

Some newspaper articles about Moidart published between 1811 and 1901

This collection is mainly made from a selection of newspaper articles available among Am Baile website articles (www.ambaile.org.uk). We thank Am Baile for their work in making these articles available to us. Their collection consists of some articles which appeared in five Highland newspapers – (The Inverness Journal, John O' Groat Journal, The Inverness Advertiser, Scottish Highlander and Inverness Courier) – between 1807 and 1939 and which have some relevance to Moidart. This selection from the Am Baile collection is probably not complete. Gordon Barr.

Inverness Journal, 28th June 1811.

THERE IS TO BE DISPOSED OF

A number of Tons of Birch Bark, well manufactured - Likewise a great quantity of BIRCH and other Black TIMBER, from 16 to 18 inches square, and downwards, excellent for Barrel-Staves, Boat-Building, House-Timber, Ploughs, Harrows, and all Farming Utensils, &c. on the lowest and reduced prices; to be delivered either at the side of Loch Morar, or at Tarbot side of Lochnevis, or at the river Morar; at which two last places there are good and safe sea harbours, and anchorage for all sizes of vessels and boats. Application to be made for the same to Mr. Allan Cameron, tacksman of Meoble, South Morar, near Arasaig; or by letter by Fort William, John MacPhie, the Bark and Wood Manufacturer, will show the same, and who likewise has power to dispose thereof.

Inverness Journal, 5th June 1812.

"Died at Moidart, Simon McDonald, Esq. of Morar. This gentleman (whose death, by a fatal accident which he only survived three hours, we formerly mentioned) had just completed his 21st year; his amiable disposition and pleasing manners endeared him so much to his acquaintances that many generations have passed since a death so generally lamented by all ranks of people has happened in that part of the Highlands."

Inverness Journal, 23rd April 1813.

TO BE LET AT WHITSUNDAY 1814.

The following farms in Inverness-shire, being part of the Estate of Kinlochmoidart, and situated in the parish of Ardnamurchan:

1st. The farms of ULGARY, ASSARY, and GLENFORSLAN, as presently possessed by Mr Peter Stuart. They are of a very considerable extent, and regarded as affording as safe and excellent Grazing as any in the West Highlands, and well calculated for trying the Cheviot Sheep.

2d. The farms of KINLOCHUACHRACH, and ARDMOLLOCH, as presently possessed by Mr. Alexander Macdonald.

These farms are well calculated both for Sheep and Black Cattle, and there is a considerable extent of good ground on both of them, which enterprising tenants might render arable and highly valuable at an inconsiderable expense. These farms are considered as particularly well suited for Crofters, to whom the Proprietor will give every encouragement, or they will be let to one or more tenants.

The marches of these farms will be shown by the present Tenants, and further particulars respecting the terms of the leases may be learned by application either to the Proprietor, at Kinlochmoidart, by Strontian, or to John Ruffet, Esq., C.S. No. 101, George Street, Edinburgh, or to Mr. Scott, Writer, Fort William.

All offers to be given in on or before the 25th of June next, which will be concealed if desired.

Inverness Journal, 15th November 1816.

To be Sold, by Public Roup, within the Royal Exchange Coffee-house, Edinburgh, on Wednesday the 15th day of November 1816, at two o'clock, afternoon, if not previously disposed of by Private Bargain.

The lands of Irine, Glenuig, Samalaman, Smirrasary, and Eignaig; the lands of Alisary, Kenachriggan, Arien, and Essan, all lying in the Parish of Ardnamurchan, and County of Inverness.

The lands lie contiguous, and are bounded by the western ocean and by Loch Ailort, nearly their whole length; they consist of upwards of 13,000 Acres of Pastures, and 300 Acres of Arable Land. There is an excellent House on the farm of Irvine fit to accommodate a respectable family. The new road, made under the authority of the Commissioners for Roads and Bridges, from Fort William to Arisaig and Lochnagaul, forms the boundary of the Property for a considerable way, and affords every facility for the conveyance of the produce. Loch Ailort forms a commodious Harbour, where vessels arrive with utmost safety, and by which any produce may be brought within a few hundred yards of the public road.

The Herring Fishery, which is carried on in the Loch with great success, and the deep Sea Fishery, from the whole Estate being in the immediate vicinity of the ocean, and it made great sources of revenue to the Proprietor, There is abundance of sea ware on the shores for manure, and a considerable quantity of kelp is made. The Estate abounds with Grouse and Ptarmigans, and Red Deer have for long years visited the Property.

The pasture upon this Estate is of the best quality, and is well known to rear Black Cattle and Sheep, of a very high breed.

The present Rental of this Estate is only about L. 580. A great part is under old leases which expire in a very short time, when there can be little doubt, at a moderate estimate, that at least double the present rent will be apt. The split (?) price will be afterwards mentioned.

