



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 <http://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.

More Memories of the War

I read Catherine St John's piece about her memories of WWII (November 09 Scottish Banner).

I was 12 when I was evacuated on September 1, 1939 from Edinburgh to North Berwick with my brother George. All my memories are happy ones. Have to confess rationing did not worry me and I can't remember ever thinking we did not have enough to eat.

My most exciting memory was in 1942 when a mine broke loose from a string across the mouth of the First of Forth and it blew up on rocks on the beach breaking all the windows of the house we were living in as well as the neighbours' homes! Fortunately no one was hurt but George decided to return to Edinburgh and I moved in with a girl I went to school with and did not go home until I was 16. When I was 17 I became a hostess in the American Red Cross Club which was in a hotel in Princess Street and so have even more happy memories of jitterbugging, going to the pictures and out to dinner with the very friendly Yanks who came to Edinburgh on R&R.

I often chide myself when I say I had a ball during the war when I think of the young men who gave their lives for me.

Sad to think that fighting is still raging today and lives are still being lost.

Constance Johnston (nee Wilkie)

Waikowhai, Auckland,
New Zealand

A Scottish Truckers Response

In response to Joyce Milne D'Auria's comments ('Scottish Banner, November 2009.) that 'And I especially don't like lorries, trucks or great big petrol/gas-guzzling 16 wheeler behemoths used primarily to intimidate me on the highway. Sorry lads.'

I have been a Lorry Driver/Trucker/Truckie/whatever you may call me for over 45 years, 42 of them driving the largest vehicles allowed on European Highways, and like many of my peers, the silent majority, go about our work without intimidating anyone.

If you seem to have a problem with large trucks on a regular basis perhaps you should reflect on your own behaviour on the highway. It may be found wanting!

I have never had a ticket at any time in those 45 years, despite my very high mileage, how about you?

Driving large vehicles is honest work. It is hard work. Like many of my peers I go home (If I go home!) at night not only hungry but tired.

When my time comes, I'll face my God and say 'Yes, driving trucks is honest, Christian, work just like other folks do in their kind of jobs!'

I don't think he'll tell me I'm not welcome.

Whatever you eat, whatever you wear, where ever you are, if you've got it, a truck brought it!

Even this newspaper!

Oh, by the way, those big wheels run on Diesel!

Alex Saville

2/1 224 Gourlay St

Springburn

Glasgow, G21 1EJ

Scotland

Scottish Recipes

In the last issue of *the Banner* was a St. Andrew's Day supper menu. I used the entire menu for a venison supper in early November. My hunting partner and I had shot a doe. We invited over two other couples and really enjoyed the meal. I make a concerted effort to use at least one recipe from the Kitchen page from every issue. Each recipe I've used has turned out really good.

Thank you.

Bob Shiell

Canada

Spirit of the Glen

Greetings to the Team at the *Scottish Banner*. In response to reader giveaway for the CD *Spirit of the Glen* (October, 2009); my favourite bagpipe tune is "Highland Cathedral."

I can imagine how my Grandfather felt whilst engaged in the Siege of Citral in India in 1895 having been a drummer for 25 years with the Seaforth Highlanders. Such emotion can be gauged by the forces in present day Iraq and Afghanistan. Attached is a late picture of my Grandfather

I wish to convey my thanks for my copy of *Spirit of the Glen*; I'm enjoying the CD immensely

Tony Tapper

Margaret River, Western Australia



Cause of Burns' death? Failing health and death

This section contains weasel words, vague phrasing that often accompanies biased or unverifiable information. Such statements should be clarified or removed. (March 2009) Robert Burns Mausoleum at St. Michael's churchyard in Dumfries.



As his health began to give way, Burns began to age prematurely and fell into fits of despondency. The habits of intemperance (alleged mainly by temperance activist James Currie) are said to have aggravated his long-standing possible rheumatic heart condition. His death was probably caused by bacterial endocarditis exacerbated by a streptococcal infection reaching his blood following a dental extraction in winter 1795, and it was no doubt further affected by the three months of famine culminating in the Dumfries Food Riots of March 1796.

