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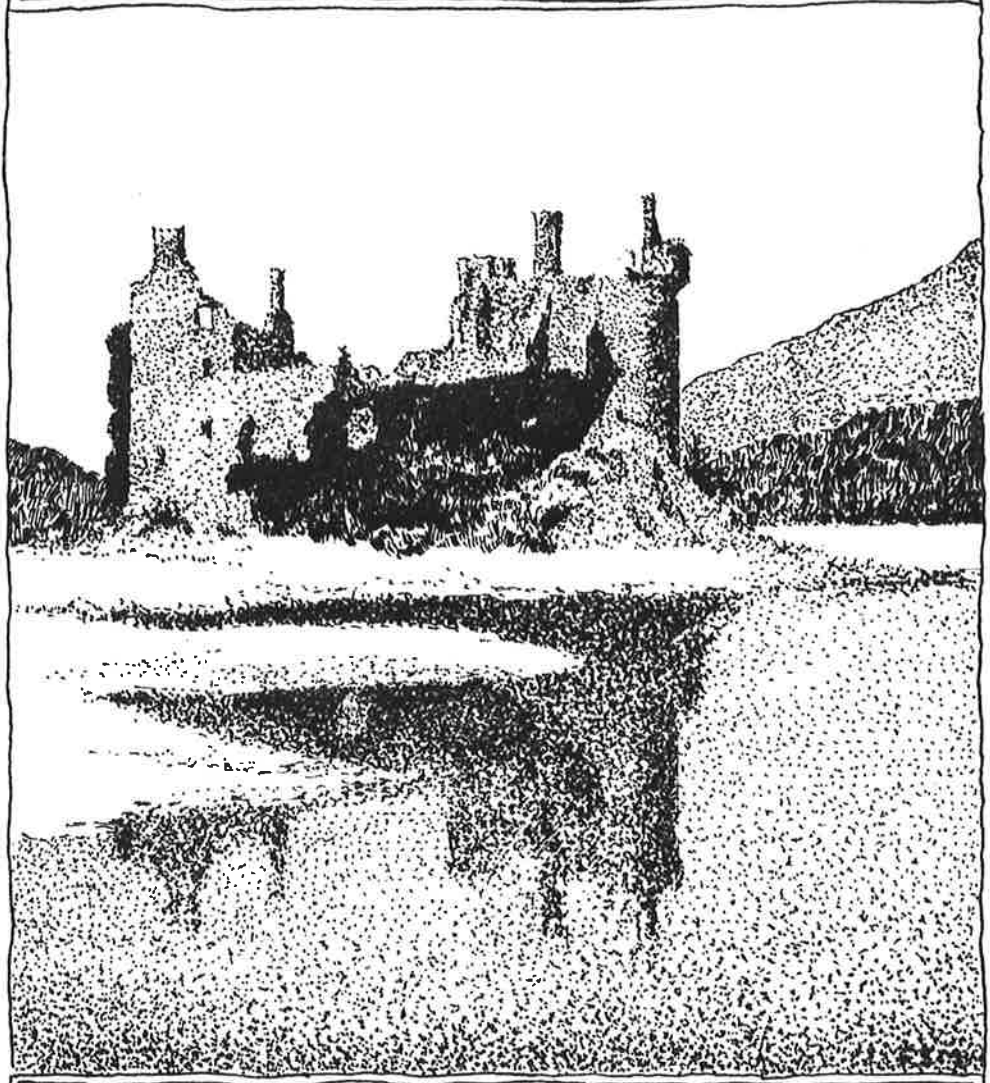

The KIST 37

THE KIST

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It is with the greatest satisfaction that we inform readers of our distinguished President having been elected an Honorary Fellow of the Society of Antiquaries of Scotland 'in recognition of Services to Archaeology'. This is a mark of appreciation and respect given only rarely, and never more appropriately than in this instance. Every member of our Society will join heartily in proffering expressions of most sincere congratulation at this highly gratifying tribute to our President's lifelong devotion to the subject.

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The Origins and Decline of West Coast Sea Routes

Colin F. Fergusson

The services given by steamships to the West Highlands are fairly well known through books, newspaper articles and timetables, but previous to 1819 these services were carried out by sailing ships and little record of their operations remains except where short sea crossings were made by sailing or rowing boats. These were heavy broad-beamed, flat-bottomed vessels carrying passengers, goods and livestock; a method which suited the nature of the broken coastline with its long narrow lochs. Traces of these ferry slips can still be seen at many places round our shores. Indeed the ingenuity of their construction guaranteed a long life, even though they were in daily use for many years. These ferries were sailed and maintained mainly by land-owners and crofters on one or either side, though at some ferries Parish and County Councils provided funds to help them.

The longer voyages from the industrial central belt of Scotland to Argyll and the West Highlands were undertaken by larger sailing ships managed by Companies and Agents, generally in Glasgow. Their route would be by the Mull of Kintyre to their destination. However quite a number of small ships such as two-masted smacks, one-man-owned and with two or more casual employees to help with the

loading and unloading, provided a good service to many parts of the West. They carried all sorts of goods but by far the main cargo was coal. On the return journey very few vessels sailed empty, or as they said in the trade 'light'. Being flat-bottomed they could beach at high-tide on a suitable sand-bank and fill their holds when the tide fell with building sand and gravel. The next high tide generally saw them on their homeward voyage. Smaller fishing boats, under sail or oar, would be hired to carry cargo fairly long distances. This depended on whether the fishing - mainly herring - was good or bad. Many small family fishing boats at periods during the year took full advantage of the extra cash to be earned by carrying cargo other than fish. In the 1930s one such vessel, the GEM was moored just north of Millar's Bridge, Loch-gilphead. She was owned, I believe, by a coal merchant in that town who sailed her at least twice a year 'light' to Ayrshire, returning with a full cargo of coal.

After the opening of the Crinan Canal in July 1801 many of the sailing vessels used this route instead of the exposed rounding of the Mull of Kintyre, though length and draught of boat able to use it was a restriction. Those which could were towed along by track-horses.

Steam-propelled ships began with the building of the first COMET in 1812. After some years on the Clyde she undertook to provide a weekly service from Glasgow to Oban, Fort William and the North by way of the Crinan Canal. These sailings continued until 12th December 1820 when unfortunately she sank off Craignish Point when passing through the notorious Dorus mor. Her place was taken by HIGHLAND CHIEFTAIN, which was built in 1817 and also used the canal, until a second COMET could be built. She had just recently started her career in November 1820, sailing from Glasgow by the Crinan Canal to Isle Oronsay in Skye in the remarkable time of 35 hours. The second COMET went into commission on 6th July 1821 and sailed on a regular service from Glasgow to Fort William. When the Caledonian Canal was opened all the way from Corpach to Inverness in 1824, COMET extended her voyage to Inverness. This successful venture continued until October 1825 when, early on the morning of the 21st, she was in collision off Gourock and sank with the loss of 62 lives.

All early steamship sailings took place on the Clyde,

Rothesay being the limit. The first boat to go farther was the DUMBARTON CASTLE, which reached Inveraray on 1st July 1815. She was one of the 'Castle' steamers and was later joined by ROTHESAY CASTLE, INVERARAY CASTLE and TOWARD CASTLE. A network of services was provided by these steamers sailing outward on Mondays, Wednesdays and Fridays, returning the following days. This pattern continued until August 1826 when the new DUNOON CASTLE came on the scene with the first passenger-only sailings. In September of that year sailings to Lochgilphead were advertised, but it is not clear whether Ardrishaig was meant by 'Lochgilphead'. What is certain and can be seen to this day is a substantial stone quay on the east shore of Loch Gilp. The tidal estuary of the Cuilarstich Burn would have been insufficient to allow the steamers to use this jetty except at high tide.

