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Electric Scotland's Weekly Newsletter for February 7th, 2014

To see what we've added to the Electric Scotland site view our What's New page at:

<http://www.electricscotland.com/whatsnew.htm>

To see what we've added to the Electric Canadian site view our What's New page at:

<http://www.electriccanadian.com/whatsnew.htm>

For the latest news from Scotland see our ScotNews feed at:

<http://www.electricscotland.com/>

Electric Scotland News

Update on Bannockburn Live / Stirling's Big Homecoming Weekend

Bannockburn Live will now take place over two days (Saturday 28 and Sunday 29 June), with extended hours from 10am – 7pm each day to maximise the entertainment programme, which includes a large scale battlefield involving over 300 re-enactors. This will be the largest event of this nature seen in Scotland.

Ticket holders for the Monday event will be fully reimbursed or can have their ticket reallocated to either the Saturday or Sunday.

VisitScotland is looking at how best to engage with Clans and Families that have already made plans to be in Stirling on the Monday and will work with representative groups, including COSCA, The Standing Council of Scottish Chiefs and The Highland Clans Partnership Group to create a programme of activity for the day.

Reasons for the change

Scotland is preparing to host three large scale events over one weekend in Stirling:

- Pipefest (Friday, 27 June)
- Bannockburn Live (Saturday and Sunday 28-29 June)
- Armed Forces Day National Event (Saturday, 28 June)

The expanded weekend-long programme of events led to VisitScotland taking on responsibility for the management of Bannockburn Live last month. This will enable VisitScotland to successfully market and promote the event in the wider context of Stirling's Homecoming Weekend.

As part of the review of the project, and due to the scale of events taking place in Stirling over the same weekend, a decision was made to consolidate the Bannockburn Live programme into two days. This will ensure that visitors have the best possible experience and the events can be promoted and delivered in unison.

The Bannockburn Live Programme

Celebrating 700 years since one of the most famous battles in Scottish history, Unique Events, working with VisitScotland, The National Trust for Scotland and partners, has unveiled details of Bannockburn Live which includes:

- A large scale battlefield involving over 300 re-enactors who will recreate the atmosphere of the most famous battle in Scotland's history, the largest event of this nature seen in Scotland. Battles will take place at 12noon, 2pm and 4pm.
- Encampments that evoke the preparations for battle and of medieval times including a fully operational kitchen, blacksmiths, armouries and living quarters.
- Clan and Family Village - with around 40 Clans and Families from Scotland, the UK and overseas who will tell their own stories. Clan people and the general public will be able to trace their own Scottish routes at a genealogy centre.

- Food & Drink Village - specially curated by Scotland's Food and Drink where high quality, seasonal and local artisan food and drink will be available to sample and buy. There will be discussions and demonstrations both on food in historical and contemporary contexts. The main bar in this 'village' will serve selected and artisan beers and other drinks. There will be a large area for outdoor eating and drinking.
- 'Storyville' - where Scotland's story will be told through music, song and spoken word. On the stage there will be performance and debate in a wide variety of genre's and topics both historical and current. There will be many interactive games and activities for children.
- The Main Stage featuring folk and contemporary music throughout the day.
- Craft stalls and demonstrations, many of which are of a historical and medieval nature.

Pipefest Stirling

Pipefest Stirling takes place on 27 June 2014 and is supported by Homecoming Scotland, The Famous Grouse Experience and Stirling Council. Marking the 700th anniversary of the Battle of Bannockburn, the parade (involving 1220 pipers, drummers, Highland Dancers and Clans currently registered) will start from the gates of Stirling Castle and proceed through the city led by Pipe Major Ian Duncan and the Atholl Highlanders – Europe's only private army.
(info and registration www.pipefest.com)

Armed Forces Day National Event

Armed Forces Day National Event will take place in Stirling on 28 June 2014, enabling the local community to lead the nation in honouring UK Armed Forces personnel past and present. It will be the sixth national event since 2009, and the second to be held in Scotland, after Armed Forces Day in Edinburgh in 2011.

Ticketing information

Tickets are available for Bannockburn Live at www.bannockburnlive.com: Adults £20; Children (under 14) £12.50; Family ticket £55.00; King's Ticket £75.00; Children under 5 yrs are free.

