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March, 1909

THE FIERY CROSS

RIENDS
HISTORY
X + X
Folklore
Men
Women
& Things

A Magazine for Scottish-Canadians, Illustrated

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VIII.

MCLEOD STEWART,
BARRISTER-AT-LAW, OTTAWA.

The subject of our sketch this month is one of the most prominent figures in the Dominion Capital. Descended both on his father's and on his mother's side from the Stewarts of Appin, for whose royal and loyal lineage we may refer our readers to page 68 of this issue. He was born in Ottawa on February 6th, 1867. Both his parents hailed directly from *Eilean a Cheo*, "the Isle of the mist," (Skye) the largest and most important of the Isles over which the Lords of Finlagan at one time held princely sway, and for the possession of which the Vikings of old fought many a bloody fray. His father, the late William Stewart, was for many years M. P. P. for Bytown, (now the City of Ottawa), and the County of Russell, and our subject's mother, a venerable and genuine type of the Highland lady, still presides at "Appin Place," Argyle Avenue, with all the grace of an *ghior bhean-uasal choir*.

Educated at Ottawa Grammar School, and Toronto University, Mr. McLeod Stewart received his B. A. in 1867, and his M. A. four years later. He has all along taken a deep interest in municipal affairs, and was elected mayor of Ottawa in 1887. In 1885 and 1886 he was president of the Canada Atlantic railway, and he has been an active participator in nearly every movement that

took place in the City of Ottawa during the last twenty years.

He is a Life Director of, and solicitor to the Protestant Hospital; a director of the Home for the Aged, of which his wife was one of the first founders; an active member of the St. Andrew's society, and was for four years its president. In the wider field of Dominion citizenship Mr. McLeod Stewart has played, and is playing an even more important part. The first to develop Anthracite coal in Canada; he is now engaged in the promotion of the Montreal, Ottawa and Georgian Bay canal, a scheme, the importance of which cannot be magnified, as will be readily seen from the facts stated elsewhere in our columns.

In religion he is a Presbyterian, and in politics a staunch Liberal-Conservative, but eminently tolerant and broad-minded in both; in other words, a true Canadian. That he is a typical representative of the famed clansmen described by the Etrick Shepherd as of

—"Glencreran, Glen Duror, Ardsheal,
High offspring of heroes who conquered
were never,"

our readers can see by a reference to the portrait accompanying this sketch.

Mr. Stewart was married on December 22nd, 1874, to Linnie Emma Stewart, eldest daughter of Col. Walker Powell, late Adjutant-General of Militia and Defence, and they have a family of one son and three daughters to bless their union.

The motto of his family is—"Quhiddir Will. Zie," old Scots for "Whether will ye?" implying that opposition or no opposition, peace or war, they are ready. So be it.

—CONA.

The Montreal, Ottawa and Georgian Bay Canal.

The transportation problem is to the fore, and that particular phase of it which has come to be realized as being of paramount importance to vast sections of the northern part of this continent, one whose solution involves the destinies of our farming communities of the West, may be summed up in the form: How is the traffic of the great lakes best and most cheaply to reach the seaboard? Canadian statesmen early appreciated the fact that the only available natural water courses from the lakes to the sea lay wholly or in great part within their territory, and, realizing in some measure the magnitude of the traffic that must eventually seek an outlet along the best and cheapest way, have from time to time spent large sums in improving the navigation of the St. Lawrence and Ottawa rivers, with the view of retaining advantages so plainly possessed. The crying need of the grain-raising industry, after all is said and done, is not more rapid transportation, but lower cost of conveyance of its products. "He who can most cheaply reach the markets of the world can control the markets of the world." And if the farmers of the great American West and Canadian Northwest are to retain a foreign market for their surplus products, and are not to be hustled off and supplanted by their South American and other competitors, nothing can more concern them than to discover the very cheapest way of reaching that market. The increasing number of vessels ploughing those waters indicates the immense activities that are being set in motion year by year. According to the eleventh census reports, the tonnage of the American mercantile marine on the lakes increasing during 1886-90 from 634,652 tons to 826,360 tons; and while the estimated value of the vessels employed in 1886 was \$30,597,450, four years later, in 1890, it had almost doubled, amounting to \$58,128,500. This increased tonnage consisted entirely of steam propellers, of which there was constructed during the four years 96 under 1,000 tons, 50 between 1,000 and 1,500 tons, and 89 over 1,500 tons. In the year 1878, 1,091 vessels passed through the Sault canal, while in 1889 the number was 9,579, of which 6,587 were steamers. Dur-

ing little more than the same period the annual value of the traffic increased from \$53-413,472 to \$83,733,527. In 1856 the registered tonnage using the canal was 101,458 tons; 1889, 7,221,935 tons, the actual tonnage being about 300,000 tons more than that. For purpose of comparison it may be stated that in the latter year the total tonnage passing through the Suez canal, that great international highway between Europe and the East, was 5,903,024 tons, or only 80 per cent. of that using the Sault canal. The total tonnage of vessels engaged in the foreign trade entering the port of New York in 1887 was 6,074,543 tons, or only 84 per cent. of the traffic between Lake Huron and the remote Superior. It has been estimated that the saving in cost of transportation effected by the Sault canal up to 1889 over the same service performed by rail amounted to \$3000,000,000.

In his message last year ex-Gov. Flower asserted with regard to the late traffic: "In 1889 the tonnage is said to have been 10,000,000 greater than the combined entries and clearances of all the seaports of the United States and 3,000,000 greater than the combined entries and clearances of Liverpool and London." According to Rand & McNally's atlas of the world, the total ton mileage of freight carried on the great lakes in 1889 was 15,518,460,000 ton miles, being 22.6 per cent. of the total ton mileage (68,727,223,246) of all the railways in the United States for the year ending June 30, 1889. Upward of 250,000,000 bushels of grain and mill products reached Lake Erie in 1892. The question readily resolves itself into: What is the best practical waterway from the great lakes to the Atlantic? The proceedings at the World's Columbian Water Commerce Congress at Chicago in 1893 and at the Deep Waterways Convention at Toronto in 1894, the action of the New York legislature recently, and the various schemes submitted for their consideration; the activity of Canada in carrying to completion her deepening of the St. Lawrence system of canals, and last, but not least, the action of congress in authorizing the appointment of Commissioners to join a like number appointed by the Canadian government to discuss international waterways, all go to show a keen realization of the urgent necessity that exists for solving the question.