With a large number of yards engaged in the building of steamships, competition on the West Coast routes increased. Any community, large or small, if they had a pier or jetty convenient, was served by the ships, and in the early days some services were given to many small and out-of-the-way places, all for the sake of getting the trade of people and their goods.

One of the new steamers coming into service in 1826 was the MAID OF ISLAY. In July of that year she opened up a new route along the West coast. After berthing over the week-end at Portree in Skye, she left on Monday mornings for Tobermory, Oban and West Loch Tarbert, arriving there on Tuesdays. She then left for Port Askaig in Islay with passengers for that island who had travelled to Tarbert on one of the 'Castle' steamers and been conveyed the short distance to the West Loch by horse coach. On Wednesdays she gave a day trip to Iona and Staffa, and on Thursday and Friday she made the return to Portree by West Loch, Oban and Tobermory.

An important date in the history of the through steamer service from the Clyde to the West Coast is 1839, for in that year two giants of the marine world at that time, J & G Burns and Thomson & MacConnell, put on what they called their "swift steamers", catering for passengers rather than cargo. Glasgow to Ardrishaig was covered by BRENDA, sailing at 0600 on Tuesdays and Fridays, and on Wednesdays at 1200. Connection through the canal was by the horse-drawn track-boat THORNWOOD. At Crinan the pas-

sengers embarked on the ANTELOPE or HELEN MCGREGOR for Oban. Steamers left there for Tobermory, Portree, Fort William and Inverness. Even then Oban was an important West Coast port. Travel from Glasgow to Tobermory or Fort William was possible in one day, and to Portree and Inverness in two.

During the summer of 1847 Queen Victoria and Prince Albert sailed along the West Coast in the Royal Yacht VICTORIA AND ALBERT. Part of the journey lay through the Crinan and Caledonian Canals both on the outward and return. By this time the THORNWOOD had been replaced on the Crinan Canal by SUNBEAM, and it is this vessel which conveyed the Royal couple on both occasions, being recorded in the Queen's Journal as "drawn by three horses ridden by postillions in scarlet". It is from this occasion that the name "Royal Route" originated.

On 13th February 1851, David Hutcheson and Company took over the combined fleets of J & G Burns and of Thomson & McConnell. Perhaps more importantly they acquired the red and black funnel colours of one of their rivals and used them on all their fleet sailing to the West.

Partners in the firm were David and Alexander Hutcheson and David MacBrayne. The new company put in hand the construction of faster and more comfortable ships, which were built at the Govan yard of J & G Thomson. First of these was the MOUNTAINEER, a two-funnelled steamer with well-laid-out accommodation, recording a speed of about 15 knots on trials over the Measured Mile. She took over the Glasgow - Ardrishaig service.

Traffic continued to build up over the next two years, due to the enterprise of this firm. New ships were needed. In 1855 the first IONA was launched, taking over the premier service from the MOUNTAINEER. In this year too, Hutcheson met opposition on their Clyde - Loch Fyne route in the form of the ROTHESAY CASTLE, by then under new ownership. She sailed daily, except Sunday, from Glasgow to Ardrishaig by Strone, Dunoon, Rothesay, Kyles of Bute and Tarbert, but by the following year the sailings went only as far as Rothesay.

Situated at the western end of the Crinan Canal it is not surprising that Crinan should provide a base for other services than to Oban. In 1856 there were sailings from there every Tuesday to Islay by the paddle steamer ISLAY

and no doubt the island port used would be Port Askaig. It would appear to have been a 'summer only' service, run by a consortium of business men. Little is heard of it in subsequent years. The West Loch Tarbert - Islay service was by then well established.

In 1866 three new ships were built for the Royal Route. First was the well-appointed saloon steamer GONDOLIER, which for many years occupied the northern section of the Route from Banavie to Inverness. Then on 2nd june the twin-screw LINNET took up her duties on the Crinan Canal. In the summer her daily routine was to take passengers from the Oban to Crinan steamer through the canal to Ardrishaig. After disembarking them she would uplift travellers who had arrived at Ardrishaig from Glasgow about mid-day and make the return trip to Crinan. She carried out this service until 1929. The writer has happy memories of summer days at Millar's Bridge, Lochgilphead, helping the bridge-keeper swing the bridge open as soon as the bow of the LINNET appeared round Oakfield corner of the canal. As someone said of her at that time her looks resembled a sort of floating tram! She took priority over other canal users. A reminder of the LINNET is still to be seen midway along the Crinan Canal at Dunardry in the shape of a roofless shed which was her winter quarters long ago. The CHEVALIER was the last of the trio built in 1866; she took up the Crinan - Oban sailing during the summer and the Greenock to Ardrishaig run in the winter.

Hutchesons had more or less full command of the Loch Fyne trade, but when, in 1877, the LORD OF THE ISLES was placed on the Greenock to Inveraray tourist route by a rival and in addition the Callander to Oban railway was nearing completion, it was decided that something would have to be done to counteract the effect on their trade. The outcome was the building of a ship that was better than any other steamer sailing these waters. The COLUMBA was launched from J & G Thomson's yard at Clydebank on 9th April 1878, to take up the Loch Fyne sailing on 1st July. Ardrishaig pier was wxtended to accommodate her. She was 316 ft long - the longest ship ever built for Clyde service. Among the unheard-of innovations in a ship of this type were a post office and a barber's saloon. In the following year a new pier was built at Tarbert, known ever afterwards as the 'Columba Pier'.

When the Hutcheson brothers retired in 1876 and 1878 the third partner became sole owner of the fleet the following year. Henceforth the name David MacBrayne Ltd was synonymous with travel from the Clyde to the Western Isles. To use - or misuse - the words of one of the Psalms, the extent of the MacBrayne empire was summed up in the oft-quoted rhyme or one of its variants:-

The earth belongs unto the Lord
And all that it contains
Excepting for the Western Isles,
For they are all MacBrayne's.

With the Great War came changes in the services from the Clyde to the West Highlands. Cruising by steamer out of Oban was discontinued, in some cases permanently, and the last between Ardrishaig and Fort William was by horse bus. The daily mail and passenger service to Ardrishaig was given from Wemyss Bay after the boom across the Clyde between Cloch lighthouse and Dunoon was in place. After the war COLUMBA was the main steamer on the premier route but in winter the service was undertaken by CHEVALIER. It was while on this winter service that she met her end. A paddle wheel broke and she drifted on to Barmore Island, just north of Tarbert on 25th March 1927. All aboard were safely rescued, together with the mail and landed at Stonefield. The ship herself was badly damaged and beyond repair. She was towed to Troon and broken up. In September of the same year the company suffered another serious loss when the GRENADIER was destroyed by fire as she lay at the North Pier at Oban, unfortunately with loss of life.

With the coming of the motor bus, travel was made much easier than by steamer. The first service to feel the effect was the Oban to Crinan link. The last regular sailing was given by MOUNTAINEER on 2nd September 1928. On the following day the conveyance of passengers between Oban and Ardrishaig was performed by motor bus. Sadly too the services of the LINNET through the Crinan Canal also came to an end and she was finally sold off in September 1929 for use as a club-house at Shandon on the Gareloch. She was wrecked there in a severe gale during January 1932.