Inverness Journal, 30th January 1818.

"The brig Martin of Irvine, S. Lyon, master, put into Loch Moidart, in the West Highlands on the 3rd inst. all well; but on coming out of the Loch on the 5th, she was wrecked on the Island of Shona, and it is feared little or none of her cargo, which consists of wood and iron, would be saved. The crew, we are happy to learn, are all safe."

Inverness Journal, 23rd February 1821.

"TO BE LET
ON THE CLANRANALD ESTATE
FOR SUCH TERM OF YEARS AS MAY BE AGREED ON
FROM THE TERM OF WHITSUNDAY FIRST, 1821.

The farm of Samlaman, in Moidart. This is a beautiful compact Farm on the Coast, and the Sea around it abounds in a variety of kinds of Fish, which can be got with very little trouble in all Seasons.

There is a good Mansion House, fit to accommodate a genteel Family, with Kitchen, and a suitable Steading of Offices.

It commands an extensive view of the surrounding Countries, Seas, and Western Isles, which makes it a desirable residence for any person desirous to live in that part of the Highlands."

Inverness Journal, 16th March 1821.

A few copies of the Third and Last Pamphlet of the "RAONUILLICH CONTROVERSEY" as it passed through *Inverness Journal* and terminated in 1818; may be had, price 2s 6d of Lusk, Bookseller, Inverness.

To those who formerly possessed themselves of the First and Second Pamphlets, this will be found a valuable and interesting conclusion. – the following personal Correspondence of the Principals.

Edinburgh. 70 George Street
29th January, 1821.

Dear Sir, – The Raonuillich controversy appears to have ceased in the Inverness Journal of August, 1818. Thereafter a short correspondence opened between us, which, (if not objected to by you) I shall give to the Public. You are aware, that *previous* to the four Journals (which contained almost all the third and last, or finishing Pamphlet) I had endeavoured to wind up this anonymous controversy, by putting it into a tangible shape. And as we are *individually homologated* by our subsequent correspondence, I take this manner of openly declaring, that I shall hold myself responsible to you for the future silence of Fior Raonuillich; and, in *like* manner, I hope you will not refuse to answer *for the silence of* "Also a Fior Raonalach;" as black guardian without substance or restraint, is the natural result of anonymous controversy: and that is so evident in "also a F.R.'s" last paper, that I wish to *to have a somebody* to look to for the future. But while I throw up the shield of a Gentleman in this manner, in consequence of the scurrility that has passed, to (what I conceive to be) an *unwarrantable* extent; I am ready and prepared to meet you, or any agent of *respectability* in Edinburgh, upon the *real merits* of our individual cases now at issue, and too far advanced to be fallen from. I do not, however, wish to combat a *shadow* or person who has no real existence, nor a *suitable responsibility*.

I have the honour to remain,

Dear Sir, very truly your's,

(Signed) A. MACDONELL

R.G. M'Donald, Esq. of Moidart, M.P. &c. &c.

London, February 14, 1821.

Dear Sir – I have to acknowledge the receipt of your letter of the 29th Ult.; it reached me on the 12th inst. and bears the Edinburgh post mark of the 9th.

I was entirely unprepared for any renewed proposition on the subject at issue between us, as I had previously stated my resolution to avoid any personal controversy, and nothing has occurred to induce any change whatever in that respect.

I have no professional person employed in this, nor do I entertain any intention of the kind.

As to the publication of private letters, I look upon it as entirely at variance with the ordinary rules of correspondence.

I have the honour to be,

Dear Sir, truly your's,

(Signed) R.G. MACDONALD

Colonel Macdonell of Glengarry.

70, George Street, Edinburgh.

Inverness Journal, 16th March 1821.

Edinburgh, 23rd Feb. 1821

Dear Sir – Your's of the 14 inst. under a cover 15th, arrived here in due course; and as you say that "nothing has occurred to induce any change," while you made compliance with the fair tender I made you, to avoid anonymous correspondence; it behoves me, under appearances so contradictory, to call on you to acknowledge or deny having given your sanction to, or having had cognisance of, a paper printed clandestinely, and privately circulated, from the Office of Duncan Stevenson & Company, Parliament Stairs, Edinburgh; which I discovered (by mere accident) in the end of January last, 1821:

it bears date 1st October 1819, and is addressed to the Editor of the Inverness Journal: but it never passed through that paper, otherwise it could not escape my notice.