Of the waterways that have been pro-

posed, the Ottawa river route is represented by its friends as of practical solution and as likely to afford one of the shortest, best, and cheapest waterways from the lakes to tidewater.

According to surveys made, only twenty-nine miles of canal are required to open navigation from lake Huron to Montreal, via the French and Ottawa rivers. Several millions of dollars have already been expended on the eastern portion of the route by the Canadian government, and, on this part canals are in operation which would merely require enlargement to furnish a deep water channel. Thus, of the 29 miles in all $8\frac{1}{2}$ miles are already in operation, with 14 feet depth of water, and $5\frac{1}{2}$ miles with 9 feet, leaving only 15 miles to be constructed to link the present navigation of the lower reaches of the Ottawa with Georgian Bay.

The distance from Georgian Bay to Montreal is 430 miles. The water route from Montreal to Liverpool is 450 miles shorter than that from New York to Liverpool. The distance from Chicago to Montreal by the Ottawa is nearly 450 miles less than that from Chicago to New York by the Erie Canal. This means a total saving by the Ottawa route of little short of 900 miles on the through trip to Liverpool. Practically, it is equivalent to more than a 1,000 miles saved for there are 350 miles of canal on the Erie route and only 29 on the other. Suppose two grain-laden vessels to leave Chicago together, one for each route. The one via New York has a lake journey of 920 miles to Buffalo, the other one of 550 miles to the French river. To reach New York the former vessel, even were the Erie enlarged to such a capacity as to render her continuance by that route possible, has yet to pass through 350 miles of canal and 145 miles of the Hudson river, 495 miles in all; while the vessel proceeding by the northerly route has only 29 miles of canal and 400 of open river and lake to traverse before reaching Montreal. Finally, the northern vessel discharges her cargo on shipboard 450 miles nearer market than the southern one. This shows a marked advantage in every section of the journey in favor of the Ottawa route.

Compared with its competitors as a through route from Chicago to New York, the Ottawa will be seen to be 250 miles shorter than the St. Lawrence, and to have

43 miles less of canals. The route via Oswego is 100 miles longer than the Ottawa route, and has 110 miles more of canal, while the Erie route from Buffalo is 70 miles longer and has 330 miles more of canal. Counting one mile of canal navigation as fairly equivalent to three miles of open river and lake in point of expense, time occupied, &c., the Ottawa route would be equal to 1,588 miles, that via Oswego to 1,905 miles, the St. Lawrence to 1,930 miles and the Erie to 2,115 miles of lake and river navigation.

In a report prepared under the instructions of the Canadian government some years ago, and based on careful surveys, T. C. Clarke estimated the cost of completion of a twelve foot channel from Georgian Bay to Montreal at \$12,000,000,

One of the most recent estimates sets the outside figure of the necessary expenditure at \$15,000,000. This would complete the link between lake and ocean traffic, and give the shortest possible grain route.

The Ottawa River consists almost altogether of stretches of deep and still water, interrupted by rapids and falls, which are easily overcome by locks and dams. The only work to be done is in getting from one lake to another. Thus on the route the following, beside smaller lakes, are passed through: Lake St. Louis, 13 miles in length; Lake of the Two Mountains, 25 miles; Dechesne Lake, 27 miles; Chats Lake, 19 miles; Coulonge Lake, 20 miles, making a total of over 140 miles. For the most part these lakes have a channel depth of from 20 to 30 feet at low water, very few spots having as little as 14 feet.

Long stretches of river, also, are equal to the very best lake navigation. Such a one is that part known as Deep River, nearly 30 miles in length, from 1,000 to 2,000 feet wide, and of very great depth, said to be over 100 fathoms in some places.

Another point is that the Ottawa is a river of steady, even flow, and not subject to sudden rise or extraordinary floods. Its rise never averages over three inches in twenty-four hours for any number of days in succession, and is commonly one inch per day, while its rise to high-water mark and subsequent fall occur every year at nearly the same dates. The most prominent characteristics of the Ottawa is its great volume, even in its upper reaches. Draining an area of 80,000 square miles, and fed by countless lakes, it fur-

nishes water supply ample in the time of lowest water.

Experienced forwarders advocate the use on the route of strong tugs conveying fleets of three barges, each with a capacity of 50,000 bushels, and estimate that grain can be carried from Lake Huron to Montreal at a rate of $1\frac{3}{4}$ cents per bushel, making possible a through rate from Chicago to tidewater of less than 4 cents per bushel, as against $6\frac{1}{2}$ by the cheapest American route, and 7 by the St. Lawrence. According to the report of the New York Produce Exchange, 2-3 of a cent per bushel is enough to turn the current of trade, so that the Ottawa route could command a large share of the through grain trade. The items chiefly conducive to low cost of transportation are the great saving of distance already shown; the saving of time on the journey, estimated to be nearly five days over the Erie route, and consequently the larger number of trips possible in the season.

As the Canadian Northwest fills up with settlers, the centre of the wheat growing area will move steadily northward year by year. When facilities for transportation are completed, I believe that it will become the granary of the world."

The Illinois and Michigan canal, little more than a ditch, transported 5,000,000 tons of freight from 1880 to 1885. If made a ship canal, serving as the link between two great systems of navigation, it would develop an enormous traffic, the benefit of which any system of waterway to the ocean must share. Besides the immense through traffic that the advantages of the route must attract to it, much is to be expected from the development of the rich resources of the regions adjacent to the numerous and important tributaries of the Ottawa. The route passes through the heart of one of the richest lumber districts of the continent. The pine woods of Michigan, Minnesota, and Wisconsin are fast disappearing, and the great extent of unbroken Canadian forest stretching far to the north must be more and more drawn upon.

At such places as the Chaudiere, Deschenes, Chats Falls, Rocher le Capitaine Rapids, and others, magnificent water powers will be made available and can be turned to account in producing electricity for towing purposes, lighting of towns along the route, furnishing motive power for

factories and the operation of railroads.

The Governor General of Canada, the Earl of Aberdeen, who was a member of parliamentary committee on the Manchester Ship canal, has evinced considerable interest in the waterway, as being of great benefit to the two neighboring countries.

This, then, is the great undertaking that Mr. McLeod Stewart, whose portrait appears in this issue, is endeavoring to make an accomplished fact, with every promise of success crowning his efforts.

The Clans, Their Arms, Crests, Etc.

NO. VII.

THE STEWARTS OF APPIN.

[The Clans dealt with in previous numbers are the Buchanans, the Camerons, the Campbells of Argyll, the Campbells of Breadalbane, and the MacNeills.]