With the exception of the little LINNET on the canal it is interesting to note that all the steamers on the Clyde and the West Coast routes had been paddle-driven. The

big break with this type of propulsion came in 1931 when the diesel-electric ship LOCH FYNE came into service on the Oban - Staffa summer excursion service and the Gourock - Ardrishaig run during the winter.

IONA and COLUMBA, two magnificent ships, having served their useful life, were withdrawn at the end of the 1935 season and later broken up. They were replaced by SAINT COLUMBA (ex. QUEEN ALEXANDRA) and KING GEORGE V. The paddler PIONEER on the West Loch Tarbert to Islay service was replaced in 1939 by the motor-ship LOCHEIL. Also in that year the veteran GONDOLIER, which had provided the Royal Route connection via the Caledonian Canal to Inverness was acquired by the Admiralty and sunk to block a passage in Scapa Flow, Orkney. Thus a second link in the famous Route was broken.

During the Second World War the boom again caused the Ardrishaig service to start from Wemyss Bay. It was undertaken mainly by the LOCH FYNE, with the LOCH NEVIS relieving. After the war the LOCH FYNE returned to Oban for excursion sailings during the summer and Ardrishaig was given a bus connection from October 1950, when the service terminated at Tarbert during the winter months.

The withdrawal of SAINT COLUMBA in 1958 was a major change, and from that date LOCH FYNE was the regular steamer on the premier route both summer and winter until her last sailing, "dressed overall" in September 1969.

With the setting up of the Scottish Transport Group their policy was the rationalisation of services and in August 1969 it was announced that from 1st October the Caledonian Steam Packet Company would be providing the service to Tarbert. MAID OF ARGYLL, MAID OF SKELMORLIE, COWAL and CALEDONIA at one time or another during the last few months of the service carried out the sailings, but with passenger figures declining to such an extent that on some occasions, during the winter, there were more crew members than fare-paying passengers, the service ceased on Friday 29th May 1970.

The last link of a fine steamship service manned by excellent seamen in foul weather or fine since the COMET in 1819 came to an end and the Royal Route was no more.

A CRAIGNISH MINISTER AND THE '45

[The Revd Lauchlan Campbell, before being translated to Craignish in 1755 had been minister of Ardnamurchan since 1737, which enabled him to claim to be the first to learn of Charles Edward's landing. His ship, the Dutillet arrived in Loch nan Uamh on Thursday 25th July and anchored off Borradale. After several landings and returns aboard and a frenzy of activity aimed at ensuring support for the rebellion, the Prince finally came ashore on Monday 5th August and the ship left on the 8th. (Dates from the ship's actual log, so not open to question). It is remarkable, in view of all the activity, that it was only on August 8th, a fortnight after the first anchoring in the loch, that the news reached Edinburgh, and even more odd that the Fort Augustus garrison, less than forty-five miles from the scene, was in ignorance until August 9th. The following letter, written some five years later, sheds light on the precautions which had been taken to ensure secrecy. Ed.]

Edr. 21st May, 1750.

R.D.Sir,

In obedience to your desire to know how I came to be the first, who discovered the Pretenders landing, and gave the first notice of it to the friends of the Government, take the following short account. In the moneth of July 1745 all the people living on the North coast of Ardnamurchan saw a ship put in to Lochnanua in Arisaig where no man alive saw a ship anchor before that time, some curious people went to know what that same ship might be, Such as went when they came to the place and Convers'd

with their neighbours ask'd what might be aboard the ship, and what news, the answer that was made was, take up your hand and swear to Almighty God that you will not discover it, till it is proper, and I'll tell you news that will make your heart rejoice. Their curiosity being wrought to a great pitch, they swore as they were desired, and when the whole secret was discovered to them, that there was their much wish'd for Prince (as they call'd him) and now was the time for them to assert their Liberty, and be rid of Usurpation and Presbytery, When these people returned home, and their neighbours asked the news of the ship, the answer, that it was a smuggling vessel with brandy, but that it was very dear, and that no man could buy it. Some short time after they began to deny that there was any ship at all, that the vessel pass'd by. I observed at that time, that all my Jacobites were in high spirits, A short while after I was administering the Lord's Supper, and I observed a certain backwardness in many to communicate tho' they gave up their names before as Communicants; the Lords Day following I was preaching on the North side of the Countrey, and according to my course of lecturing I was explaining to them the 2nd Chapter of the first Ep. to Timothy, that doctrine was quite against their sentiments, and my congregation could hardly hear with decency. I observ'd a stir among them, I desired them to compose themselves, that I was to answer to God for the Doctrine I was delivering to them, and that they were to answer what entertainment they gave to it, and added, I do not think but you are ready to rebell, but beware you do not meet with Absalom's Fate; After dismissing the congregation, a gentleman comes to me and addresses me thus. Sir, you know I have a regard for you and your family, wherefore do not preach in yon stile again, else beware of the consequence. Be the consequence what it will, say I, I will not keep back any part of God's word from my people, for wo is unto me if I will. Well,Well said he you'll see what will become of it. I returned to my house that night and found there, one Anna Cameron, who was then a great Whig. I took a walk with her and asked what news, for you was yesterday, (said I.) in Kinbraes visiting your brother and sisters, I have no news says she, but you have, says I, I preached such a sermon today in Kilmory and the people were like to go mad, I can

take my oath upon it that the Pretender is in my parish; She says can you take your oath upon it, according to my present conviction I can. God be thanked said she, that you can for I was under oath to tell nothing, till one could swear that he knew the Pretender was in Kinlochmoydart, and is he not then say I, indeed is he, says she, Was it in the ship that came to Arisaig said I, Yes says she, what number of people is with him say I, the answer six men and himself, but word is sent to all the Highland Chiefs about. What day of this month did he land, The seventeenth* said she; I thanked her, and told her that I would do her a good office if ever it lay in my way and made her very welcome in my house every time she pleased to [defective m/s. Ed.] with myself that I should write instantly to the Shirriff of the Shire, but alas I had not as much money as would bear the charges of an Express or go myself, I was then forced to make the discovery to one Donald Campbell of Achindown who was then Baillie of Ardnamurchan, and to an officer who was recruiting men for Loudon [defect. Ed.] that regiment was rais'd; Immediately Achindown sent express to the Shirriff of the Shire, and he as soon as he received the information, sent it to the Duke of Argyle, who was then in Roseneath upon his way to Inveraray. The Duke how soon he received the information returned to Edr. and thence to London. For the truth of the Discovery I can appeal to the above Officer, and the informer, afterwards the Shirriff came to know of it, but no mention was made of my name above, How innumerable were the Difficulties I underwent afterwards. I was brought within the space of 24 hours of difsmifsing family keeping, and guns cock'd to my breast, for praying for his majesty etc. etc. etc.

R.D. Sir yours, Lauch: Campbell.

[There was only one minister for the extensive parish of Ardnamurchan. with a church at Kilchoan and a second at Kilmory on the north coast of the peninsula. Two shires were involved, the (then) mainly Protestant one of Argyll comprising Sunart and Ardnamurchan and the predominantly Catholic Moidart, Arisaig and South Morar part of Inverness. There was a service at Kilmory on alternate Sundays. The minister died at Craignish in 1763. Ed.]

* Recte 25th; slip of pen or faulty memory.