I am far from having a desire unnecessarily to seek for personalities with you, and I therefore proposed to discuss the merits of our individual interest now at issue, in a gentleman-like manner, either as principals, or by accredited agents. But as you decline those proposals, made by me in my letter of the 29th ult. I must freely observe, that unless you feel at liberty to *refuse all connection* with the vile slanderous piece, attached in that underhand manner to what had circulated through the Inverness Journal in 1818, under a similar signature, I shall have no hesitation in considering your conduct as unhandsome, and little; and let me add with regret, very different from what I should have expected from a Gentleman in your sphere of life.

I shall wait with some anxiety for your reply; and I remain till then,

In haste your's &c.&c.&c.

(Signed) A. MACDONELL

For R.G. M'Donald, Esq. of Moidart, M.P. &c.&c.&c.

Suffield Hall, Feb. 28, 1821.

Sir – Your letter of the 23d inst. reached me here this day. It is of little import that I should make any remark upon the determined perseverance with which you have involved me in personal controversy, in spite of my frequent efforts to avoid it; and which I must add have been prompted, as well by my consciousness of having comparatively little studied the subject at issue, as by the anomalous and most unusual style of nearly all the communications I have received from you with reference to it.

I allude to these last directly, for it is *solely* a reconsideration of their peculiar nature, where terms of aggression (sic), almost bordering on insult, are linked with profession of friendship and regard, however irreconcilable (sic), that leaves any doubt on my mind as to the true object of your letter of the 23d inst.

I do not conceive that I can fairly be called upon either to avow or disclaim any anonymous publication, and I am still of opinion that it is unquestionably a matter of option to accept or decline your proposal for discussing the merits of our respective genealogical interests, and I am confident that I shall be borne out in that opinion. It is however necessary, that a termination should be put to this fruitless disputation. I have evaded your aggression as much as lay in my power; they do not in any degree affect the merits of the question: and consistently with my already often declared resolution to avoid controversy I have entrusted the delivery of this letter to my friend, Mr. Macdonald of Borrodale, whom I have charged to discover, at the same time, the undisguised motives which I am to consider as actuating your conduct towards me.

I have the honour to be, Sir

Your obedt. servt.

(Signed) R.G.MACDONALD.

A. Macdonell, Esq. of Glengarry.

Inverness Journal, 16th March 1821.

Edinburgh, 8th March 1821

Sir – In consequence of a note yesterday, from Mr. Macdonald, *your Factor and Tenant in Borrodale*, I had a conversation with him this morning; I, in that manner, received your's of the 28th Feb. and must again express my regret, that you are not at liberty to disavow your knowledge of the last article attached to your Pamphlet.

In these circumstance, I have only now to intimate, that I shall immediately publish a legal statement of the evidence in support of my alleged de?c?nt (descant?); and shall leave the world to

determine which of the two has the best claim to be considered *the true Ranaldson*; and whether, in fact, your legitimacy is as pure and immaculate as you have invariably represented it to be.

In conclusion, I have no hesitation in publishing our recent Correspondence, from the peculiarity of its nature; and as I shall avoid scurrility in what I adduce I shall look for a similar courtesy from you; and shall insist upon an end being put to all underhand interference (or controversy) for the future.

I have the honour to be, Sir,

Your oblt. servt.

(Signed) A. MACDONELL.

For R.G. Macdonald, Esq. of Moidart, M.P. &c.&c. Seafield Hall, S.B.

Inverness Journal, 13th April 1821.

See IJ 13 Apr 1821 1B top and 1J 13 Apr 1B Bottom

This is a long letter, signed by John Jardine and John Riddell at Edinburgh on 4th April, 1821, and sent to the Inverness Journal. It is headed "Termination of the Ranalian Controversy" and its long claim over who is head of the Clan.

Inverness Journal, 12th June 1822.

Abstract: Ardnamurchan - Angus MacDonald, son of the inn-keeper, assault of Mary McLennan, dairy maid & Captain Ranald MacDonald, tacksman of Irin. Seven years' transportation. Report of escape from prison.

BROKE PRISON

Angus M'Donald, lately residing at Irin, in the Parish of Ardnamurchan, and County of Inverness, convicted of Assault at the last Circuit of the Justiciary Court held at Inverness, and sentenced to transportation for seven years - made his Escape from the Jail of Inverness, on the 12th current, by means of a rope fixed to a grated sky-light in the prison apartments.

Angus M'Donald is aged about 19 or 20 years, five feet ten inches high, dark ruddy complexion, full plump features, dark eyes, and dark brown hair; had on when he escaped - a bonnet, a red and black tartan coat, black cloth waistcoat, and dark grey trousers of course country cloth, coarse grey worsted stockings, and no neck cloth.

Whoever will apprehend the said Angus M'Donald, and secure him in any of his Majesty's Jails, will receive from the Magistrates of Inverness

A REWARD OF TEN GUINEAS.

Inverness, 12th June 1822.

Inverness Journal, 16th August 1822.