On the morning of 21 July 1796, Robert Burns died in Dumfries at age 37. The funeral took place on Monday 25 July 1796, also the day that his son Maxwell was born. He was at first buried in the far corner of St. Michael's Churchyard in Dumfries; however, his body was eventually moved in September 1815 to its final resting place, in the same cemetery, the Burns Mausoleum. Jean Armour was laid to rest with him in 1834.

His widow, Jean, had taken steps to secure his movable estate, partly by liquidating two promissory notes amounting to fifteen pounds sterling (about 1,100 pounds at 2009 prices). The family went to the Court of Session in 1798 with a scheme to support his surviving children by publishing a four volume edition of his complete works and a biography written by Dr James Currie. Subscriptions were raised to meet the initial cost of publication, which was in the hands of Thomas Cadell and William Davies in London and William Creech, bookseller in Edinburgh Hogg records that fund-raising for Burns' family was embarrassingly slow, and it took several years to accumulate significant funds through the efforts of John Syme and Alexander Cunningham.

Burns was posthumously given the freedom of the town. Hogg records that Burns was given the freedom of the Burgh of Dumfries on 4 June 1787, years before his death, and was also made an Honorary Burgess of Dumfries.

Bill Totten

Australia

Vera's Final Read

I thought you might like this. After reading *the Banner* I passed my copy on to a dear old lady named Vera McNaughton-Watkins. She then passed it on to her doctor. Sadly Vera passed away in October 2009. I attended her funeral to pass *the Banner* on to her doctor, who unfortunately could not attend. So at the cemetery I placed two copies of *the Scottish Banner* on her casket to help her on her way. Her family were delighted at my gesture.

It would be nice if this could be printed to share with the readers.

Tony Taylor

Feilding, North Island

New Zealand

Ed note: Thank you Tony for sharing this wonderful story, we are glad Vera enjoyed *the Scottish Banner* so much and it will journey with her forever.

SOS: City of Adelaide/Carrick: The Oldest Clipper in the World

This is an SOS! The 'City of Adelaide' (later known as the 'Carrick') presently sits on a slipway in Irvine, Bonnie Scotland. Tenders have been called to demolish her because the owners of the slipway where the historic clipper sits have served notice on the museum to vacate the site. This magnificent lady is the oldest Clipper in the World (1864) - yes, she is even older by five years than the Cutty Sark.

There is a small band of people here in the fair City of Adelaide, South Australia, who are on a mission to save her (see <http://cityofadelaide.org.au/>) and bring her home to South Australia where she belongs. Bearing in mind that she was purpose-built to serve the passenger trade, for nearly a quarter of a century from 1864, she played an important role in the development of the colony of South Australia.

She carried all classes of passengers from the rich to the poor, from people 'of substance', to government assisted emigrants. Her first class cabins were considered to be the finest of the sailing ship era. Today their descendents living in South Australia number in the hundreds of thousands.

The 'City of Adelaide' is a vital icon of the making of modern Australia and of the relationship between Britain and the Australian colonies. It is an extraordinarily important part of our common heritage.

The organisation enjoys the support of many eminent Australians and Britons, as well as support from all sides of politics.

Our primary goal is to prevent the 'City of Adelaide' being destroyed in the United Kingdom. Bringing the ship back to Port Adelaide is the secondary goal. She must not be demolished. I call on all of your readers to consider joining us in our mission - let us hope that it is not a mission impossible!

Rosemary McKay

134 Waterfall Gully Road

Waterfall Gully, South Australia

e-Mail:scotiaforever@hotmail.com

Lawrence Anderson

I am looking for information on my Grandfather eight generations back.

Lawrence Anderson, born 1651, arrived in mid 1671. Would like to know all about him and the Andersons in Scotland.

Love *The Scottish Banner!*

Margaret P. Anderson Rousselle

11725 Heathmere Cr., Midlothian, VA 23113, USA

e-mail: mrouss4715@comcast.net

My Favourite Paper

Thank you so much for sending my favourite paper every month from a very happy Aberdonian.

Catherine Hay

Cromer Heights, NSW, Australia

Ed note: Thanks for your note Catherine and subscription renewal, the best way to not miss an issue.