DEATH of an ARDRISHAIG FISHERMAN 1861

Dermid MacGregor

[In order to provide a fuller understanding of Mr MacGregor's paper, by those unfamiliar with the history of herring fishing in our area, and in particular with the contentious issue of trawl fishing and drift net fishing, it may be helpful to give an outline of the position. The importance to the West Coast economy of securing full advantage from the then abundant herring shoals had become a major factor but unhappily the two methods of catching the fish caused great trouble. A strong division of opinion developed concerning the relative efficiency of each and, more importantly, their effect on the continued replenishment of the source of supply. Legislation eventually entered the field with the banning of trawling, which was inevitably the one preferred by many of the fishermen. Communities such as those on Loch Fyne deeply resented this turn of events and a state of open conflict developed between them and the Authorities.

Those boats which used the illegal system worked under constant threat of an encounter with the Fishery patrol, and there was an unending series of episodes involving loss of nets either by confiscation or from their being abandoned when danger threatened. In addition there were actual arrests and the consequent loss of earnings which such disruptive conditions entailed.

A major confrontation became inevitable, and a Tarbert fisherman was wounded by gunshot; but the event which led to a legal clarification of the situation was the killing of an Ardrishaig fisherman. Editor.]

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About the dead hour of the night 6/7 June 1861 a pair of skiffs, Star and Weatherside, from Ardrishaig lay off the shore north of Otter Spit, itself covered by the full tide. The crews had already hauled their nets three times and the Star's net was being redded in preparation for the next haul by John Hamilton and Dugald McEwan; the rest of the two crews were in Weatherside smoking and talking quietly. They were not regular trawl fishermen; Duncan MacBrayne, the boat's skipper, owned skiffs and nets for drift netting but had decided two nights earlier to try

trawling. Later he remarked "The others are doing it and getting herring while the drift-net fishermen get none."

The night was close, calm.. and not very clear. A cry and the sound of a gun-shot came from the wooded shore and a ball was heard overhead. The men, except Duncan MacBrayne, took cover as more shots were fired. Two figures were seen indistinctly on the shore; "Each time I heard the ball passing through the air, quite close to us. I called to the two men 'In the name of God what are you at all', being answered 'Come ashore and we will damned soon show you what we are'. I asked my companions to get up and row ashore." Meanwhile in the Star John Hamilton and Dugald MacEwan hastily bundled the net overboard, yelling "We are coming". MacEwan then jumped to the Star's anchor to haul it in. Some said "Haul it", others "Cut it", so I took out my knife and cut it." While the men on shore were firing they were also shouting "Come on shore with the boats." Although close to the water they could not be identified in the haze. Some of the Weatherside's crew had grabbed oars and started to row, stooping but with heads above the gunwhale; others were lying down, and an oar was broken in the haste. Alexander MacBrayne, at 32 the second-oldest of the joint crews, was seated on the same thwart as Peter MacDougall, who was on the shoreward side. MacBrayne was rowing with his right hand and covering his face with his left, when a ball passed between hand and face, causing him to cry out in fright "I'm done for!"

Events followed rapidly and four minutes after the first alarm the Star beached stern first followed by the Weatherside, the crews proceeding to land. It was then seen that Peter MacDougall was still lying down and the others thought that he was still taking shelter. Said Neil MacEwan "I caught him to make him rise .... as the firing had ceased and at once found he was shot, for on lifting his head I saw blood coming from a wound about his forehead. I was frightened and said pretty loud that he was killed". The two men on shore had made off towards the wood and MacEwan jumped from the boat to go after them. They were about twenty yards ahead and remained in sight. MacBrayne was shouting to them that one of his men had been murdered, which stopped them. The officer, distinguishable by his cap and monkey-jacket had a pistol in his hand, which he thrust into the gasping fisherman's chest. The other

man, a marine, had a cloak and carried a musket; he did not speak. MacBrayne then came up and the officer gave his name after being asked three times. He seemed nervous When he was told what he had done and said he would go down to his boat. "I thought this was to take the wounded man in it", said MacBrayne.

The fishermen returned to their boats. "I lit a match and saw Peter had a large wound on his temple", said Duncan. No one had heard a cry or groan when he was struck, but he was groaning a little when the shore had been reached and when the men got back to the boat. Both fishing boats were rowed across the Narrows to Achnaba, three miles from Lochgilphead. There two men were landed to go to the village for a doctor but the boats got to their base at Ardrishaig before them and MacBrayne roused the local doctor, who examined the casualty and confirmed that he was dead.

Not surprisingly the story given by the officer, Robert Hawton, and the marine, William Parker, differed substantially from that of the fishermen. Hawton, then aged 32, had been an officer for two years after seeing foreign service 'before the mast'. On the fatal day he was armed with a six-barrelled revolver, three barrels being loaded. Parker carried a rifle and packets of both blank and ball cartridge. They were accompanied by four seamen armed only with cutlasses. When they had rowed only about a mile from the anchored Jackal Hawton decided to go ashore and took Parker with him. "When we had got some distance towards the Spit," Hawton said, "I saw some men engaged in illegal fishing. I was crouching behind a wall and saw them through an opera glass. I told the marine to wait until they got the net on board and had shot it again. We did so and then I went down to the shore and hailed them. They spoke to each other in Gaelic and just went on with their work. I then ordered the marine to fire a blank cartridge over their boats. One of them called out in English "I do not know who you are." "If you come on shore you will soon see who I am." I replied. They said they were coming but they made no move towards the shore and went on working. So I ordered the marine to fire a second blank over their heads and he did so. The fishermen did not move at all." He ordered Parker to fire again wide of the boats, but he could not remember if he spec-

ifically said that the marine was to use blank cartridges. Parker stated emphatically that he was ordered after twice firing blanks without effect, to send a ball wide of the boats. Hawton himself fired two charges from his revolver over the heads of the Star's crew while they were throwing the net out. When the Weatherside reached the shore "a young man jumped out and came towards me" said Hawton, "and a man in the boat called out that one of them was wounded. I thought this very unlikely, but in case it was true I had better go and get my skiff and come to their assistance. As I went up the beach one of the fishermen ran after me and told me that the man was dead. I could scarcely believe this and thought it might be a decoy to get me out of the way while they recovered their nets. But I went on and brought my skiff to the spot as fast as the men could row. When I returned the boats and fishermen were gone."

The post-mortem examination of Peter MacDougall was conducted by three doctors, who reported that the wound commenced on the right forehead, near the eye and had carried away part of the skull to allow daylight to penetrate right through. They agreed that such extensive damage could not have been caused by an ordinary pistol bullet, but must have been inflicted by a conical leaden bullet. A search of the Weatherside failed to produce either bullets or their marks - only a fragment of bone came to light.

In the meantime Tarbert and Ardrishaig were "in a state of great excitement" and there was widespread fear that some deadly collision would take place between the inhabitants and the Government crews. The Chief Constable of Argyll, James Fraser, was concerned at the ultimate effect of the incident on the campaign to suppress trawling. Writing on 7th June from Lochgilphead he said "I am afraid that if the Gun Boat men are punished .... it will encourage the trawlers to persist in their lawless style of fishing." He alone of the influential commentators was prepared to suggest that justice had been served; "It is much to be regretted that this notorious trawler was killed, but really the abuse and annoyance given by the Blackguard Trawlers to the Gun Boat men is more than any men can endure. They are hooted at and challenged to fight, and followed at night by crews of Trawlers making all sorts of noises and burning blue lights to warn their comrades of the approach of the Gun Boat crew, thus rendering the services of these men ineffective.

