



Scot Pourri



Send us your inquiries on life's little question marks.

Ever wanted to know what happened to your old pal from home, how to make your favourite Scottish meal, or wondered about a certain bit of Scottish history? Pose your questions on Scottish related topics to our knowledgeable readership who just may be able to help. Our letters page is a very popular and active one and many readers have been assisted across the world by fellow passionate Scots. Please keep letters under 200 words and we reserve the right to edit content and length. Letters, photos and any other items posted to the Scottish Banner cannot be returned. We prefer letters to be emailed to your nearest office or please visit our on line Scotpourri form at www.scottishbanner.com, alternatively you may post or fax your letters to us. Please ensure you include your full contact details, when emailing it is best to include your post address for those without internet access.

This page belongs to our readers so please feel free to take part! Thanks to all our readers from around the world who have made this such a special page.

Memories Of The Queen Mary

In a recent edition I read about the first voyage of the ship, Queen Mary. I can remember it well - just like it was yesterday.

It sailed down the Clyde to James Watt Shipyard in Greenock from John Brown Shipyard in Clydebank to have some finishing touches done.

It was a great day! We were let out of school to go up to the public park in Port Glasgow, where I come from.

Much later in 1947, I sailed on her with an aunt from Southampton - something I never thought I would do.

Another thing I remember was that the last funnel was a dummy. No smoke ever came out of it. I often wondered whether this was true or not.

Jenny Balogh, Dearborn, MI, USA

ABSTRACT OF LOG OF THE
CUNARD WHITE STAR R.M.S. "QUEEN MARY"
COMMODORE C. G. ILLINGWORTH, R.D., R.N.R.
SOUTHAMPTON TO NEW YORK

Date (1947)	Dist.	Latitude	Longitude	Weather, etc.
Thurs., Nov. 6		N.	W.	At 4.18 p.m. (G.M.T.) left Berth, Southampton
" " 6				At 6.44 p.m. (G.M.T.) Nab Tower abeam. Dep.
Friday, " 7	520	49.46	13.55	Str'g breeze, rough sea, mod. swell, cloudy, clear
Sat., " 8	581	48.35	28.42	Gale, rough sea, heavy swell, cloudy and clear
Sunday, " 9	707	44.35	44.55	Strong breeze, rough sea, swell, o'cast & clear
Monday, " 10	696	41.47	60.09	Mod. gale, rough sea, heavy swell, o'cast & clear
Tuesday, " 11	602	40.28	73.20	Moderate breeze, slight sea, overcast and clear
" " "	22	To Ambrose	Chan. L.V.	At 1.15 p.m. (E.S.T.) Ambrose Channel L.V. abeam. Arrival
Total	3,128	nautical miles		

PASSAGE—4 days, 23 hours, 31 minutes. AVERAGE SPEED—26.18 knots.

Scottish Mobile Ring Tones

I have to tell you this true story while I worked down in Sydney a few years ago. I've now retired to Lennox Head. My Australian mate purchased a new mobile phone and I convinced him to tune in Scotland the Brave as his 'ring tone'. One day after work we as usual ventured into our favourite watering hole for a couple of cold beers. The pub was the Blue Cattle Dog, in St. Clair. Anyway, this particular day my mate was being served when 'Scotland the Brave' sounded out at the bar. Standing beside him were three other guys we knew, all of them Scottish. You would not believe it, all four of them reached for their phone's thinking it was theirs that was ringing. The laughter that ensued when they found out that it was the 'Aussies' phone that was ringing and no theirs was, well priceless. "Whit are you da'in wi' oooor song on yer phone" get yer ain wan ya mug they a! I roared at him. It was only a few weeks later that he told them I convinced him to tune in Scotland the Brave. A great bunch of guys and plenty laughs were the order of the day at the Blue Cattle Dog.

Robert Reid,

Sydney, NSW, Australia

Eyemouth And Willie Spears Associated Pewter Pot

I have a fantastic Pewter ewer with over 60 signatures hand signed all over it, with dates from the 1800-1900s and done in different script and wordings, one name is Willie Spears, others are from the local area and I believe this pewter was a special item. I need to show someone to help trace its history. I took the item to the curator of the Sydney Maritime Museum, who was fascinated with it, but said it is Scottish museum piece and could not help unless it had Australian connections, then he would have carried out a complete history for me. Help me someone, I tried contacting Eyemouth Museum a few times, but no reply.