Due to capacity, the new Battle of Bannockburn visitor centre (opening in March 2014) will not be open to general admission ticket holders during the Bannockburn Live event. The visitor centre will only be open to Bannockburn Live 'The King's Ticket' ticket holders who will be permitted exclusive access as part of their ticket package.

Pipefest and Armed Forces Day are both free to the public.

Note: News item in the Scotsman.... "Bannockburn tickets cut by half after poor demand"

The official celebrations to mark the 700th anniversary of the Battle of Bannockburn have been slashed in the wake of poor ticket sales and an unexpected clash with the UK government's annual military showpiece.

See <http://www.scotsman.com/lifestyle/heritage/bannockburn-tickets-cut-by-half-after-poor-demand-1-3294423> for the full article.

Our Community is getting very slow so I've asked Steve to re-index the database hoping this will fix the problem. He's looking to do this Thursday night so if you can't get on this is likely the cause as we have to take the service down to do the re-indexing.

Electric Canadian

Across the Canadian Prairies

A Two Months Holiday in the Dominion by J. G. Colmer (1894)

Here is the chapter "The Rockies and the Selkirks"...

After a short stay at Banff we took the train again for the West, fully prepared to enjoy the magnificent scenery through which we were to pass on our way to the Pacific Coast—a distance of about 560 miles. Any attempt to describe the panorama, with its ever-changing view of valley and mountain, must appear ridiculous to any persons who have had an opportunity of making the journey. It is truly a sight that must be seen to be appreciated or understood. The "Annotated Time Table" issued by the Canadian Pacific Railway Company, which contains descriptive notes of the country through which the line passes, is of much use to passengers, and is generally read a little in advance, as a preparation for the wonderful sights that continually unfold themselves. In many parts of that pamphlet the scenery is described in terms which at first appear to be exaggerated, and are therefore sometimes held up to ridicule on the cars, but in the end the verdict always is that the language, no matter how glowing it may be, is totally insufficient to convey to

the mind any adequate idea of the beauty or grandeur of the scenery.

After leaving Banff, the line gradually ascends until the summit is reached. The summit is named "Stephen," after the first president of the company, and its altitude is 700 feet higher than Banff. One becomes in a sense bewildered in gazing at the various snowy promontories, and the magnificent ranges that appear in every direction. At Laggan, about seven miles this side of the summit, the first view of the great glaciers is obtained. Laggan is a favourite place for a short stay. Within easy reach of the station, high up in the mountains, there are Lake Louise and the Mirror Lakes, one above the other. The ascent has been made comparatively easy by the thoughtfulness of the railway company; the lakes are said to be marvels of beauty, and the pictures reflected upon their broad waters are, in certain states of the atmosphere, of the most beautiful description. It is a very favourite place for artists, and it is the opinion of the President of the Canadian Pacific Railway Company that these lakes are among the most beautiful and picturesque scenery along the line. On leaving Banff it was our intention to see them for ourselves, but the fates were not propitious, a snowstorm interfering with our good intentions.

Everyone has heard of the famous Kickinghorse Pass, down which the railway descends after leaving the summit. In the course of 10 miles, between Stephen and Field, the level of the line falls nearly 1,300 feet. The following is a quotation from the descriptive notes before referred to, issued by the railway company, and it can truly be said that its description of the part of the road in question is in no sense exaggerated:—

"The scenery is now sublime and almost terrible. The line clings to the mountain side at the left, and the valley on the right deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the right, one of the grandest mountain valleys in the world stretches away to the north, with great white glacier-bound peaks on either side. Looking ahead, the dark familiar peak of Mount Field is seen. On the left the Duomo-like head of Mount Stephen, and spires of Cathedral Mountain still further to the left occasionally appear over the tree tops. Near the head of Mount Stephen is a ridge, and on its shoulder almost overhead is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of a great height."

At Field there is one of the pretty chalet-like hotels which are to be found at intervals along the road, and a day or two may be passed pleasantly enough there, amid the solitude of the mountains and the grand scenery with which the valley is surrounded. From Field the line ascends again for a short distance, but soon commences the descent of what is called the Lower Kickinghorse Valley, down which, to use the words of the book before referred to, "the river disputes the passage with the railway. The canyon rapidly deepens until, beyond Palliser, the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's throw from wall to wall. Down this vast chasm go the river and the railway together, the former crossing from side to side to ridges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through the projecting angles of the rock, which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train increased a hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten."