On 16th July 1861 Hawton and Parker appeared in the High Court of Edinburgh on alternative charges of murder and of culpable homicide; both pled not guilty. The central strain of evidence from Naval witnesses dealt with the legality or otherwise of the use of firearms. The main defence witness, Rear Admiral William Ramsay, with wide experience in dealing with smugglers, described the tactics he had employed - "The course we followed in such cases was to fire an unloaded musket and if the vessel did not heave to, to fire a loaded musket ahead, then over her and if that did not do we fired into her. That is the only rule we have - there is no law. Such was the custom and it would be applied with equal justification by an officer on shore." The object of firing over, he explained, was to let them distinctly hear the whizzing of the bullet; it must not be so wide that they cannot be distinctly warned. "Anyone acquainted with firearms must know that accidents happen very often indeed."

The Jackal's commander, Lieutenant Lodder, also stressed the risk of accidents. "Although I was firing a rifle wide of the boat it would not surprise me if it struck the boat or someone in it. If the ball strikes the water it is apt to bound off in another direction." The boat's gunner described an occasion in the Kyles of Bute when he fired his loaded revolver at the bow of a fishing boat which had, as subsequently proved, intended to ram and sink him. Evidence in support of the use of firearms was undoubtedly an important influence in the minds of the jury.

The Solicitor General, in addressing them, said he considered that the heavier charge of murder should be withdrawn, although this decision was not simple, for certain parts of the evidence for the accused suggesting that "even direct and deliberate firing at a boat filled with men, when there was a certainty that life would be taken, would have been excusable" had almost pressed him to insist on the higher of the two charges of the indictment, He argued that the men engaged in trawling were not breaking the law to such an extent that the officers were entitled to take lives. It was their duty to seize nets, not to fire on the men, but he was loath to believe that they had fired with the deliberate intention of killing.

For the accused it was maintained that the prisoners were engaged in supporting the law, while the fishermen were a band of lawless men; their fear under fire was given

a humorous turn - "It was surprising that men engaged in such a hardy profession should have been so alarmed" and so too was the near-miss when a ball passed between Alex MacBrayne's hand and face - "it first kissed his thumb and then kissed his cheek and had made such a very slight impression that the doctor could not see it with the naked eye". (Laughter in court). This lightsome vein continued "Where a man had no motive to serve of a personal kind his acts must be presumed to be in discharge of his duty. The duty of the marine was eminently and emphatically simple obedience; the duty of the officer was to give orders according to the rules of the service, in the circumstances in which he was placed, and having regard to the object for which he was sent out. The boatswain had acted just as men much higher in the service than he can ever hope to attain would have acted in the like circumstances, and there would have been an end of the service if the marine was to argue with his officers ,,,, they had discharged their duty honestly and with the approbation of their Commanding Officer ....".

The Lord Justice General remarked in his summing-up that a man certainly engaged in the violation of law had lost his life in circumstances in which there was no legal warrant to take his life, but it had not been alleged that the prisoners fired into the boat with the intention of making every shot tell, and he felt greatly relieved that neither the argument of the prosecutor nor the facts of the case would warrant the pressing of the matter to that extreme. He advised the jury that the injury might have resulted without there having been any reckless or culpable conduct, "because a ball fired in one direction may take another", and he reminded its members that they were not to be concerned with the anti-trawling legislation, but were merely to enquire into the criminality of the men charged with the offence.

The jury then retired, returning in seven minutes with a unanimous verdict of Not Guilty, which was received with loud applause. Hawton rose and thanked Judge and Jury. The prisoners were discharged "amid the congratulations of a great number of nautical officers who were present."

Four days after the acquital the Commander of the Jackdaw reported from Tarbert that the trawlers were determined still to go on, and they had been heard to declare "there would be more lives lost yet, before they would give it up".

MORE EXAMPLES of CURIOUS BIRD BEHAVIOUR

The note in Kist 35 of a Water-rail spending a night in a Lewis house has brought forth other instances of odd behaviour, one involving a Woodcock - least human-orientated of small birds - and another of a Heron.

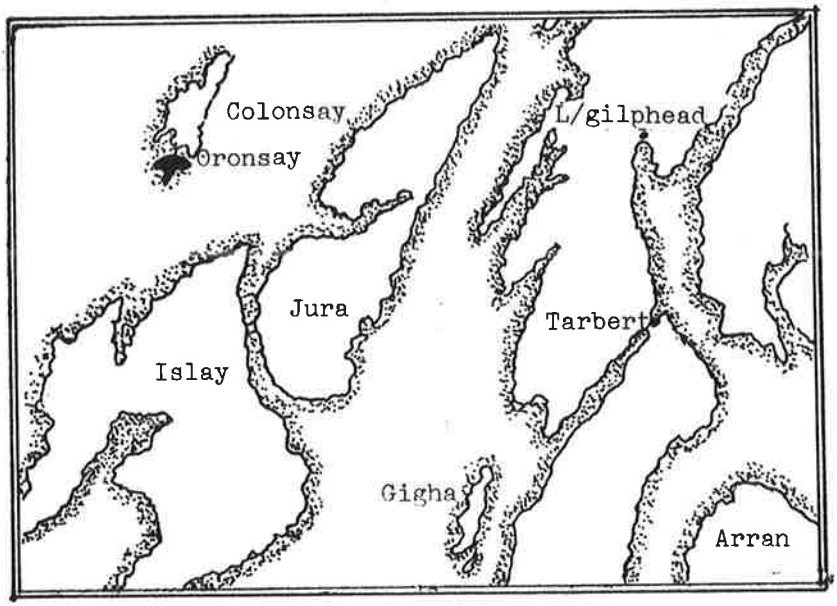
First the Dowager Lady Gainford's charming encounter with a Woodcock at Duntaynish, near Tayvallich:-

"Late one bitterly cold February night, with the wind blowing the snow horizontally across the country, I went into the kitchen and while there heard a flutter at the window and thought it must be a Chaffinch which often came at night when a light was on. But on looking I saw that it was indeed a bird, but much larger than a Chaffinch. A Thrush? - no; on a closer look it was a Woodcock. This was just the weather to bring in Woodcock and this one must have been exhausted. I opened the window and it edged itself to the opening and hopped through on to the sink board. From there it dropped to the floor and, as if it had known the house for years and was sure of where it wanted to go, it waddled through to the living room and to its far end which was dark, hopped up on to the lid of the record-player and settled down for the night. I put the guard over the fire, turned off all the lights and went to bed; got up early enough to open the door into the garden, lifted it up and watched it fly away into the still-falling snow.
Someone said that I should have photographed it to prove that I wasn't dreaming. I had thought of that but didn't want to add fright to exhaustion for the bird by setting off a bright light."

A second curious encounter happened to our President;

One winter day many years ago a forlorn-looking Heron was observed in the courtyard at Kilberry Castle. In a quick review of any possible source of comfort for the visitor Miss Campbell had a brilliant idea - sardines! A supply was brought forward and several were accepted with apparent relish before the bird took its dignified departure.

...oooOooo...



RECENT EXCAVATIONS of ORONSAY SHELL-MIDDENS

Paul Mellars

[Reprinted from The Times by permission of Dr Mellars and the Times Editor. Communicated by Mr John Gilbert. Ed.]