Robert Renshaw,

Sydney, Australia

Catherine Helen Spence

I received my copy of *The Scottish Banner*, August Issue. Inside is an article titled "New Zealand's Scottish Suffragette." The article mentions Catherine Spence, a remarkable woman, and states she is featured on the Australian five dollar note. I am sure that I am not the only person who has written to advise that this note has our Parliament House on one side and on the other the Queen, not Catherine Spence.

Eleanor Galvin, Canberra, ACT, Australia

Editor's note: Author **Ben Wilkie** responds: Catherine Helen Spence is featured on an issue of the Australian five dollar note released in 2001 to commemorate the centenary of Federation. She appears with **Henry Parkes**, who is featured on the reverse side of the note. It is now a collector's item because of its rarity and some world-first security features.



Catherine Helen Spence featured on the Australian five dollar note.

Searching for Michie's

Thank you for the most enjoyable and interesting publication *the Scottish Banner*, which alas, I only discovered two issues ago, but would be loathe to miss in the future.

I am directly descended from the Michie's of Badenyon, Glenbuchat, Aberdeenshire, Scotland. My paternal grandfather, John Donald Michie, emigrated to Australia in 1887 at aged 23 years.

His brothers William and James went to Canada, as did two sisters Mary and Elspeth (another sister Bella married Jim Lockie and resided in Edinburgh). Maggie, another sister, whose married name was Dudgeon, also remained in Scotland, as did another sister Kate.

I am extremely interested to make contact with any others bearing the Michie name or carrying the Michie bloodline. If they do read this and are interested please contact me at the below address.

Margaret A. Michie, "Badenyon"

26 Chinnock Ct., Craigieburn, Victoria 3064, Australia

The Scottish Kitchen

I made the Chocolate & Whisky dessert (featured in the October, 2010 edition of the *Banner*), The directions for the dessert has it made right in the dessert bowls. I have also made the Neeps & Tatties soup and the Sausage Toad in a Hole. Both were very good!

Bob Shiell, Canada

"In Flanders' Fields"

As usual, I enjoyed the November issue of *The Scottish Banner* and in particular (on page 17) the presentation of the poem "In Flanders' Fields."

However, I was disappointed that there was no mention of the man who wrote it, John McCrae, born November 30, 1872, in Guelph, Ontario, Canada. He was a Doctor, Soldier and Poet. He was inspired to compose the poem the day after the death of his friend, 22 year old Lt. Alexis Helmer during the Second Battle of Ypres.

On January 24, 1918, John McCrae was appointed Consulting Doctor to the First British Army. However he had become ill and died of pneumonia on January 28, 1918.

Catherine Rainer, Canada



John McCrae

Argyll & Sutherland Highlanders Pipe Band

The attached photo (shown below) is of the 9th Battalion, Argyll & Sutherland Highlanders Pipe Band taken during the period 1928-1933, when Colonel Purves Alexander Kirsop, MC & Bar, TD, JP, was the Commanding Officer of the 9th Battalion.

Colonel Kirsop is seated centre. The original photographs are in the possession of his son, Murray Kirsop, of Bearsden, Glasgow.

(At the time Lieutenant) Kirsop had been a lucky survivor of the Gretna (Quintinshill) railway disaster of 1915, which killed well over a hundred Royal Scots on their way to France. He was a passenger on the northbound sleeper which collided at full speed with the burning wreckage of the southbound (Royal Scots) express which had run into a stationary goods train forgotten about by the signalman at Quintinshill signalbox. Lieutenant Kirsop fell through the split wooden floor of his compartment in the crash, suffering two broken legs. He was trapped under the carriage, but survived, although his three military travelling companions in the same carriage compartment all died.

Colonel Kirsop was recalled from the reserves at age 44 to be the Commanding Officer of the 1939-raised 58th. Light Anti-Aircraft Regiment, and was subsequently killed at Dunkirk in 1940, where he is buried.

Stuart Gray, Clydebank, Scotland