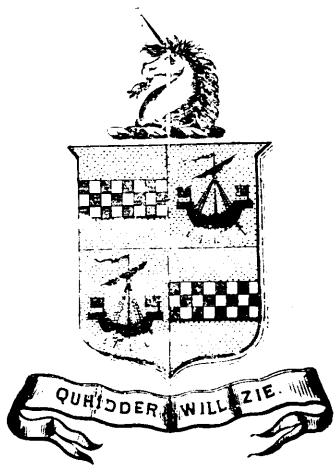
According to the clan historians the Stewarts trace their descent from King Fergus I., whose reign began B.C. 330, and who was the contemporary of Alexander the Great and Darius the Mede, King of Persia. From him historians and genealogists trace thirty-five generations of kings, down to

ETHUS, who succeeded his brother, Constantine II., A.D. 875. Doir, second son, of Ethus, was Celtic Maormor of Lochaber, and from him were descended in unbroken succession Murdoch, Farquhar, (or Farquhar), Kenneth and Bancho. The latter, who succeeded his father, Kenneth, as Maormor of Lochaber in the year 1030, was general of the army with MacBeth, and Governor of the Western Isles under King Duncan I. He gave battle and defeated Sueno, King of Norway at Kinghorn, in Fife, and Canute, King of Denmark, near Teith. He was murdered in 1050, along with his three sons, by MacBeth. His fourth and youngest son, named Fleance, escaped to Wales, where he obtained the protection of Gryffyth ap Llewelly, Prince of North Wales, whose daughter he afterwards married. He had a son, Alan. This Alan, in consequence of a quarrel at the Welsh court, returned to his father's native country in the year 1067. He afterwards accompanied the Princess Matilda to England on her marriage with Henry I., where he soon acquired con-

siderable influence and power. His second son, Walter, became High Steward of Scotland in the reign of David I. He was succeeded by his son, Alan, who was succeeded by his son, Walter, who was succeeded by his son, Alexander. This Alexander's second son, Sir John Stewart of Bonkyl, he having married the heiress of Bonkyl, in Berwickshire, received from his father a grant of the lands of Garlies, in the Stewartry of Kirkcudbright; then included in Dumfreiss-shire. He was the noted companion-in-arms of Sir William Wallace. Sir James Stewart, fourth son of Sir John, received from King Robert Bruce, a grant of the lands of Peristown

was succeeded by his brother Alan, whose four younger sons founded the Cadet families of Strathgarry, Achnacone, Fas-naclloch and Invernahyle.

The Appin Arms are as shown in our illustration. *Badge*—oak, and latterly the thistle; *tartan*—half white, one and a half red, one black, four red, eight green, one black, one white, one black, half yellow, five black, three azure, 16 red, three azure, five black, half yellow, one black, one white, one black, two green, four red, one black, one and a half red, one white.



APPIN COAT-OF-ARMS.

and Warwickhill, in the district of Cunningham, in Ayrshire. He was succeeded by his son, the second Sir John, whose third son, Sir Robert Stewart, received at different dates charters for the lands of Schanbothy, Motherwell, and Dalzell, in Lanarkshire, Innerneath, (now Invermay), in Perthshire, and half the lands of Redcastle, in Forfarshire. He was succeeded by his eldest son Sir John, who exchanged his lands of Durrisdere for those of Lorne, in Argyleshire, (which included Benderloch, Appin and Lismore), with his younger brother, Robert. The exchange was afterwards confirmed by charter from the crown. He was succeeded by his son Sir Robert Stewart of Lorne and Innerneath, who was succeeded by his son Sir John, who was succeeded by his son Douglas, who became the first Stewart of Appin. He was succeeded by his son Duncan, who

White Heather.

Down in a glen, where a sweet burn was flowing,
Two were conversing one bright autumn day;
She was a Highland lass born in that country,
He was a Southerner passing that way.

"What be ye here for," she questioned the stranger,
"What be ye seeking down here in the glade?"
"Maiden, I'm seeking a bunch of white heather
So that good fortune my wooing shall aid."

"Seeking white heather?" she scornfully answered,
"Where ye be standing, down here in the glen;
Any soft laddie could just stoop and pluck it,
Think ye the lassies would value it then?"

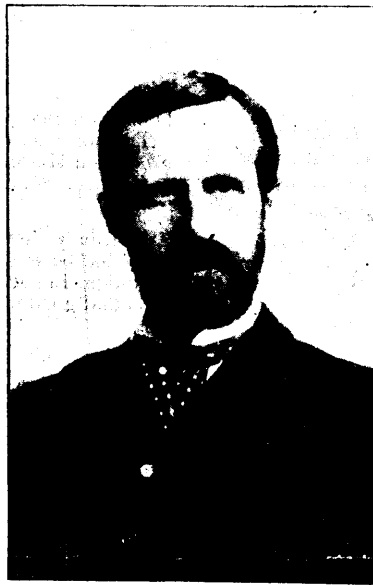
"No, no! look up to the mountain peak yonder;
Climb through its crevices, scale its rough side,
There grows white heather—and if ye should find it,
Guid luck go with ye in wooing a bride."

WILHELMINA BAIN.

Robert MacGregor who died at Brantford, Ont., on the 23rd ult, was familiarly known as Rob Roy MacGregor. He boasted of being a lineal descendent of the famous outlaw. He was a native of Aberdeen, Scotland, and stood as one of the guards on duty at the marriage of Queen Victoria.

In order to preserve the amenity of the ancient Palace of Holy Rood, the British government have resolved to purchase "Croft, an-Righ," the open space in front of the Palace. "Croft, an-Righ" recalls to us the language spoken at the Scottish court up to the time of Malcolm Canmore, it being the Gaelic for "King's Croft,"

A church congregation near Moose Creek was very much moved to tears last Sunday, and the text was not Prov. x, 26 either. These are the same people who recently became very much attached to their church after a new coat of paint had been applied to the seats. Their path is, evidently, not strewn with reses.



**His Excellency, The Rt. Hon. The Earl of
Aberdeen,**
Governor-General of Canada.

THE FIERY CROSS.



**Her Excellency The Countess of
Aberdeen.**

To Correspondents.

All communications, on literary and business matters, should be addressed to the Editor, Mr. T. D. MacDonald, 51 Sparks Street, Ottawa, Ont.

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Here and There.