Recent research has revealed a remarkably detailed picture of life on a small Hebridean island shortly before the appearance of agricultural communities in Britain. Small groups of perhaps three or four families would appear to have moved successively around a series of coastal sites, harvesting supplies of fish, shellfish, crabs, seals and sea birds according to a strictly defined pattern of seasonal settlement. Evidence for the seasonal pattern of occupation has come primarily from studies of the otoliths of saithe (coalfish) - small, bony concretions which form part of the hearing and balancing mechanism of the fish. Systematic studies of the growth of otoliths in modern fish populations have shown that the average size of the otoliths can provide a surprisingly accurate indication of the age of the fish.

By comparing the size distribution of the otoliths recovered from the archaeological sites with those of modern specimens, it has been possible to show that at least four of the sites were occupied at various times ranging from the early summer, through the autumn and winter, to the early spring.

The research has been carried out on the small island of Oronsay in the Inner Hebrides, as part of a 10-year field project sponsored by the British Academy, the Science Engineering Research Council and the Association for Cultural Exchange.

The archaeological sites consist primarily of large accumulations of marine shells associated with numerous fireplaces and traces of simple shelters where the late Mesolithic communities camped for periods of several weeks at a time close to the seashore. Radiocarbon dating has placed the occupation of these sites within 4,300 to 5000 B.C. Grey seals seem to have been exploited mainly during the autumn, when the female seals and newly-born pups would have been easily captured. Remains of land mammals, principally red deer and wild boar, on the other hand are rare in the sites, and were almost certainly exploited during occasional hunting expeditions to some of the larger adjacent islands, such as Colonsay or Jura. Significantly, remains of domesticated animals such as cattle and sheep are entirely absent, and suggest that the occupation precedes the introduction of a fully agricultural economy into western Britain.

The 50 or so human bones recovered from the sites show some puzzling features. The great majority came from hands and feet. There were no indications of cut marks on the bones, nor any other features which would point to cannibalism among the prehistoric occupants; the bones may have come from bodies gathered and buried elsewhere.

Perhaps the greatest puzzle is to know why this pattern of intensive occupation on Oronsay came to such an apparently abrupt end at around 4,300 B.C. This date is tantalizingly close to the date at which Neolithic farming communities are known to have become established in other parts of western Britain. Were the Mesolithic communities on Oronsay displaced by these Neolithic colonists, or did they perhaps adapt their own economies to this new way of life?

SOME BIOGRAPHICAL NOTES on the Revd. ROBERT FULLARTON Minister of GLASSARY PARISH, 1727-62

Duncan Beaton

Robert Fullarton was born c.1700 but his baptismal record and place of birth have not yet been traced. The name Fullarton originates from the Barony of that name in the Parish of Dundonald in Ayrshire, close to Troon. The surname is of some antiquity. Alanus de Fowlertoun, who died about 1280, founded a convent or monastery for White Friars on his lands near the present-day new town of Irvine. His son Adam de Fowlerton had a charter of his patrimony and also Gaylis (Gailes) in Kyle Stewart from James the High Steward in or about 1283.

In the next generation a branch of the family settled in Arran. There is a strong tradition that they had a charter of the lands of Kilmichael with the Office of Coroner from Robert the Bruce, granted about 1307 or 8, but the charter apparently no longer exists. The same names crop up in the Arran family; in 1329 there was recorded payment of the receipts of Arran made by Ade (Adam) de Foulerton. He was also mentioned in connection with the lands of Glenkill on the island.

It is not known to which branch of the family Robert Fullarton belonged. The entry for March 1712 in the Records of the University of Glasgow reads 'Robert Fullarton, Dundonald, admitted' and this is almost certainly the future minister. Young men were entered for University much earlier in their lives at the beginning of the 18th century. The reference to 'Dundonald' is interesting but also misleading. This was his Bursar or Bursary, his sponsorship through his academic career. At that time bursaries such as 'King William's', 'Hewison's', 'Wilson's' and 'Rosse's' were available for the slightly less well-to-do. Usually some sort of requirement had to be met, such as ties of family (clan) or tenancy. So Robert may have met the Bursar's terms through his father being a relative or tenant of the Earl of Dundonald's lands in Ayrshire, or merely by his surname being associated with the Barony of Fullarton in Dundonald, as noted above. It can be seen in his later correspondence with the Argyle Colony that he was a Gaelic speaker, a language not widely used in 18th century Ayrshire, though it was in everyday use on Arran at that time.

On 7th January 1715, with the University of Glasgow reforming for the New Year, Robert Fullarton was in the class of Master Andrew Ross. In his last full academic year he appears as 'Mr Robert Fullarton, Bursar of Theology' on 7 December 1719. At the end of the next session he was one of four to graduate M.A. on 23 April 1720. He was ordained as minister of the Parish of Glassary in the Presbytery of Inveraray, Argyll, on 27 July 1727. This was a good position within the Established Church of Scotland, a large country parish which had once formed a separate Lordship of Glassary, controlled first on record by the Macgilchrists, then the Scrymgeours, before falling under the sway of the Campbells by exchange.

Eight years after coming to Argyll Robert Fullarton further strengthened his ties with the county by marrying into one of the leading families. This took place on 5 May 1735, his wife being Mary McNeil, daughter of the late Revd. Daniel (Donald) McNeil, Minister of the Parish of Morvern in North Argyll from 1705 until his death on 2 March 1724. He had been born about 1684, son of John McNeil or McNeill of Arichonan in North Knapdale.

In course of time Fullarton's name began to appear in connection with the noted Argyle Colony in North Carolina, who were searching for a minister who would join them to take up duty. Apart from the fact of kinship existing between his wife and members of the Colony, it is possible that he had become known to the Revd. Neil Campbell, who was Principal of Glasgow University from 1728 until his death in 1761. Campbell's wife was Henrietta, second daughter of 'Black Pat' Campbell of Kilduskland in the Parish of South Knapdale. 'Black Pat's' elder daughter Florence was the second wife of Hector McNeill of Lossit, and his eldeest son was Duncan, 2nd of Kilduskland. Neil's knowledge of the Argyle Colony is assured and he may have assisted them in their search for a minister in 1739.

Returning for a moment to Daniel McNeil, we know that he died at the age of 40, and that his three younger children came under the guardianship of his Clan Chief and kinsman Malcolm McNeill of Colonsay, as 'Tutor'. Daniel and his wife Mary Cameron had four children; Neil, served as his father's heir on 16 June 1753, William, Mary (wife of Robert Fullarton) and Elizabeth.

Whatever the reason, Robert Fullarton did receive a call

on 27 February 1739 from the Colony. The paper was entitled 'Petition from the Argyle Collony to the Presbytery of Inveraray' and was duly noted in the Church Minutes of the Presbytery. It is apparent from the correspondence on the matter that Fullarton had a grievance against the Heritors of Glassary Parish, that he was well-known to a number of the Colonists and that he spoke Gaelic. This grievance appeared to be due to lack of support, both financial and physical, and by agreeing to redress the balance the Heritors were successful in preventing him from joining the Colonists. This was duly minuted on 24 April 1737.

However the Heritors appear to have failed in their promises, as the Presbytery Minutes of 21 February 1740 record a recommencement of negotiations for the removal of the Glassary minister. An 'Act of Transportability' was granted by the Presbytery, but on 15 April 1740, he was appointed Moderator of the Inveraray Presbytery for the following year. He never did leave Glassary Parish and died in office on 20 July 1762.

