

## From the Mailbox

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### Scots Law

Congratulations on another fine issue of the newsletter. I particularly enjoyed the article on Scottish Law by Angus MacCulloch, something not well understood by many people. It was explained to me by an advocate from Peterhead when Marie and I had the unique experience of attending a Burns dinner at the Royal Northern and University Club in Aberdeen on 27 January, 2002, while we were there to attend the memorial service for Captain Alexander Ramsay of Mar, late husband of The Lady Saltoun, Chief of Clan Fraser, on the following Monday in Fraserburgh. We stayed at the club for five days and, when I asked about a reservation for dinner on Saturday evening, I was told that there was a private function that evening and we would have to find dinner elsewhere.

By coincidence, the club president was passing the desk at the time, and invited Marie and me to sit at his table for the Burns Night on Saturday. The evening began when he placed a bottle of The Macallan on the table (followed by a few more), and all the participants in the dinner programme were at our table. An advocate from Peterhead, who gave the Immortal Memory that evening, gave me an overview of Scottish Law, much of which I still remember (The Macallan, notwithstanding). In addition to the normal presentations, the man sitting next to me recited *Tam O' Shanter* entirely from memory. He had a brief memory lapse toward the end, but recovered, and told me he was greatly embarrassed at the slip. For once, Marie and I were the only ones at the dinner with the "funny accents", which was pointed out to me when I was asked to say a few words. The advocate from Peterhead was very fond of Captain Ramsay, who was a charter member of their Burns Club, as well as one of only 20 elite members of the William Macgonagall Club of Peterhead.

*Neil and Marie Fraser,  
Toronto, Ontario*

Ed: Thanks for your comments -- much appreciated. I enjoyed your story. What an interesting way for you to find out about Scots law!

## One Came Back

I enjoyed reading the article *One Came Back* in the last issue. My father was in the RAF during the war [WW2] and often spoke of the camaraderie and bravery of the young Canadian pilots. Since taking a keen interest in my Scottish heritage it now seems that wherever I go, I come across some reminder of the connection between Scotland and Canada. It's either a street name, a historical plaque or something in an antique shop! Thanks again for keeping my interest going.

*Margaret Brown  
Vancouver, BC*

Ed: I agree! Scots-Canadian connections are everywhere!

## *Empire Sandy Cruise: Great weather—great company!*



*The Empire Sandy out on Lake Ontario*

Perfect weather with glorious blue skies and light cloud made the perfect day for the 10th anniversary of the Society's Sailing Cruise on the Empire Sandy on September 1. Once again, both morning and afternoon cruises were filled to capacity.

Attendees on the morning cruise were strategically placed to witness spectacular close-up displays of aircraft participating in the CNE Air Show. Those on the afternoon cruise were treated to a spontaneous informal singalong with former Foundation Chairman Bill Somerville serving as impromptu Master of Ceremonies.

In keeping with tradition, the stirring sound of the pipes of Bill Cockburn and John Wakefield added to the Scottish flavour of the event, as did the intricate steps of the Georgina Finlay Dancers.

The event raised over \$2,000 for our cause so a big round of applause is due to all members and friends who came out to give support.

The annual cruises commemorate the arrival of the "Hector" in Canada in 1773.



*Dancing the Highland Fling on board the Empire Sandy*

The "Hector" carried the first wave of Scottish settlers to Pictou, Nova Scotia. In later years, that first wave became a flood of Scots to Canada. ■



*Above: thanks to the continuing support of Georgina Findlay, her Scottish Country Dancers entertained those on board. (Some were even "volunteered" into joining in.) Below: a hazy warm summer sun silhouettes the ship on the way back to port.*