St. Patrick, it is true, was a Scotsman, but we gave him with every good-will to our Irish cousins. He placed them beyond the temptation of eating forbidden fruit by driving the serpent from their midst. That they have been grateful ever since has been amply demonstrated. In his honor they have made St. Patrick's Day, the 17th of March, a gala day all the world over. The Shamrock—

"The dear little plant that grows in *their* Isle—
'Twas St. Patrick himself, sure, that set it,"

is that day *en evidence* wherever there is a loyal son of Erin; and the songs of Ireland, than which there are none more sweet, at each St. Patrick's night festival awake anew the harp of Tara's halls. Why,

then, was there an exception made at the St. Patrick's night concert in Ottawa on the 17th inst. On that occasion Irish singers and Irish songs, with one solitary exception, in the latter, were conspicuous by their absence. This is surely another injustice to poor old Ireland. We are surprised we have heard no protest from the Irishmen of Ottawa. To their distinctively national character these concerts have owed their charm and their unvarying success—their existence. The sons of St. Patrick owe it to themselves, as well as to their friends—the latter would otherwise be imposed upon—to see that the national character of these concerts are upheld.

Mr. Alexander MacNeil, M.P. for North Bruce, Ont., is an Irish Celt of Scottish extraction. His name is Scottish, the name of his constituency is Scottish; and, if we mistake not, a very large proportion of his constituents are of Scottish descent. Mr. MacNeil poses as the patriot *par excellence* of the House of Commons. He initiated the great loyalty debate which had such excellent effect in stimulating the loyalty of provincial legislatures, and of the sister colonies of our "splendidly isolated" empire. Last week he introduced a motion calling for preferential trade between the Mother Country and the colonies; at least we believe this is what he meant. What he said was a very different matter. We had the pleasure, not, however, an unmixed one, of listening to Mr. McNeil. We made a bold start to keep count of the number of instances in which he made use of the term "England" when "Britain" was really meant, but found it useless to continue. His speech fairly bristled with the misnomer, while not in one single instance did we hear the correct term used. We would remind Mr. McNeil that England as such, has no power to make treaties with the British colonies; that power rests with Great Britain, of which England is but part. Legally, England alone has no status, except in history. Mr. MacNeil may reply, like those of his ilk, that it is immaterial which term is used. If so, why does he not say "Scotland," or even "Ireland"? either of which would be just as correct as "England." My! what a racket it would cause if he did! We ask no favors of Mr. MacNeil and his like; all we ask of them is to be just and accurate.

No one could then find fault with them. But to be an anti-Irish Irishman, or an anti-Scottish Scotsman are crimes in our eyes beyond excuse. We would place an anti-English Englishman on the same level. Mr. MacNeil must make amends.

DEATH OF ALEXANDER MACLACHLAN—We regret very much having to chronicle the death of Alexander MacLachlan, the poet, long known as "The Burns of Canada." He died at Orangeville, Ont., on the 20th inst., at the ripe old age of 76. Our readers will find a portrait and sketch of the deceased poet in the last November number of the FIERY CROSS.

Sprigs of Heather and Maple Leaves.

"Diarmid" is the name of the opera that Hamish MacCunn has written for the words of the Marquis of Lorne.

The demand for Miss Fiona MacLeod's works among Celts in America, it appears, is very considerable. Miss MacLeod is a well-known skye lady.

Mr. Gilbert Fraser, who has just been promoted to the important post of British Consul for the States of Maryland, Virginia, West Virginia, and Kentucky, is a native of Nairn.

The new steel girder bridge over the Ness at Inverness is now completed.—It has been named Waterloo Bridge.

Mr. Durward Lely, the famous Scottish tenor, gave his entertainment entitled "Scottish song and story," at Inverness last month.

The fine quality of the Lochfyne herrings, known and appreciated all over the country, has been attributed by the eminent naturalist, Dr. David Robertson, of Milport, to the fact that they seek their food in deep water.

Mr. Alexander MacMillan, of the famous firm of publishers, who died a few days ago in London, was a native of Arran. Heather predominated in the wreath sent by the employees of the firm to be placed on the bier.

Among the books for publication shortly by the Messrs. Blackwood is a volume by Mr. Neil Munroe, a native of the West Highlands. The book will be entitled "The Lost Pibroch and other shelling stories."

Miss Octavia Barry, a daughter of William Barry, artist, Inverness, has been successful in passing an examination entitling her to compete in the final examination for the free scholarship offered by the Royal College of Music, London.

Small Boy—"I want two pound of fresh sausages, and cook says will you be so kind as to wrap them up in a newspaper containing a good love-story."

Work on the new central depot for Ottawa is now in full swing.

There is a talk of forming a Gaelic Society in Ottawa.

Rev. M. McLennan, of Kirk Hill, has been granted six months' leave of absence. He will take a trip to Scotland.

The exports of eggs from Canada to Great Britain in 1895 amounted to \$790,000, which is more than double the output in 1893.

The Ottawa Caledonian Pipe band gave a very successful concert in the Queen's Hall, Alexandria, Glengarry, on the 27 ult.

The number of White fish frye distributed from the Ottawa hatchery during the past year was 2,490,000, instead of 2,490 as stated in our last issue.

The Caledonian Society of Toronto propose publishing a collection of Scottish Canadian poetry.

The great British Empire Exposition that was to have been held in Montreal next summer has been "declared off."

The Glengarry Agricultural Society have decided to hold their annual fair in Alexandria on September 8th and 9th. The Kenyon township fair will be held at Maxville on September 10th and 11.

His Lordship, Bishop Macdonnell of Alexandria, accompanied by fifteen priests of his diocese, dedicated the new Roman Catholic church at Glen Robertson, on Thursday of last week. He also blessed the new bell.

An evidence of the growth of timber still to be found in the district. Angus A. Macdonald, of Kenyon township, the other day hauled into the village of Alexandria an elm log, which weighed five ton, and scaled 1,318 feet. It was 58 inches in diameter, and was one of seven taken from one tree.

Camp Argyle S. O. S. Ottawa, held a most successful open meeting on Friday of last week, when Mr. Blyth, Wellington street, gave an interesting series of magic lantern views of "Bonnie Scotland," Chief Gordon presided.

The Caledonians of Ottawa held a successful "social" in aid of the Pipe band on the Tuesday following. "Bannockburn" is the title of a tableau to be presented in the Lecture hall of St. John's church Ottawa on April 16th.

Bard MacColl's Maple Leaf:—"Heartily wishing you and the "Cross" the best of all "speed" in making thousands of Scottish Canadians patronize this very interesting magazine of yours."