The lowest point of the descent of the western slope of the Rockies is reached at Beavermouth, the altitude of which is 2,500 feet, and for some little distance the train traverses the valley between the Rockies and the Selkirks. It is not long, however, before the train again begins its climb. The Beaver River is soon left, and in the course of a few miles the track reaches to an altitude of 1,000 feet above the valley, the roadway being on a ridge cut out of the side of the mountain. The principal difficulty in the construction of this part of the road was occasioned by the torrents, many of them splendid cascades, which rush down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The bridges which cross these torrents are apt to make the traveller giddy to look over, and one of them deserves special mention—that over Stony Creek, which is 295 feet above the level of the creek. During this part of our journey we were not, in some respects, fortunate as regards the weather. In the absence of sunshine we had mists and heavy rain and snow, but these served to increase the volume of the cascades and mountain torrents, and gave a weirdness and a grandeur to the scene which would not be obtained even in brilliant sunshine. The Valley of the Beaver is four or five miles wide, and the river winds in and out among the forest which ranges far up the sides of the mountain. It would be a magnificent site for a national park, even rivalling that at Banff; but the beauty of the scene has been somewhat marred by the effects of the forest fires, which, since the advent of the railway, periodically devastate the country. How they arise it is difficult to say. Sometimes they are started by the camp fires of hunters and trappers. At other times the undergrowth is set on fire, possibly by sparks from the engines, and fires have been known to commence by the concentration of the sun's rays through pieces of bottles and glass that have been left about. It would naturally be expected that in a country like this there would be considerable danger from avalanches and snow slides, but these have been guarded against in the most perfect manner by the railway engineers, and massive snow sheds, which, as built, are almost as solid as tunnels, are seen at frequent intervals. At every few hundred yards, also, there seem to be men continually on the watch, and one cannot help appreciating, in making this journey, that every precaution is taken to prevent accidents. That the measures are effectual is evident from the fact that the through trains are very rarely delayed, even in the worst weather—a thing which cannot be said of the trans-continental lines that have been constructed south of the boundary line. To quote again from the railway guide book of this part of the journey:—"Beyond Stony Creek Bridge the gorge of Bear Creek is compressed into a vast ravine between Mount McDonald on the left and the Hermit on the right, forming a narrow portal to the amphitheatre of Rogers Pass at the summit of the Selkirks. The way is between enormous precipices. Mount McDonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's throw distance, and it is so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice the line clings to the base of Hermit Mountain, and, as the station at Rogers Pass is neared, its clustered spires

appear facing those of Mount McDonald, and nearly as high. Those two matchless mountains were once apparently united, but some great convulsion of nature has split them asunder, leaving hardly room for the railway."

The roadway at the summit of the Selkirks is at an altitude of 4,300 feet, and two miles further the Glacier House is approached. It is near Mount Sir Donald, named after Sir Donald A. Smith, one of the chief promoters of the Canadian Pacific Railway. This is the site of another of the railway hotels at which the train stops for meals, and it is also a favourite resting-place for tourists who desire to spend a little time among the mountains. The great glacier is only a mile and a half from the station, and a few hundred feet above the level of the hotel, and is quite accessible. It is said to be larger than all the glaciers in the Alps together, and on a clear day the sight is most impressive. Continuing the descent from the Glacier House, the railway passes out of the valley over a loop which winds in and out and round about, until at length four tracks of the railway may be seen above the other. The descent still continues until Revelstoke is reached - a mining town on the banks of the Columbia River. It is important as a divisional point of the railway, and also as the stopping place for those who wish to visit the Kootenay and Nelson country, the immense mineral wealth of which is being gradually exploited.

You can read this book as we get it up at:

<http://www.electriccanadian.com/lifestyle/travel/prairies/index.htm>

I might just add I've revisited this publication as I noted numerous issues with 'tho' which should be 'the'.

Wild Sports of the Far West

Or, A Few Weeks Adventures among the Hudson's Bay Fur Traders.