This long entry begins-

Kingdom of the Isles

"Spouse, shall the Ethiopian change his colour or the Leopard his spots" than the LINEAL MALE Descendent OF A BASTARD and Usurper, be established as the lawful Chief of a Great Highland Clan!

TO THE

EDITOR OF THE INVERNESS COURIER.

Sir,

..... (There follows a long section on the subject of who has the rights to be Chieftain).

It is signed at the end GEO. ROBERTON.

Inverness Journal, 13th September 1822.

In the vale of Glenfinnan, at the end of Lochshiel, Inverness-shire, a handsome monument has recently been erected, with an inscription in Latin, Gaelic, and English: The following is the English one. It can hardly fail to interest every Scotchman :-

On the spot where
PRINCE CHARLES EDWARD
First raised his standard.
On the 1th day of August MDCCXLV.
When he made the daring and romantic attempt
To recover a Throne, lost by the imprudence of his Ancestors.
This Column was erected by
ALEXANDER MACDONALD, Esquire,
Of Glenaladale.
To commemorate the generous zeal,
The undaunted bravery, and the inviolable fidelity,
Of his Forefathers, and the rest of those
Who fought and bled in that
Arduous and unfortunate enterprise.

This Pillar is now,
Alas!
Also become the Monument
Of its amiable and accomplished Founder,
Who,
Before it was finished
Died in Edinburgh, on the 4th day of January MDCCCIV.
At the age of xxviii years.

Inverness Journal 5th September 1823

MARRIED - At Meoble, South Morar, on 29th July last, John Cameron, Esq., H.P, 92d Regiment, residing at Fort William, to Catherine daughter of Allan Cameron, Tacksman of Meoble.

Inverness Journal, 16th July 1824.

LANDS AND ISLANDS
IN THE
COUNTIES OF INVERNESS AND ARGYLL.

To be Sold, in the course of the ensuing autumn, by Private Contract or Public Auction, on a day to be named in a future advertisement.

1st. That part of the BARONY of MOIDART which comprehends the following Farms, viz. SMIRISSARY, SAMLAMAN, EGNAIG, GLENUIG, IRINE, and Part of ALLISARY. These lands contain upwards of 6000 acres, whereof about 250 are arable, and the remainder sound moor, or pasture, and the gross rental amounts, at present, in all to £459 17s 6d sterling.

2nd. Those parts of ARISAIG which comprehend the following Farms, viz. SLOCH, FEORLINEDON, MULICHBUY, PENMEANACH, CAMUSARSE, LAGGAN, UPPER POLNISH, LOWER POLNISH, KINLOCHAILORT, KINCHREGGAN, ARIEN, ARYNISKILL, FORRERAY, RANACHAN, ESSAR, and a part of ALLISARY. They contain nearly 15,000 acres, Scots measure, whereof nearly 300 are arable, and the remainder green and hill pasture. They are presently rented at about £845 sterling.

The above Lands lie in the parish of Ardnamurchan and county of Inverness. Their disposable produce consists of Black Cattle, Sheep, and Kelp. Their grazings are excellent; they are accessible by sea on the one hand, and are intersected on the other by two of the great lines of the Highland Parliamentary roads from Fort William and from the Ferry of Corren. The Arisaig lot includes the extensive and beautiful Loch Ailt (sic), which covers nearly 400 acres of ground, and in Moidart there is a small Loch, covering about 30 acres of ground; both are well stocked with all kinds of fresh water fish.

Inverness Journal 16th September 1825

AN EXTENSIVE SHEEP TENEMENT,
IN THE
WESTERN DISTRICT OF INVERNESS
SHIRE, TO LET.

THE LANDS OF GLENFINNAN, twelve or thirteen miles North-west of Fort William, are to be LET, for such a number of years as may be agreed upon, from the term of Whitsunday first.

This Tenement possesses all the qualities which a Store-master can wish for: excellent Summer Pasture, safe Wintering, good roads, and every conveniency for shipping Wool and sending Farm Produce to Market.— The quality of the Sheep reared there, is so generally known among dealers, that it would be superfluous to enlarge upon it.

There is a good Slated House, two stories high, fit for the accommodation of a respectable Tenant — also, a good Inn which may be Let to advantage.

Offers to be given in betwixt and the 1st December next, John Macdonald of Glenalladale, the Proprietor, by Arisaig.

Inverness Journal, 2nd December 1825.

ESTATES OF ARISAIG AND MOIDART
AND
ISLANDS OF EIGG AND CANNA

These Properties are now to be disposed of by private contract, and either together or in separated Lots, as may be agreed upon.

Farther particulars will be learned from Messrs. Hunter, Campbell, and Catheart, or Mr. Arch. Swinton, Writers to the Signet.

Inverness Journal, 1st December 1826.