A. Murchison, of Inverness, Scot., is making a tour of Canada, and organizing a crusade against the habit of using the term "England" instead of "Britain" He has been interviewed on the subject by the Ottawa Free Press. He is being seconded in this city by Mr. Harry Allan.

Scene : On board the S. S. "Clansman," rounding the Mull of Cantyre, in a heavy sea—Donald, pitying his companion, "Throw it up Dugal; throw it up man," Dugal—"Na, na, Donal, its whusky."

At the last ordinary meeting of the Gaelic Society of Inverness the paper for the evening was contributed by Mr. Charles Fraser-MacKintosh, of Drummond—entitled "The Cuthberts of Castlehill." This ancient family, now practically extinct, was in the 16th and 17th centuries the most powerful and rich in lands in Inverness and vicinity.

At Inverness on Tuesday of last week Mr. Alex. Mackenzie, clan historian, was presented with a cheque for £406, in name of the Highlanders and others at home and abroad who appreciate his literary labours. Mrs. Mackenzie was also made the recipient of a gold watch from a number of well-wishers.

Mr. Walsey, of the department of Public Works, Ottawa, tells the following story:—Many years ago, when a Highland Regiment was stationed at Quebec, I was passing the sentry on a very cold morning—about 40, below zero—when I observed that the man's cheek was frozen. I went up to him and said—"your cheek is frozen, sir," to which he replied—"You maunna talk tae the sentry, ma lad; gin ye've ony complaints tae mak' ye maun mak' them tae the sergeant."

ST. ANDREWS' SOCIETY OF TORONTO—We have been favored with a copy of the annual report of this useful society. It shows a membership of well over 300. Relief was given to no less than 450 applicants at a cost to the society of \$652.50. This is a very large number of applicants for a society, with national limitations, to attend to, and while it demonstrates the depression in the labor market, it also proves how necessary and admirable are the functions which the society fulfills. An interesting feature of the report is the account it gives of Principal Grant's anniversary sermon, and of the proceedings at the annual festival of the society. A special feature at the latter was the presentation of an old English oak carved grandfather's clock to Geo. Kennedy, L.L.D., on his retirement from the position of secretary after ten years of service. In their enthusiasm over the toasts, the St. Andrews' brethren went back beyond the days of Malcolm Canmore, and they consequently lispied in the old Scot's tongue, thus:—

"Guas e, guas e, guas e, Nis, nis, nis.
Tuas e, suas e, suabas e." A ris, a ris, a rithisd."

They should have taken council of the Gaelic Society in this matter.

Our Montreal Letter.

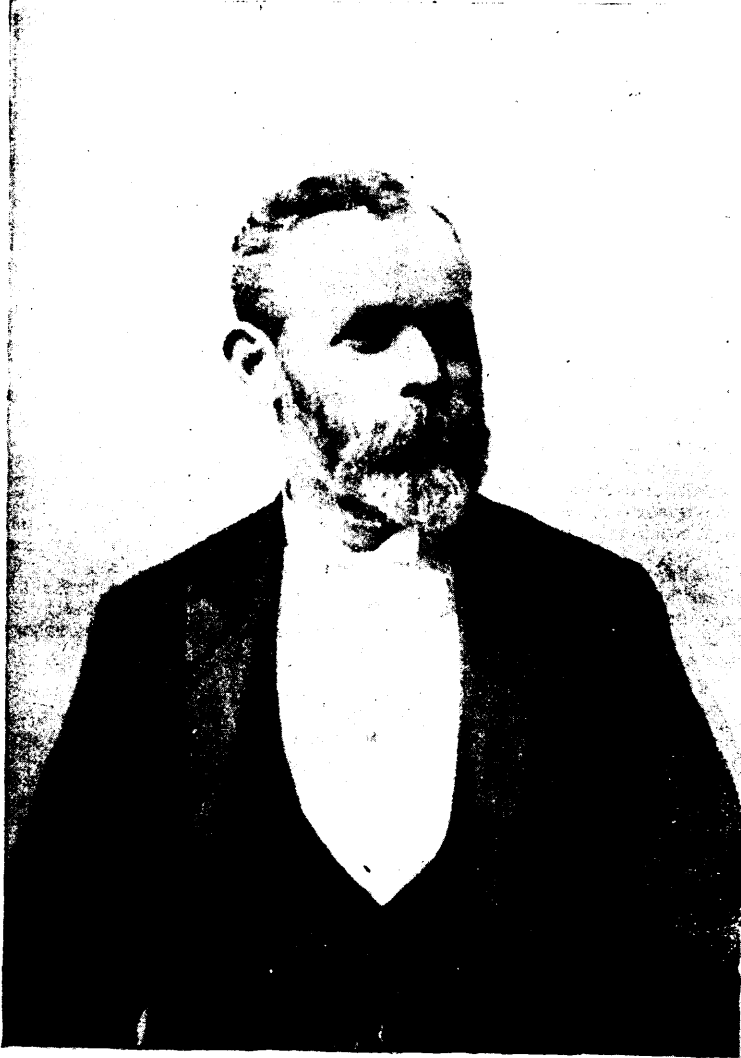
"LEODHASACH" SKETCHES THE MONTREAL CALEDONIANS.

Max O'Rell said, on one occasion, that: "If two Englishmen were placed on an island by themselves, and if, say, at the end of two years enquiry was made into their condition, it would be found that they had not spoken to one another because they were not introduced. If two Scotsmen," he added "were placed in a similar position, it would be found that they not only had cultivated each others acquaintance, but had formed a Caledonian Society."

The French humorist had evidently the Dominion of Canada in his mind's eye when drawing the comparison, and so far as the latter part of the statement is concerned, he had good grounds for it. With regard to the former, those hailing from that part of "Greater Scotland," commonly called England, can dispute the allegation if circumstances permit.

The Montreal Caledonian Society is the first in the Dominion. Its present list of ordinary membership is well nigh 800, and while liberal with donations to deserving objects, it retains a substantial banking account.

The young Scot, on coming to Montreal and making it his home, does two things—He goes to church, and joins the Caledonian Society.—There is no mistake about the latter. The winter "socials" of the society in St Andrew's Home, a habitation appropriately named by Col. Stevenson—"Campbell's Castle,"—are synonymous to what the Main street church in Glasgow is to the average Highland lad and lass resident in the fair city of St. Mungo,—a trysting place where "kent faces" are sure to be met. Preparations for the "games" follow the socials, and the event is but another occasion for that jovial reunion, which Scots alone know how to hold and enjoy. The popularity of the officials enhances all these celebrations, and in the history of the society no more popular election ever has taken place than the one held on the 17th March. These electoral events are accompanied, as a rule, by a little "breeze." But then, a Scottish Society, where the election of its officials fails to raise a breeze, is devoid of its national charm.