I found this account in an old copy of Tait's Edinburgh Magazine c1840 and thought it might make an interesting read and you can get to this at http://www.electriccanadian.com/history/articles/wild_sports.htm

Affairs of Canada, and the Ministerial Bill

An article from Tait's Edinburgh Magazine which you can view at:

http://www.electriccanadian.com/history/articles/ministerial_bill.htm

By Trench and Trail in Song and Story

By Angus MacKay (Oscar Dhu) (1918). Adding one of his poems each day until complete.

You can read this book at <http://www.electriccanadian.com/lifestyle/music/mackay/index.htm>

The Flag in the Wind

This week's issue was compiled by Margaret Hamilton in which she is talking about the disadvantaged in our society.

You can read this issue at <http://www.scotsindependent.org>

Electric Scotland

Enigma Machine

We are still adding a puzzle each week and the latest in No. 50 which you can get to at:

<http://www.electriccanadian.com/lifestyle/enigma/enigma050.htm>

Each week Hugh posts up a new Enigma puzzle in our [Electric Scotland Community](#). Members then have a go at solving the puzzle and Hugh will give an odd tip to help you solve it. So do join in and have some fun. You can find these in the "Old Timers" group and in the "Thistle & Whistle" forum.

<http://www.electricscotland.org/forumdisplay.php/17-Thistle-amp-Whistle>

Alexander Murdoch (1841-1891)

A Scottish Engineer, Poet, Author, Journalist

Added a third book called "Scotch Readings: Humorous and Amusing" and we're breaking this down into individual chapters for you to read. We've added two of them this week... "Mrs M'Farlan's Rabbit Dinner" and "The Washin-House Key" which you can find at the foot of the page at:

<http://www.electricscotland.com/poetry/murdoch/index.htm>

Tait's Edinburgh Magazine

Have continued to work on these magazines from c1840. Here are some of the articles I've culled from the pages. I might add that

some of the scans are not too clear so I ended up providing them as pdf files.

A Lecture on Cowper and Burns, the two earliest great poets of the modern school
Written for the Sheffield Mechanics' Institution, by Ebenezer Elliott. (pdf)

You can get to this at http://www.electricscotland.com/burns/burns_cowper.pdf

Vestiarum Scoticum. or The Book of Tartans

This splendid book belongs to a class of works which must, from their cost, be of rare appearance anywhere, and which are rare indeed in Scotland. It is a book for the rich and the aristocratical; or for what are called "historical families." It belongs as much to the decorative arts as to literature; though national costume certainly falls within the province of the literary antiquary. The author or editor of this unique publication must be well known in Scotland and the North of England, especially to the Roman Catholic and the old Jacobite families, or those who once were Jacobites. The phrase, publication, is, however, hardly applicable to a work of which there were only forty copies for sale; and of which it may soon be difficult to obtain even a sight. We therefore seize the first opportunity to describe to our clan readers the Book of Clans and Tartans.

You can read this at <http://www.electricscotland.com/tartans/tartans2.htm>

Stories

Thought I'd bring you two stories from the 1840's. The first is Victoria Hamilton in 15 parts which I extracted from Tait's Edinburgh Magazine. The other is "Lochandhu" which is a 3 volume book.

You can read these at: <http://www.electricscotland.com/history/articles/stories.htm>

Condition of the Labouring Poor, and the Management of Paupers in Scotland
A two part article from the 1840 edition of Tait's Edinburgh Magazine.

You can read this at <http://www.electricscotland.com/history/articles/poor.htm>

Pedestrian Tour of a Scottish Emigrant in the Middle States of America
A three part article from Tait's Edinburgh Magazine.

You can read this at http://www.electricscotland.com/history/america/scottish_emigrant.htm

Trial by Jury in Scotland
From Tait's Edinburgh Magazine.

You can read this at <http://www.electricscotland.com/history/articles/jury.htm>

Memoirs and Trials of the Political Martyrs of Scotland
Persecuted during the years 1893-4-5.

You can read this at <http://www.electricscotland.com/history/articles/martyrs.htm>

The Government and the Parochial Schools of Scotland
An article from Tait's Edinburgh Magazine.

Four years ago we called attention to the necessity of a reform in the parochial school system of Scotland. The able and luminous reports of Mr. Gibson, the Government inspector, had then been published, establishing, beyond all doubt, that in school buildings and apparatus, in the status and condition of the schoolmaster, in the quality and quantity of the teaching, and in superintendence and inspectorship, our much-lauded parochial system was lamentably and grossly deficient.

