmarnock Survey*. Pangborn states that "For a half century, or since 1630, a form of railway has been known, Master Beaumont as early as the period mentioned having expended some thirty thousand pounds (value?) in perfecting a substitute for common roads from his coal pits, near Newcastle, to the river side." p. 2. However, as we disclose in Chapter 5, The Duke's *rail* road was an actual metal rail, but also to expedite the transport of coal from his mines at Troon to Kilmarnock, and which became the track for the first railroad in the world for passengers pulled by steam engines.