S. S. BAIN,
President Caledonian Society, Montreal.

The success of any society greatly depends upon its president and secretary. This year, therefore, great things may be expected of the Caledonians. The President, Mr. S. S. Bain, a native of Cromarty, and the Hon. Secretary, Mr. J. T. Mitchell, a Lewisman, are both endowed with these national characteristics that have made the Highland race second to none.

THE PRESIDENT—MR. S. S. BAIN.

According to traditional accounts, the Burgh of Cromarty, Scotland, was founded by Alyphos, forty-third in direct line from Japheth, a contemporary of Rehoboam, fourth King of Israel. Be that as it may, there is evidence that the early history of this very picturesque place flourished in antiquity.

Coming down to the Reformation struggles, Cromarty men were found in the van. Here it was that Hugh Millar was born; his literary works, the active part he took in the movement which led to the disruption of 1843; his able advocacy with such champions as Chalmers, Beith and Bonar, for the cause of religious freedom and their ultimate triumph, were incidents which enhanced general interest to an already very interesting place.

To the members of the Caledonian society, and readers of this magazine, it will be interesting to observe that Mr. S. S. Bain, the newly elected president, was born and received his early education in the Burgh of Cromarty. After school days he devoted his attention to the study of nursery. The singing of the "Auld Scotch Songs" was not forgotten or put aside. His fame in this connection was such that his presence at all important functions became a necessity.

In 1871 he left his native land to make his fortune, and went to Chicago; but the terrific fire which occurred there shortly after his arrival blighted his prospects, so he came to Montreal. Here he started a nursery and florist business and to-day he figures at the head of his profession in Montreal. On Beaver Hill stands his elegant stone store; his nursery is at Verdun, of which municipality he has been mayor for the past three years.

Mr. Bain is overflowing with love and enthusiasm for his native Scotland. As a singer he may aptly be called the Sim Reeves of Canada. To the active work of the Caledonian Society he devoted much of his time. He founded the Caledonian choir, and for three years acted as its conductor; to his special knowledge of music the choir owes its present state of efficiency.

In religious matters, Mr. Bain is equally energetic. In the Crescent Street Presbyterian Church, he holds the office of deacon, conducts a large bible class, and is a valuable co-worker in its Sunday school. Mr. Bain is married to a daughter of the late Col. Wools, Stanstead, Que.

ROBERT MACKAY ESDAILE—1ST VICE-PRESIDENT.

We had hoped to present the readers of the FIERY CROSS with a portrait of Mr. Esdaile, and we still hope to do so on a future occasion. In the meantime we have to content ourselves with the following word-sketch.

The Esdaile family have occupied a leading position in the social circle of Montreal for the past

fifty years. Individually they have been identified with all that pertained to the well-being of the community, and very partial to those movements advanced toward the aid of their less fortunate "brither Scots."

Foremost in the good work, Mr. R. M. Esdaile, since he attained manhood, was always found; and his election just now to the office of 1st vice-president of the Caledonian Society of Montreal is a recognition of the esteem in which he is held by his countrymen. Born in 1850, he is a son of the late Mr. Robert Esdaile, who came from Perth, Scotland, in the early thirties, and who settled in Montreal. He was educated in the High School, and McGill College. In 1867 he became associated with the well known firm of J. and R. Esdaile, of which he is now leading partner. He always evinced keen interest in sports, especially those identified with Fair Scotia.

Since 1870 he has been a member of the Thistle Curling Club, and for three years acted its president. He was also one of the founders of the Montreal Football Club, of which he is now a Life-member. Lacrosse and Snowshoeing offered attractions to our subject. In its old days, the Montreal Lacrosse Club had no more active and efficient member. Mr. Esdaile was a prominent player in the Hockey matches which took place in the Victoria Rink in 1874.

To the work of the St. Andrew's Society, of which he has been a member for the past 25 years, he devoted much attention. In this society he acted with much acceptance as Assistant Secretary; Second and First Vice-Presidents, respectively.

The Royal Scots also came in for a share of Mr. Esdaile's patronage. For a great many years he was connected with this popular Corps; from which on account of the pressure of business, he ultimately retired, as Senior Captain, retaining his rank.

No less in business than in Social Circles, he is esteemed. He was twice elected President of the Corn Exchange, and no more popular member graces the Spacious Hall of the Board of Trade, on the council of which he sat for some years. That Mr. Esdaile will add lustre to his present office in the Caledonian Society goes without saying.

THE HON.-SECRETARY.

The energy displayed by Mr. J. T. Mitchell in the discharge of his duties as hon.-secretary has been such that he has earned the lasting gratitude of every leal-hearted Caledonian. He has held the office for the past few years, and it is but fair to admit that in the history of the society, there has been no more capable official. Mr. Mitchell was born and brought up in Uig, Island of Lewis. When the Macleods held this island, the Parish of Uig was the scene of many a bloody battle with the Clan Macaulay. Christianity in its earliest form was here established. In several places there yet remain the ruins of Druidical temples. For mountain scenery, as well as its long sketches of sandy shore, Uig is accepted one of the choicest spots in the North Highlands. Mr. Gladstone takes pride in his connection with this place; where his grandmother was born. The Uig people were always leaders in advancing their country's cause. The great land agitation which swept over the Highlands originated in the island of Bernera, within this Parish.

Mr. Mitchell has therefore been nursed in a fit cradle. He came to Montreal several years ago. Soon after his arrival he obtained employment in the "Witness" office, and now holds an important position in that establishment. His only fault, that

of being a bachelor, is one that can be mended. One would like to deal with the many virtues of the other officials individually were there space to do so. But the will must be taken for the deed just at present. The full list of officers for the ensuing year are: Mr. S. S. Bain, president; Mr. R. M. Esdaile, 1st vice-president; Mr. Alex. Cunningham, 2nd vice-president; Mr. J. L. Mitchell, recording-secretary, re-elected; Mr. James Moffatt, secretary-treasurer, re-elected, Mr. J. C. S. Bennett, financial-secretary, re-elected; General Committee, A. Lindsay, Andrew McAlister, E. A. Aitken, Hugh Russell, J. H. McIntosh, Joseph Reid, Wm. Arnott, J. R. Binning, J. J. Murray, J. W. Hannah, J. C. McDermid and James Smith.