You can read this at <http://www.electricscotland.com/history/articles/parochial.htm>

The River Tyne
By Sir Thomas Dick Lauder

Our making choice of the Tyne as our next subject of description arises from no attention to systematic order; neither is it the result of whim, but simply because it happens at this moment to be more convenient for us to deal with it than with any other stream. Our courteous reader must not imagine that we are about to pilfer a river from our southern neighbours, and that we are going to describe the beauties of that which passes Newcastle, and which has so long been remarkable for the immense cargoes of black diamonds which it has exported from Shields, its well known free-port. We cannot say that the colour of its waters has been much improved by

this traffic; as it has imparted to them no inconsiderable degree of tincture of the colour of the jewel for which it is famous. Were we disposed to bestow upon it a soubriquet calculated to distinguish it from our Scottish river, we should call it the inky Tyne, whilst to that which meanders through the rich agricultural scenes of East Lothian, we should very properly apply the epithet of golden, not only from the colour which the rich soil through which it runs imparts to it, but from the abundance of those golden harvests which are yielded on its banks. We must honestly tell you, dear ami, that we have naturally a strong affection for this river, arising from the circumstance that we first saw the light of heaven within less than half a mile, as the crow would fly, of its stream.

You can read this at <http://www.electricscotland.com/history/articles/tyne.htm>

Remedies for Highland Famine

An article from Tait's Edinburgh Magazine.

There are three classes of people in the Highlands, whose peculiar circumstance* must be embraced in any remedial scheme intended to be applied to that distressed portion of the country. The first is the pauper class, consisting of the aged and infirm, widows with families of young children, and persons disabled by disease or by some bodily or mental defect. The second is the cottar class, or day-labourers, who have been permitted to squat upon the large farms, and for the privilege of growing a crop of potatoes, have become to a certain extent affixed to these farms, to which they must give their labour in the first instance, and fill up the remainder of their time with employment wherever they can find it. The third class are the crofters, who hold a few acres of land, either directly from the proprietor or as sub-tenants of the tacksmen, and who are also dependent upon day-labour for part of their subsistence. The whole of these classes have been vitally injured in their circumstances by the loss of the potato as an article of food. The whole are more or less exposed to famine; the whole of them are involved in suffering as painful and distressing as afflict any portion of her Majesty's subjects; and to exclude them from a share of the legislative efforts so freely extended to the co-suffering classes of Ireland, would be a narrow and discreditable policy, utterly alien to every good quality of free and representative government.

We propose to glance at the condition of each of these classes, and endeavour in few words to show what the Legislature may do for their relief.

You can read this at <http://www.electricscotland.com/history/articles/famine.htm>

A Stag Hunt at Killarney

An article from Tait's Edinburgh Magazine.

The day was beautiful, the mists were rising slowly but gradually up the sides of the mountains, and every thing promised enjoyment. We hurried down to Rose, where several boats were in the bustle of departure. Cars, packages, baskets, and boatmen, were intermixed; and the latter swore and made noise enough for all together. Our party, eight in number, ladies and gentlemen, were at last safely embarked. "Take care, Ma'am, your cloak is on fire," said a boatman to Mrs. L—. "Dear me," exclaimed she, in the utmost consternation, pulling the skirt of her pelisse out of the water, "How's that?—on fire?" "Oh, yes, Ma'am; this lake burns clothes." The perplexity which this explanation caused for a moment, and which was pictured in Mrs. L—'s face, excited a laugh at the sally of Killarney wit.

You can read this at <http://www.electricscotland.com/history/articles/stags.htm>

The Whig From Tait's Edinburgh Magazine. Coterie of Edinburgh From Tait's Edinburgh Magazine.