SALE
FOR
BEHOOF OF UNDERWRITERS

The Wreck of the Brig FRANCIS and SARAH of Inverness, lately stranded at Corran Ferry, near Fort William, with her Boats, Sails, Anchors, Cables, and other Materials, will be Sold, by Public Auction, at Corran Ferry, aforesaid, on Wednesday the 13th day of December next, for behoof of the Under-writers by whom the Vessel was insured - for *ready money price*.

The Wreck is under the charge of Captain Bowman, at Corran Ferry, to whom intending purchasers are required to apply for further information.

The sale will begin at noon, 28th November, 1826.

Inverness Journal, 25th November 1831.

INN TO LET
At the term of *Whitsunday* next.

THE INN of GLENFINNON, situated at the head of LOCHSHEAL, about half way 'twixt Fort William and Arisaig. The Inn has recently been put in complete repair, and is very commodious, with an excellent Stable, Coach and Gig House, attached thereto, and 14 Acres of Land, and Keep for two Cows. The situation being highly eligible, and the Inn much frequented by numerous Tourists, and others, attracted by the interesting scenes in its vicinity, (being the place where Prince Charles Edward Stuart erected his standard in 1745) merits the attention of an enterprising Tenant, who will meet with liberal encouragement from the Proprietor, Angus Macdonald, Esq. of Glenaladale, to whom, or to Colin Chisholm, Solicitor in Inverness, applicants may be made. Inverness, 23rd November, 1931.

Inverness Journal, 15th November 1833.

INVERNESS.SHIRE
FARMS TO LET

*For any number of Years not exceeding Fifteen,
with entry at Wednesday first, 1834.*

That Valuable and very desirable FARM of IRINE in Moidart, with the superior and highly celebrated GRAZING of ROSSVEIN (sic) and Western part of ALLESARY, several miles in extent, the whole as now possessed by L. Chisholm, Esq., and equally adapted for Sheep or Black Cattle. As also, the delightfully situated and compact Farm at SALAMAMAN (sic), presently possessed by Alex. Chisholm Esq. to which are attached Commodious Dwelling Houses, excellent Gardens, well stocked with Fruit Trees, &c. and good Office Houses.

..... (section on Farm of Unish, Waternish, Skye).

Applications to be made to Major Macdonald of Waternish, the Proprietor, by Dunvegan, Isle of Skye.

Inverness Journal, 13th November 1835

INN TO LET AT WHITSUNDAY 1835

THE INN of GLENFINNON, about half way 'twixt Fort William and Arisaig. The Inn, which is in complete repair, has excellent Stabling, Coach and Gig House; there is also attached to it about 14 acres of Land, exclusive of keep for two Cows. The situation being eligible, and the Inn much frequented by Tourists, who will meet with liberal encouragement from the Proprietor, Angus Macdonald, Esq. of Glenaladale, to whom, or to Messrs Chisholm & Stewart, Solicitors, Inverness, application may be made.

Inverness, 13th November 1835.

Inverness Journal, 2nd September 1836.

TO TOURISTS, SPORTSMEN, AND OTHER TRAVELLERS.
GLENFINNAN INN.

ALEXANDER FRASER, Glenfinnan Inn, West Highlands, returns his grateful acknowledgments to the Public, for the support he has experienced since he commenced the above Establishment, which he has newly furnished, and very considerably improved, and can recommend it to *Tourists, Sportsmen*, and other *Travellers*, as equal to any Inn of the kind in the Highlands. An excellent Stable, and Coach House, with careful Hostler; a Gig Cart will be kept for the use of Travellers and there is also a small Boat, for accommodation of Strangers and Anglers, on Lochsheal, which affords excellent Trout and Salmon Fishing. Close by the Inn is the beautiful monument erected where Prince Charles Edward Stuart raised his standard in 1745, the key for admittance to which is kept by the Advertiser. The scenery around Glenfinnan, and along the Banks of Lochsheal, and Lochiel, is not surpassed by any in Scotland— Tourists passing through by the Caledonian Canal, would find it a

pleasant run of 15 miles from *Banavie* to *Glenfinnan*, beyond which is the romantic district of Arisaig.

Superior WINES, SPIRITS, LONDON PORTER and EDINBURGH ALE.
Glenfinnan, by Fort William, 26th August, 1836.

Inverness Journal 4th February 1842.

THE FOLLOWING FARMS,
ON THE ESTATE OF ARISAIG,
IN INVERNESS-SHIRE.

I. The farm and lands of RHU, capable of maintaining from 1500 to 2000 Cheviot Sheep. The farm is well adapted for Hogging, not only on account of the soundness of its Pasture, but also for its sheltered situation, and being entirely enclosed.