Fullarton and his wife Mary had eight children; Daniel, born 21 February 1736, Archibald 7 April 1738, Janet 7 November 1745, Neil 3 November 1748, Mary 20 February 1750 (she died 2 December 1752), Robert 31 March 1752, Barbara 15 November 1754 and Malcolm 25 February 1759.

Deprived of her husband's support and with five of her children still dependent, the widow married Iver Campbell, merchant in Kirktoun of Kilmichael Glassary on 6 April 1763. There is no record of further children.

Another Fullarton living in Glassary Parish at the same time as Robert was Jean, 'Widow Campbell', who appears in the rental records kept by Archibald Campbell of Knockbuy. She was noted as a tenant living at Tullochgorm (Minard) during 1774-9. She had a son Robert living with her in 1774, when he was labouring in Knockbuy's quarry. His wages were credited against his mother's rent for that period. The fact that she named her son Robert and also that the surname was fairly uncommon in Mid-Argyll, may mean that she was a sister of the Revd. Robert.

A NONAGENARIAN'S MEMORIES of SHEEP-DROVING

Recorded by Mr Jack Campbell

A few months before he died in October 1988 at the age of ninety-three, Angus MacPhail was recorded in conversation with Jack Campbell. His daughter-in-law, Mrs Rhona MacPhail, offered the Editor the use of this tape for Kist, where it now gives an interesting light on a long-gone way of country life. Angus was working at Kilchamaig, North Kintyre at the time.

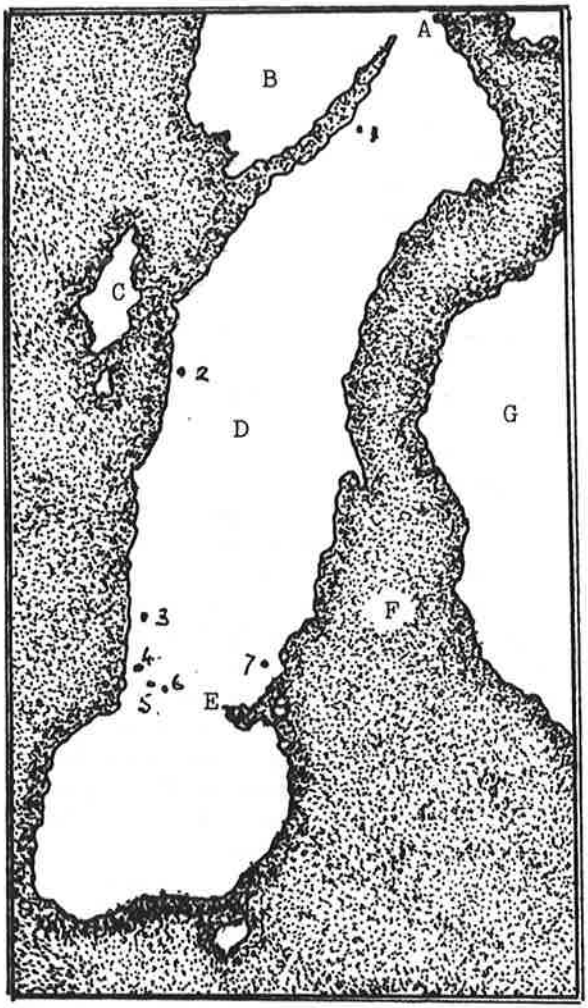
"You were telling me earlier on you used to have a ploy taking hoggs to Campbeltown."

"Oh yes, that was a great adventure; we'd start away maybe on the Monday and the first stop was Killean for the night - waited the night there - and the next stop again was Tangytavil or we managed maybe to Ballivain on this side of Campbeltown a wee bit; the next night and after that, well just one of us [There had been two drovers up to that point - Ed.] - it was me that always went across Kintyre altogether to Peninver, cutting through the hill at the Craigs bridge, right across to the Kilbrannan Sound and Peninver. Well that was an experience - I enjoyed that fine. Of course very often there was maybe a dance or a concert or something at Peninver. It so happened anyhow if you were there on a Friday night and had a night there. But latterly it was terrible sore on the hoggs - in a matter of fact they were very nearly a month there before they just picked up. On one occasion we were travelling there and near Kilchenzie when they put chips on the road. Well actually the blood - you could see it off their feet and they were lying down. It was a terrible job. I vowed that I'd never do it again and neither I did. But it so happened that as we went through Kilchenzie village the late Jimmy Black said "Oh for goodness sake boys let your hoggs into the field - I have the wintering anyway." We were thankful to do that, to give them a wee bit of rest there and we managed to sprachle after that to the farm, which was about three miles farther on."

"How far was it altogether from Kilchamaig?"

"About 30 - over 30 miles."

"How long did it take - two days?"



GEOGRAPHICAL LOCATIONS

A	Tarbert
B	Knapdale
C	Gigha
D	Kintyre
E	Campbeltown
F	Kilbrannan Sound
G	Arran

SEQUENCE of STAGES

1	Kilchamaig
2	Killean
3	Tangytavil
4	Ballivain
5	Kilchenzie
6	Craig's Bridge
7	Peninver

"Oh, about 3 days ... very near 4 days - well 3 good days anyway".

"And how many was there in the lot?"

"Well - about 420 whiles we had - mostly over the 400, which was a fair drove on the road".

"And the traffic?"

"The traffic was nothing - just the odd car. It so happened anyway the last time that I drove them down who should come behind but the Boss [Miss Turner - Ed.] in a car and another lady and she saw the plight we were in, and I told her never again was I going to drive hoggs down - I wasn't going to do it. That was my last trip with the hoggs.

"Well there were no floats on the go at that time. We got in contact with McConnachies buses; they'd a big long touring bus with a canvas hood and they stripped the seats out and that was the first transport we had. But they didna take that many - I think about 70 managed to squeeze in - but there were no divisions and you had to stand between them, and whiles they were moving this way and that way. There were two of us between them you know. We never lost any - but that was the first load of transport."

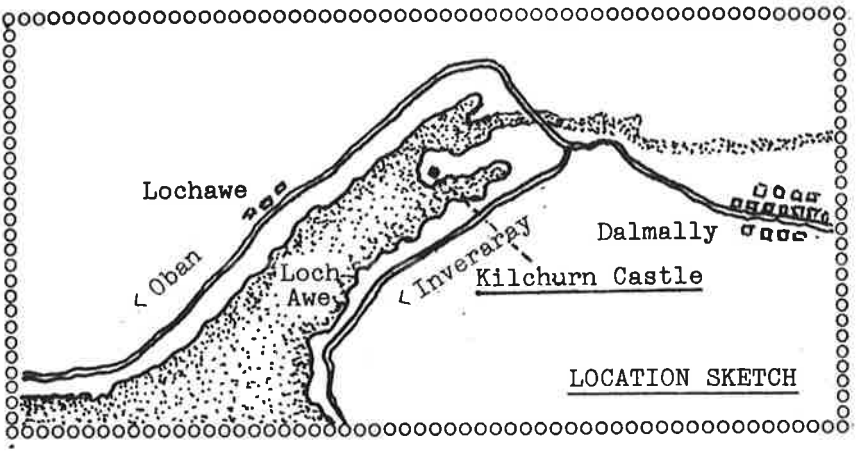
"When did the double-deckers start?"

"Well - in the 30's and it was Ross Kilmartin that came - the first lorry. Took a hundred - a hundred lambs to Glasgow. But it was a slow journey - solid tyres; anyway I forget what it was - I think it was about £5 - a shilling a head. And of course from that on the floats got better and better, and there was no such a thing, you'd never see anybody driving sheep once you got into about the 40's."