The old parties have been broken up with the old system, and new ones are forming. Not to speak it profanely, "all old things have passed away." The Tory party is an unreal shade, which continues to look spitefully and peevishly upon us, but eludes our grasp. The Whig party is a mere name bestowed upon all that worthy class of the community who wish to have matters amended, without well knowing how to set about it. It is supposed to include every man who, disapproving of our Com Laws, is of opinion that it would be inexpedient to alter them; or who, abhorring slavery, thinks it unjust to free the slave; or who, averse to wasteful expenditure, rejects every plan of retrenchment; or who thinks the law of entail an absurdity which ought to be perpetuated. This is not a party. A party must have a community of interests or opinions for the bones and sinews of its frame. This is merely a ruddle of timid sheep crowding together, and tumbling stupidly over one another at the impulse of their common fear. Then the word Radical is one which indicates no class of politicians; it vaguely comprehends every man who goes a step beyond the worthy citizens we have been describing. It includes Mr. Hume, who would keep faith with the national creditor; Mr. Cobbett, who would turn him adrift; and Mr. Att-wood, who would pay him with fine words, which butter no parsnips, and little paper parallelograms. It includes Mr. Roebuck, who squares all his actions to the principles of Bentham; and Mr. Hunt, who troubles himself with no principles at all. Mr Hume's patriotic band has received an accession of numbers, and a still greater accession of talent. The Edinburgh Whigs, who have hitherto been little more than the literary champions of their cause, have emerged into legislative existence. It is worth while to take a closer view of this first-born of the Scottish Reform Act.

You can read this at <http://www.electricscotland.com/history/articles/whigs.htm>

And this concludes the articles from Tait's Edinburgh Magazine for this week.

The SNP-EU Situation

An article by Dr James Wilkie

I am afraid that Nicola has a mental hangup on the EU, and no amount of reasoned argument is going to shift her from her fixed position.

The first question that has to be answered is should Scotland be in the EU in the first place, and if so why. How would membership benefit Scotland? The SNP has never yet come up with an answer to this.

You don't join an international organisation just because it is there; there has to be a reason for the step, and the balance between advantages and disadvantages has to come out by a large margin on the advantage side to justify the expense and complications involved.

This pie-in-the-sky reference to one hoped-for advantage that is in fact completely illusory (as several commentators have pointed out, the EU budget is fixed at its present level until 2020) is a fair indication that the SNP cannot come up with a single concrete reason why Scotland should seek EU membership at all.

Even if the CAP subsidies to Scottish farmers Ms. Sturgeon claims were to be realised, they would still be no more than a fraction of our own money being returned to us. As presently a net contributor to the EU it would be much more economic to pay them ourselves rather than sending the money on a tour to Brussels and with luck getting a fraction of it back.

The subregional EU is not European in scope. It represents only half of Europe, despite its unjustified hijacking of the title. The other four major European institutions, with up to 57 member states each, are all-European in scope, with genuinely all-European parliaments.

Most people are unaware of how far the EU has been rendered redundant by globalisation and global governance. For example, recent research has revealed that some 80% of the EU's economic activity is now downstream of the global organisations where the policy decisions are now taken - the EU can only pass them on disguised as its own policy. It is the EU itself that is governed by "fax diplomacy" on policies that it has no power to alter.

All the EU and EFTA states are members of these global institutions like the United Nations Economic Commission for Europe (UNECE) or the all-important World Trade Organisation (WTO), etc. The difference is that the likes of Norway, Iceland or even tiny Liechtenstein have a full say in the formulation of economic policy, whereas the EU member states are forbidden to put forward their own cases under the EU "common policies" regulation and are represented by the EU Commission.

Fact is that, at the upstream decision making level, Norway and Iceland have more economic clout than any EU member state, and just as much as the EU itself. And still there are people who distort facts to disparage EFTA/EEA membership for Scotland. As I have stated elsewhere, they need their heads felt.

The Songstresses of Scotland

Added the biography of Miss Jean Elliot (1727 - 1805)

I have to say that I am enjoying these biographies and hope you are as well. This one can be read at:

<http://www.electricscotland.com/music/songstresses/>

Robert Burns Lives!

Review of Maurice Lindsay's The Burns Encyclopedia, Revised and Edited by David Purdie, Kirsteen McCue and Gerard Carruthers.

This is a book that should have been revised and re-edited years ago. There are three previous editions and when I checked my own library, I found two, the 1959 and 1970 publications. It is rare for one man to attempt such a prodigious task but Glasgow-born Maurice Lindsay was a talented author, poet, journalist, broadcaster (radio and television) and anthologist. In the 1970 version, there are 25 books listed on poetry, prose, music and anthologies. Lindsay left his mark on literature both verbally and by written word. Since 1980 his Burns encyclopedia has been dangling like overly ripened fruit ready for someone to revise, add to or subtract from if needed. It called out for new life to be breathed into it, and it was time to raise the windows and let fresh air filter across the works of Burns that have been discovered since the last edition was published.