Messrs. D. Guthrie and D. Seath were re-elected auditors, Mr. Matheson was re-elected piper of the society, Rev. Mr. Cruikshank was chosen as chaplain.

MONTREAL CLANSMEN MEET.

On Friday, the 6th inst., the Clan MacLennan and friends assembled in the Masonic Temple to celebrate their annual re-union, Chief Ross presided, and he was supported by Chief Robertson, of Clan Gordon; Robert Reid, (Wanlock); Wm. Seath, vice-president, Caledonian Society; Principal Peterson, McGill's University; J. T. Mitchell, hon.-secretary, Caledonian Society; and A. J. Ross, Capt. Clarke, etc.

The "Gathering" of the Clan was played on the Piob Mor, which instrument had an important share in the musical programme.

Principal Peterson appeared to advantage, brimful of humour. Young and old found it impossible to maintain anything like a Presbyterian countenance under the spell of his sparkling eloquence. He found, he said, that it was becoming a very fashionable thing on Scottish Nights to give "An Address." He, however, did not approve it, and did not, therefore, burn the midnight oil framing a speech for the Clan MacLennan. Since coming to Montreal he discovered that appearing at Scottish gatherings formed an important part of his duties. He advocated the making of a Scottish Calendar in order that they might keep track of the events. "Dinna Forget—yourself, and don't let anybody else forget Scotland" was the Scotsman's motto. But the power of the association of Scottish sentiment contributed much to the progress or the race. Greater Britain was mainly the out-come or Scottish pluck—he might call it Greater Scotland. However, the term "England" was still persisted in, and there were times when it was excusable; when, for instance, the Yankees abused "England" instead of Britain—he did not object to that. Englishmen could not understand why Scotsmen were so clannish. There were many things Englishmen could not understand. Once when in England he was asked "what wine do Scotsmen like best." He thought of whisky, but in true Scottish fashion he answered by asking "which?" He was told "other folks." Nevertheless, he would always proclaim himself a Scotsman.

A HIGHLAND SOCIETY FORMED.

As intimated in last issue, the proposal to form a Highland Society has taken definite shape. The formation of the society is now an accomplished fact, and its title is: "The Montreal Scottish Highland Society." The primary objects are: To promote the wearing of the Highland Costume, Cultivation of taste for Highland music, Literature and song, and the binding together of Highlanders in a social way. The matter is being unenthusiastically taken up. The chief of the newly formed body is, Mr. Geo. H. Macleod, and Mr. N. M. Macleod is hon.-secretary.

TROUBLE IN THE ROYAL SCOTS.

The resignations, in rapid succession, of Majors, Ibbotson, Blaiklock, and Captain Cameron, of the Fifth Royal Scots, has caused consternation among the many friends of the Regiment. It is only recently that a considerable sum was subscribed by the friends of the Regiment to provide the much coveted "Feather Bonnet." The trouble, it appears, originated through a difference of opinion as to what constitutes "discipline." Whatever the cause, the effect, it is feared, will be detrimental to the best interests of this popular corps.

In the next issue of the FIERY CROSS I hope to present your readers with the portrait of another celebrated Montreal Highlander. LEODHASACH.

Hamilton Notes.

The regular monthly meeting of the Gaelic society was held in Andrews' hall, King street east, Saturday night, Chief Jno. Cameron presiding. The feature of the evening was the first of a series of essays to be given on Scottish subjects. W. G. Scott gave the first essay, choosing for his subject "Prince Charlie and the 45." The essay was ably handled and much enjoyed by the large number present. A hearty vote of thanks was given to Mr. Scott, to which he made a suitable reply. The next essay will be delivered by past Chief D. J. Campbell. His subject, "The Gaelic language in Canada," is well chosen, as from his opportunities in travelling all over the Dominion, his knowledge of the subject is thorough. McGregor, Campbell and Dreever played selections on the bag pipes, A request was made that all the members attend the charity concert on Friday in Arcade hall, and appear in Highland costume.

The Hamilton Pipe band has resumed its practice for the season. Pipers Alex. MacGregor, Oswald Campbell, Dreever, Davenport, and MacGregor compose the band. Last season they were very successful, and filled a number of engagements.

Camp Hamilton No. 21, S. O. S. at its regular meeting on Tuesday last initiated one member and had one or two propositions for new members. Under Chief Geo. A. Milne the camp is striving hard to increase the membership.

Rev. Dr. Mungo Fraser, of Knox church has three months leave of absence to visit Europe. He will visit his own native Perthshire, to get "aye smell o' his native heather." We wish him joy and happiness, and a *Turus Math*, and that he may come back refreshed and invigorated, and with a fresh supply of the Gaelic stories he can tell so well, when he gets on a Gaelic platform. MUILEACH.

Our Gaelic Page.

SGIOBA BAINNSE DALAT.



Aisling am Fogarrach.

GAELIC poem composed by Neil Macdonald for the Scottish Gaelic Society of New York.

'Nuair a chaidh mi a rioar do m' leabaidh
Cha b'ann gu fois na gu suain,
Oir bha mo chridhe trom, bronach,
'S mo dhuthaich fad thar a chuan.

Ach sgìth le m'osnaich, 'san dian-durach
A bhi far an d'fhuair mi mo bhreith,
Thuit sgail na h-oidhch' air mo shuilean,
Agus bhruadair mi bhi aig an tigh.

Chunnaic mi m'athair 's mo mhathair,
Mo bhrathairan, 's companach m'òige,
Agus caillinn-boidheach nan' donn-shuil,
A thug dhomh, mar 'b'abhaist, a pog.

Chunnaic mi ceo air a mhonadh,
Am fraoch fo mo chasan fo bhlathe;
'San smeorach 's a phreas—binn a freagairt
An guilbneach tursach bho'n traigh.

Agus thog mi mo shuil gus na speuran,
Sin gh-amharc mi sios air an Iar;
A rithist mu'n cuairt ai ran tìr—
Cnuic, sruthan, 's na h-achaidh fo bharr.

Agus dhuig mi le lanachd mo chridhe,
Bhris oibhneas do labhairt mo shuain,
Agus tha mi' fhathast air foantradh
'O m'dhuthaich, tha fad thar a chuan.

SOP AS GACH SEID.

DEOCH-SLAINTE.