II. The Farms of KEPPOCH, ACHCREG, KENLOIDE, and CRAIGMORE.

These Farms are capable of rearing a Cheviot Stock of Sheep, and are most valuable as a Wintering for Hogs, from the shelter they afford, and their contiguity to each other.

III. The Farms of UPPER POLNISH, FERRIN, DOW SLOCK, MULLISBUIE, and CAMISROE, besides several other smaller Possessions adjoining.

The whole of these farms are capable of great improvement, and from their being situated close to the Sea, where Shelly sand and Sea Ware can be procured in abundance, every inducement is thereby offered to Tenants of skill and industry

IV. The INNS of ARISAIG and KEANLOCHILART.

These Inns are on the public road from Fort William to Glenfinan; at the latter place Prince Charles Edward Stuart made his first landing in the Highlands, and consequently these Inns are much frequented by Tourist and Travellers.

The farms, &c. on the Estate of ARISAIG will be Let, at the Inn of Arisaig, on Thursday, the 7th day of April next; and the farms on the Estate of ROSEHALL will be Let, on the 20th day of the same month at Rose-Hall.

The several Farms and the boundaries will be pointed out by the respective Ground Officers of the Estates; and further particulars will be communicated by Mr Rose, Dingwall, Factor of these Estates, with whom offers for the above-mentioned Farms must be lodged, at least ten days before the Set.

Dingwall, 31st January, 1842.

Inverness Journal, 4th November 1842.

STRONTIAN CATTLE MARKET.— The Strontian annual October market was held upon the new stance, on Thursday, the 20th ult. The stock exhibited for sale, from the districts of Morven, Ardnamurchan, and Moidart, was more numerous and better conditioned than those produced at any previous market. Buyers were also more numerous; but the prices of every description of stock suffered a corresponding depression to other markets. Prices may be quoted as follows :- Cows, from £3 to £6; qutys (?), from £4 to £5; six quarter old stirks, from £3 16s to £4 4s; and stirks, from £1 to £3 5s. Few of the latter were exhibited, and were very inferior in quality.

The Pacha of Egypt has forwarded to Sir Charles Napier, a medal, splendidly enriched with diamonds, and a sword the hilt and scabbard of which are nearly all composed of solid gold.

Inverness Journal, 26th April 1844.

Highland Roads and Bridges.
CONTRACTORS WANTED

For REPAIRING and KEEPING in REPAIR the following ROADS for the period of Three years from the 1st June 1844 to 1st June 1847: —

1st Beaully and Strathglass Road.
2nd Moidart Road.
3rd Lochnagaul Road.
4th Lochyside Road.

The Specifications for the above-mentioned Roads to be seen at, this office, and with Mr Alexander Duncan, road inspector, Fort William. Offers to be lodged with Mr Mitchell, engineer, on or before the 23d of May next.

Intending offers must be provided with satisfactory Security for the due fulfilment of their Contracts.

By order of the Commissioners,
JOS. MITCHELL

Office of Highland Roads and Bridges
Inverness, 23d April, 1844

Inverness Journal, 26th April 1844.

Highland Roads and Bridges

Notice is Hereby Given that the Honourable the Commissioners for Highland Roads and Bridges have (in order to prevent evasion [?]) directed checks on additional Bars to be placed across the Invermorriston Road, at Temple House, near Drumnadrochit; and also at Rosniport (?) Bar, on the Boleskins (?) Road : – and that tolls will be levied at these bars accordingly from and after the 23th day of May next. Persons paying at these Bars will be exempted at Drummond Toll Bar, and Drumadrochit Toll Bar, and vice versa.

By order of the Commissioners,
JOSEPH MITCHELL.

Office of Highland Roads and Bridges.
Inverness, 26th April, 1844.

Inverness Advertiser, 12th March 1850

SHERIFF CRIMINAL COURT

Duncan Rankine, Upper Polish, parish of Ardnamurchan and *John Rankine*, his son, a youth of about fourteen years of age, were charged with having stolen a wedder hog from the farm of Upper Polish, belonging to Mr. Macdonald, Glenaladale. The jury found the boy guilty of sheep-stealing, and the father guilty of reset, recommending the pannels to the leniency of the court. The father was sentenced to three month's imprisonment, and the son to one.

Inverness Advertiser, 19th March 1850

FARMS TO LET
ON
THE ESTATE OF LOCH-SHIEL, IN MOIDAR,
INVERNESS-SHIRE

1st. DALELEA, (with or without Dwelling-House), Garden, and Farm-Steading, including Thrashing and Saw-Mill &c. The Farm comprises a large extent of Arable Land, and the Pasture is well calculated for Cheviots. The Sheep and Cattle to be taken at valuation, or as may be otherwise agreed upon, by an in-coming Tenant.