[Note for non-farmers: 'Hoggs' are lambs from weaning to first shearing next summer. In their first winter they need good pasture to build a strong frame. A move to sheep-free ground lessened risk of infection (especially when no vaccines were known), and leaves the home shepherd free to look after the breeding-stock. The wintering system arose on the large sheep-walks stocked with Blackface or Cheviots in the 18th-19th c.; the little 'natives' in flocks of 20 or so could be housed in hard weather and were resistant to many diseases. The first hoggs wintered off Kilberry went by schooner to Antrim, in the 1830s.

Pre-war cyclists will remember those granite chips.

Marion Campbell]



NOTE on the COVER

Although the subject of our cover illustration and of this note is outwith our area, it is a conspicuous landmark known to (and mispronounced by) a vast public and no apology is offered for its inclusion in our magazine.

From Tour in Scotland. Thomas Pennant. Aug.15, 1772. "Visit Kilchurn castle, a magnificent pile, now in ruins, seated on a low isle, near the southern [sic] border of the lake, whose original name was Elan-keil guhirn. The fortress was built by Sir Colin Campbel, Lord of Loch-ow, who died, aged 80, in 1480: others say by his lady, during the time of his absence, on an expedition against the infidels, to which he might have been obliged by his profession, being a Knight of Rhodes. His successors added greatly to it .... This island was probably the original seat of the O'Duimhms Lords of Lochow, the ancestors of the Campbels, who in the reign of Malcolm Canmore assumed their present name, on account of the marriage of a Malcolm Mac-Duimhm ... with the heiress of Bellus Campus, or Beauchamp in Normandy."

Lady McGrigor, the historian of that area, gives us more extended and reliable details in her Dalmally and the Glens: Colin Campbell, at this time (1440) thirty-seven, had proved himself capable of great responsibility. He was an amazing man by any standards, but more particularly by those of his time, for he travelled no less than three times to Rome. He was made a Knight of Rhodes and became founder of the house of Breadalbane. He also began

the great work of rebuilding the former MacGregor castle of Cuilcuhorn (Kilchurn) but left it in the hands of his wife while he took part in a crusade in Spain. There is confusion over this lady's name. Legend calls her Lady Margaret, but she was probably Mariot, the first of his four wives, to whom he was married in 1440, the time when the building is thought to have started .... The castle was built, but seven years passed without word of Sir Colin, and Mariot, thinking him dead, accepted a suitor, Baron MacCorquodale of Phantisland, on the neighbouring north shore of Loch Awe. A monk, with second sight, warned Sir Colin of what was about to happen and he returned in time to prevent the marriage. In the 1715 Rising the castle was held against the Government by Lord Breadalbane, who quickly renewed his former allegiance when hostilities ended. In the 1745 turmoil the castle was hastily put into defensive order, with the help of workmen and materials from the then-building new castle at Inveraray. The Hanoverian garrison is reputed to have succeeded in killing a cow as a result of their activities. When the time came for them to leave, they, being Irish, had won their way into the good regards of the local populace, who planted conifers on a ridge (afterwards known as the Irishmen's Ridge - Barr an Eireannach) to give the impression of a line of soldiers. Lady McGrigor tells us that only one of these trees survived at the time of writing in 1976. Shortly after this the castle was unroofed and the materials taken to Taymouth, while the majority of the dressed stones of windows and angles were incorporated in local houses. The roof materials proved unsuitable for Taymouth and were brought back to Dalmally where eventually in 1810 and 11, they were used in the new church and manse.

In Dorothy and William Wordsworth's Tour in 1803, we learn of the castle's original insular site; "it did not appear, in very dry weather, to stand upon an island; but that it was possible to go over to it without being wet-shod." In the early 1800's the level of the loch was lowered by about 10 feet, which permanently placed it on the mainland.

BOOK REVIEWS

Argyll: Vol.6 Mid-Argyll and Cowal Prehistoric and Early Historic Monuments. H.M.S.O. £57

One can almost hear exclamations of "At last!". We seem to have been waiting a long time for this, the sixth volume of the Inventory of the Ancient and Historical Monuments of the Former County of Argyll, observing the price rise steadily with each volume issued. Our waiting is however only half over; the present volume deals with monuments of the prehistoric period, and the secular monuments of the early historic period (i.e.up to and including duns and crannogs); ecclesiastical monuments of the early historic period, and all monuments of mediaeval and later date will be dealt with in vol.7, the last of the series on Argyll. The advantage of being allocated the last volume is of course that the information is the most up-to-date. The sites described were all visited during the 1980's, up to November 1986, apart from a very few visited in 1979. The plans and drawings accompanying the articles are, as ever, clear and photographs are incorporated with the text. The drawings of cup-and-ring markings and other rock art are excellent, using a form of stippling and line which represents both carving and rock surface with admirable clarity. In many cases these drawings appear beside photographs of the same area or a section of it so that a comparison can be easily made.

There are 364 site descriptions. Two in particular are very satisfying. Five pages are devoted to the Temple Wood stone circles, incorporating plans, photographs (these taken during Mr J.G.Scott's excavations of 1974-79) and a reproduction of Daniell's painting of the site made in 1818. The account is based on the published interim reports of Mr Scott's excavations and further information supplied by him. Dunadd receives ten pages, again well illustrated by photographs, drawings and a new comprehensive plan. The account is based on the published reports of previous excavations, and on the interim reports of the 1980-81 excavations by Dr Alan Lane. These two articles are the most easily accessible up-to-date accounts of the sites. This is probably true also of the descriptions of burial cairns and cists, cup-and-ring markings, standing stones and circles, forts, duns, crannogs, and the Brain-

port Bay site which because of the difficulty of classification appears under Miscellaneous Structures.

The Introduction takes the usual form of a useful summary of the history of the area relative to the monuments, and includes a list of the Bronze Age pottery and metal work found with provenance, references and present location. A set of maps is bound in at the end and much to this reviewer's relief, a Conversion Table of metric to British values is still included.

The Twenty-fourth Record with which the volume begins acknowledges Miss Campbell and Miss Sandeman's Survey published in P.S.A.S. 95 (1961-2) as "a firm foundation", an acknowledgment reinforced on practically every page by references. Work by members of our Society "has been of considerable assistance"; it is unfortunate that they have got our name wrong. This is however a minor quibble and we should not take undue offence.

All who seek information on the past of Mid-Argyll and Cowal will find endless interest in this volume.

A.O.M.C.

The HIGHLAND BAGPIPE and ITS MUSIC Roderic D Cannon (John Donald Publishers Ltd.) £18.0.0

This handsomely produced book contains, as its title indicates, information on the Highland Bagpipe, on Piobaireachd and other forms of pipe music, and ends with chapters on the Pipe Band and Piping Today. It is aimed at a dual audience - pipers and (in the author's words) "music lovers in the wider world who having been stirred by the music of 'the pipes', are intrigued to know more of its true character."

This aim, it seems to me, is on the whole achieved. However, the sections on Piobaireachd (pp 51-104 and elsewhere) contain much of a technical nature, and are in places open to technical comment and criticism; but the pages of Kist are scarcely an appropriate medium for such technicalities, for it can fairly be said that a technical book deserves a technical review. However that may be, I can recommend this book to interested non-pipers who should find it a fruitful source of accurate information.

Archie Kenneth.