Fas air am buntata
Bas air an sgadan,
Pris air na h-cillean,
'Us Feil air na Cailleagan.

Thuir muime roimhe so ri 'dalta, a bha 'dol a phosadh; "Cha 'n fhaigh thu de sgioba bainnse ach a' mheud 's a' dh' airmheas tu bhad 's a chumas tu air d' anail. Thoisich i mar so";—"Mo dhuine dhomh air thus, agus da dhithid, ceathrar choignear chaich, agus triur chloinne rìgh; aon aonan; da dhanan; tri triannan; ceithir cheithirannan; coig choigeannan; sia siathannan; seachd seachdannan; ochd ochdannan; naoi noidh'nean; deich deichnean; 'us Fionn fein a chu, 's a ghille, a bhean-nighe 's a shearbhanta."

AN GAD.

Buain an gad
An am reith a' mheinnein,
Agus breith a' mheinnein

CUIR—Bean 'ga bhuain
Dall 'ga mheangadh,
Maighdean 'ga sgriobadh,
Agus cuiridh ga shniomh,
Agus figh an reamhar air a' chaol,
Ma 's math leat an taod a bhith buan.

CUR N T-SIL.

An ciad Mhart leig seachad;
An dara Mart ma 's eudar;
An treas Mart, ged nach rachadh clach-chinn-
a'-mheoir 'an aghaidh na gaoithe tuath, cuir an siol
'san talamh.

TORADH.

'Tri bolla gu ath,
A dha gu muilinn,
'S a h-aon a tigh'n dachaidh.

AN CAT 'S AN LUCH.

LUCH.—Thuir an luch 's i 's an fhroig,
"De 'm fonn a th'ort, a chait romaich ghlais?"

CAT.—"Comn 'us cairdeas 'us goal—
Faod idh tusa tighinn a mach."

LUCH.—" 'S eolach mi mu 'n dubhan chrom,
A tha mach a bonn do chas;
Mharbh thu mo mhathair an de
Ge caomh rium do bheus an diugh."

AN SEILLEAN 'S AN SEANGAN.

Thuir an seillean ris an t-seangan,—
"Teann a nall 's an tog sinn tigh,"

SEANGAN.—"Am fear do 'n tug thu, do mhil sham-
hraidh,

Togadh e tigh-geamhraid dhuit,
Tha sin agamsa fo thalamh,
'Tigh air nach ruig gaillinn no gaoth,
'S bidh tusa 'n ad dhilleachdan lacunn,
A' streapadh ri gasagan fraoieh."

AN SEILGE.

Is ann an deigh na greine an deirg feasgair
A dheanadh Fionn an t-seilg mhaidne;
'S ann an deigh na greine deirg maidne,
A dheanadh e 'n cadal feasgair.

DIREADH A' BHRUTHAICH.

Cha do dhirich Fionn bruthach,
'S cha d' fhag e bruthach gun direadh;
Ghabhadh e air am fiaradh iad.

Watch Your Opportunity !

Swift assault will take a fortress
 Long besieged in vain ;
 Wit will win you in a moment
 More than years of pain.

Tell me not of faithful service,
 Of devotion's claim !
 One bold stroke well timed and steady,
 And you win the game.

—M. Falconer.

Boat Song of the Glengarry Highlanders.

Translation from the Gaelic by the Earl of Eglington, who, in his day, took a great interest in the Highland emigrants of Glengarry, Canada.

Listen to me as when ye heard our father
 Sing long ago of other distant shores ;
 Listen to me, and then in chorus gather
 All your deep voices, as ye dip your oars :—

Where Scuir-na-Gilleán braves the wind and rain,
 And round Ben More the mad Atlantic raves ;
 Where grey Iona's immemorial fane
 Keeps solemn ward by unremembered graves—

No more our voices echo through the valley,
 The deer, unchallenged, roams across the glen ;
 No more around Clan Ranald's banner rally
 The fairest women and the bravest men.

No more the lovers on the leas are meeting,
 No more the children paddle in the stream,
 We hear no more the pibroch's kindly greeting,
 Nor see the moon on Royal tombstones gleam.

From the lone sheiling on the misty island
 Mountains divide us and a world of seas ;
 But still the heart is true, the heart is Highland,
 And we in dreams behold the Hebrides.

Green are the woods that gird the mighty river,
 And green the meadows sloping to the strand ;
 But we have left our native hills for ever—
 But we are exiles from our father's land.

Periods of Gaelic Literature.

At a recent meeting of the Gaelic Society of London, Eng., the Rev. Nigel MacNeill, author of "Literature of the Highlands," "Lux Christi," etc., read a paper entitled "Periods of Gaelic Literature." These periods Dr. MacNeill named "early," "middle," and "modern." The first, comprising 836 years, began with 450 A.D., the time of St. Patrick, and ended with the year 1286, the date of the death of the last of the Gaelic kings of Scotland. The middle period, from 1286 to 1746, contained 460 years, while the modern period meant no more than the

last 150 years. Dr. MacNeill suggested that early and modern Gaelic stands very much in the same relation to one another as Anglo-Saxon or early English to the English to-day. He mentioned that the paper recorded in a condensed form the results of careful study of many years, and possibly it would be published as a primer of Gaelic literature.

The child who came into the world on a Thames excursion launch the other day recalls the historic puzzle as to the nationality of the infant whose father was a Malay and mother an American, and who was born on a Dutch vessel, sailing under the British flag, in Spanish waters. What parish was it born in?

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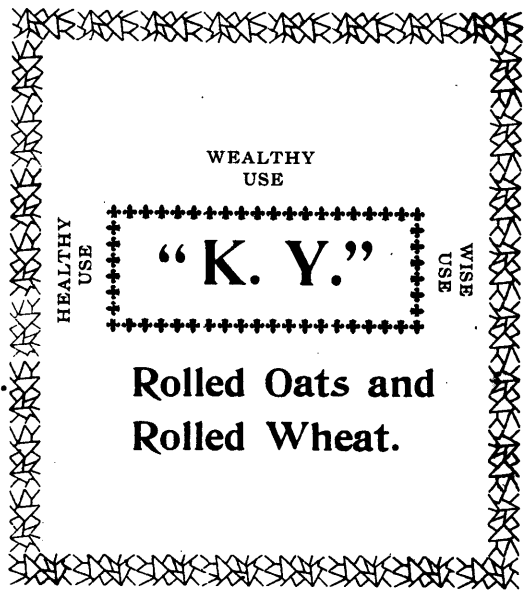
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