2d. BLAIN, BRAIG, PORTVATE, MINGARRY, CLIFF, and SCADOISE. These Farms will be Let in whole or in part. The pasture is excellent, and is partially stocked with Cheviots and Cross, which are to be taken at valuation, or as may be otherwise agreed upon, by an Incoming Tenant.

3d. The GRAZING of ISLAND SHONA; access to the Island at half-ebb tide.

Offers for the above, in writing, will be received by Jas. Macgregor, Esq., Fort William; and by B.R. Macdonell or Alex. Macdonald, Esq., Loch-shiel, by Strontian.

Inverness Advertiser, 9th April 1850

SCOTCH BANKRUPTS.
SEQUESTRATIONS.

Charles Grimston, of Glenmoidart, in the county of Inverness, farmer, grazier, and cattle dealer, as an individual and as a partner of the firm of Messrs Luckyn & Co., merchants, Bold Street, Liverpool.

John O' Groat Journal, 26th April 1850

DISTRESS IN MOIDART. – We are informed in the district of Moidart there is considerable distress, and that the prospects before the people are rendered more gloomy from the fact that many of them cannot obtain seed to put into their crofts. Efforts have been in London and elsewhere to collect among friends subscriptions to supply this want. Amongst those who have been active in this work is Mr M'Ian, the well-known artist, whose heart, it can truly be said, is ever in the Highlands, and full of good thoughts for his countrymen. He has presented to the Highland Society a large picture, Highlanders Defending a Pass, that is to be disposed of by raffle under their auspices in shares of half-a-sovereign each, the sum realised (£60) to be given for the relief of the distress in Moidart. The Chisholm, Sir Evan MacKenzie and Mr Bain, Secretary to the Highland Society, have taken an interest in the proposal, but a large number of the shares are still to be disposed of. –
Inverness Courier.

Inverness Advertiser, Tuesday 10 December 1850

VALUABLE
SHEEP-FARMS IN INVERNESS-SHIRE
TO LET.

The most desirable and well-known Farms of GLENFINNAN and GLENALADALE, in the Parish of Ardnamurchan, and County of Inverness, with entry at Whitsunday next, and for such terms of year as may be agreed upon. These farms are now occupied separately, and will again be let either in the same manner or together, as may be desired. The Grazings of both are of first-rate quality, and produce Stock not excelled in the Highlands.

The Sheep Stocks will be given to the incoming Tenants at valuation.

Offers will be received, and further particulars communicated by the Proprietor, Angus Macdonald, Esq. of Glenalladale, by Fort William; or by Charles Stewart, solicitor, Inverness, until the 1st day of March next, when the lands will be set at Inverness.

Inverness Advertiser, 4th March 1851.

MOIDART. – We are now near the first of March, when the Highland Relief Board generally commenced their operation in this locality, and ended on the 30th September, and as no assistance is expected this season from that quarter, the prospect of a large number of the people is gloomy in the extreme. Some are very destitute already; others, who have a little of their own yet, must very soon be as ill off as their neighbours. The general enquiry among the people "Is there any meal coming from the Glasgow Committee this year?" when they are answered in the negative, they only shake their heads, and say that they must die for the want of food. It is true if no help is sent from some quarter soon, that the consequences must be fearful among many. A number of crofters were ejected last year from the estate of Lochsheil, and were assisted to emigrate to Canada. A few of these have written to their friends at home, and give so favourable an account of the land of their adoption, as to encourage others to follow them had they the means of doing so. But by far the greater number are

peculiarly attached to their native land, and would never think of leaving it, unless compelled. They are afraid of the passage, and dread the very thoughts of crossing the Atlantic or Indian ocean.

Inverness Advertiser, 8th April 1851.

Moidart.— The Free Church school at Glenuig, Moidart, was examined on the 13th ult. by the Rev. Mr Robertson, probationer, who is officiating at Strontian. The reverend expressed himself much pleased with the manner in which this institution is conducted by its intelligent and judicious teacher, Mr Maciver. The scholars were examined in reading, spelling, grammar, geography, and arithmetic; and according to the age, opportunities, and degrees of improvement, they exhibited laudable proficiency. The more advanced read clearly and diligently, and displayed considerable knowledge of geography, . Girls gave proof of their knowledge of arithmetic, and exhibited good specimens of penmanship. A section of them read the Scriptures well, both in English and Gaelic; and displayed a good knowledge of sacred history, the doctrines of the Christian religion, and advanced proof in support of the inspiration of the Holy Scriptures. In this instruction the children are taught the knowledge of what they read, and translate what they read in English into Gaelic; so that in this remote locality, children have an opportunity of acquiring extensive knowledge of the English language. This useful seminary, and the cause of the Free Church in the district, have sustained a loss by the removal of Dr Martin and his lady to another part of the country, who both took a deep interest in the intellectual, moral, and religious improvement of the children, and to whose liberality the inhabitants are principally indebted for the school and other accommodation on his property. The teacher gratefully acknowledges the receipt of a handsome present from Mrs James Cowan of Portobello, consisting of Bibles, Testaments, and stationery materials for the use of the school; and also some clothes, to be distributed among the most deserving and destitute. The Gaelic Testaments and other books were distributed as prizes to the best scholars at the examination.