You can read the rest of this article at http://www.electricscotland.com/familytree/frank/burns_lives193.htm

The Clyde from the Source to the Sea

By W. J. Millar, C.E. (1888). A new book we're starting.

PREFACE

In the present volume I have endeavoured to give an outline of the principal features of the River Clyde, and of the commercial and industrial operations which have rendered it so well known as a navigable river.

Various books have appeared from time to time treating specifically of the leading characteristics of the district, and of the rise and progress of its industries.

The object of this work is rather to convey, in a condensed form, a general idea of the River, and of its varied surroundings—both of a topographical and a commercial character—together with some of the geological and meteorological features of the Clyde Valley.

For much of what is contained in the volume I am indebted to already published works, and to various individuals and business firms, who readily responded to inquiries on special points of a commercial, mechanical, or scientific nature; also to many personal friends, who have kindly communicated valuable information, especially about old Glasgow, the river, and early steamboats.

Throughout the text I have endeavoured to acknowledge the sources of all the quotations or special information obtained, and of the drawings and photographs lent for the purpose of illustration. The picturesque scenes have been drawn by D. Small and John Blair.

W. J. MILLAR.

Glasgow, Mai/, 1888.

You can read this book at <http://www.electricscotland.com/history/clyde/index.htm>

The History of Burke and Hare

By George MacGregor (1884). A new book we're starting.

The history of the Scottish nation has, unfortunately, been stained with many foul crimes, perpetrated either to serve personal ends and private ambition, or under the pretence of effecting the increased welfare of the people. These have given life to a large amount of literature, much of it from the pens of some of the most distinguished legal and antiquarian authors the country has produced, such as Amot, Pitcairn, MacLaurin, Burton, and others. But of all the criminal events that have occurred in Scotland, few have excited so deep, widespread, and lasting an interest as those which took place during what have been called 'the Resurrectionist Times, and notably, the dreadful series of murders perpetrated in the name of anatomical science by Burke and Hare. The universal interest excited at the time of these occurrences, also, has called forth a great quantity of fugitive literature; and as no narrative of any considerable size, detailing in a connected and chronological form the present was required to fill up an important hiatus in the criminal annals of his country.

In the preparation of this work the Author has had a double purpose before him. He has sought not only to record faithfully the lives and crimes of Burke and Hare, and their two female associates, but also to present a general view of the Resurrectionist movement from its earliest inception until the passing of the Anatomy Act in 1832, when the violation of the sepulchres of the dead for scientific purposes was rendered unnecessary, and absolutely inexcusable. He has, in carrying out this object, endeavoured to give due prominence to the medical and legal aspects of the whole subject; and to the social effects produced by the movement throughout the century and a half during which it flourished in Scotland. In order to do this the Author has consulted books, newspapers, and documents of all kinds, and has sought, where that was possible, to supplement his information by oral tradition. But in addition, he has, in the body of the work, and in the Appendix, brought together stray ballads, and illustrative cases and notes, which help to give a better and fuller understanding of the historical aspect of the question, and of its influence on the minds of the great bulk of the Scottish people.

The Author has to express his thanks to the many gentlemen who have kindly allowed him access to their rare and valuable collections, from which he derived great assistance in the course of his investigations.

Glasgow, May, 1884.

We have the first 10 chapters up now.

You can read this book at <http://www.electricscotland.com/history/burkehare/>

We've continued to add chapters to...

Scottish Historical Review at <http://www.electricscotland.com/history/review/volume16.htm>

History of Montrose at <http://www.electricscotland.com/history/montrose/index.htm>

The Life and Times of General Sir James Browne at <http://www.electricscotland.com/history/browne/>

And Finally...

Saving Grace

A Sunday School teacher asked wee Willie this question:

"Do you say 'Grace' before eating?"

"Och, naw miss, said Willie, ma mither's a guid cook!"

Cold Comfort

Little Jimmy watched, fascinated, as his mother smoothed cold cream on her face.

"Why do you do that, mum?" he asked.

"To make myself beautiful," said his mother, who then began removing the cream with a tissue.

"What's the matter?" asked little Jimmy - "Giving up?"

And that's it for this week and I hope you all have a good weekend.

Alastair