Inverness Advertiser, 6th May 1851.

It affords us much pleasure to state that the Edinburgh Committee of the Highland Destitution Board, having at last divided the balance of contributions which remained in their hands, have allocated to the parish of Kilmuir the sum of £90 11s 6d, to be distributed in providing relief to the destitute able-bodied, and to the other parishes a proportionate amount.

Inverness Advertiser, 12th August 1851

ARDNAMURCHAN. — The destitution in this quarter and that of Moidart is very severe, but there is no reason to believe that in any case it has issued fatally. The people have now commenced to dig up the new potatoes, which, though still unripe, they eagerly fare upon. A precarious supply of herrings is also obtained from several of the western lochs, but unfortunately many of the people, and those the worst off, have not boats or fishing materials. The sum of £10 has been received from the Free Church Committee this season; and there can be no doubt that this seasonable donation has tended greatly to alleviate the distress. It has been distributed most impartially, necessity being the only qualification for assistance. This beneficence has been warmly commended by the people of the district, and tended, in a great measure, to dissipate many of their prejudices, insomuch that the observation is not unfrequent among the Roman Catholic peasants that "the Free Church folks are the best in the world, had they only the true religion." A liberal grant of Bibles and school books has also been obtained for this district from the Messrs Cowan of Edinburgh.

The Inverness Advertiser, 21st October 1851

SCOTCH BANKRUPTS
METTINGS, EXAMINATIONS, &c.

The Hon Charles Grinston, of Glenmoidart, county of Inverness, farmer, grazier, and cattle dealer, and partner of the firm of Luckyn & Co., merchants, Bold Street, Liverpool; dividend will be paid at the chambers of James Brown, 128 George Street, Edinburgh, 24 December.

Inverness Advertiser, Tuesday 28 October 1851

FORT WILLIAM

PLEASURE EXCURSION TO "PRINCE CHARLIE'S" MONUMENT AT GLENFINNAN—
The proprietors of the line of swift steamers between Glasgow and Inverness (Messrs. D. Hutcheson and Co.) having in the most handsome manner intimated their willingness to grant a free trip to Lochiel to as many of our villagers as chose to accept of it, it was with feelings of delight we stepped on board the trim little steamer the "Curlew" on Thursday last the 16th current, and found ourselves surrounded by the children attending our schools, accompanied by their respective teachers and friends. The day being fine and the children attired in their best, the sight was certainly interesting as the swift steamer left out pier amidst the cheering of the youthful band on board, and those who had turned out to witness their departure. Calling at the entrance of the Caledonian Canal, the children attending the Corpach school, with their teacher were received on board. In a few minutes we found ourselves gliding up the "narrows," and, entering Lochiel, an hour's sailing brought us to the head of the loch. In sailing along Lochiel few objects of interest meet the eye, until the tourist reaches the end of the loch. Landing from the steamer, after leaving the youngest of the children in charge of the adults who remained behind, a party of about 150 started for Glenfinnan. The distance (five miles) was gone over in little more than an hour. After arriving at the monument some time was spent in reading the inscriptions and viewing the other objects of interest which abound in that lovely spot. We consider it as unnecessary to attempt a description of this unfrequented glen, which, apart altogether from its historical associations, presents to the lovers of the sublime and beautiful such a variety of scenery as is not to be met with in the same distance in the Highlands. To be appreciated it must be seen; and we are glad to state that the road has been opened up this season by the enterprising company to whose liberality so many are indebted on the present occasion for enabling them to see the spot, where their forefathers upwards of a century ago gathered round the standard of a brave but unfortunate prince. Returning to the steamer we were soon on board again, and after touching at Corpach on our way back, we were all landed in safety at our pier, about half-past five P.M. after spending a day that will not soon be forgotten. Thanks are due to the Captain and crew for their kindness and attention, as also to Mr Brown, the company's agent here.

Inverness Advertiser 20th July 1852.

MOIDART. — The weather, since the middle of March has been unusually dry, but the refreshing showers of rain we have had for some time back, have given a fresh and vigorous appearance to the growing crops. Potatoes look well, and promise to be abundant. The harvest promises to be much earlier than usual, and will thus relieve some who are now suffering from want of food.

A number of families have left this district, and are now on their way to Australia. Others are ready to follow, as soon as they receive their embarkation order.

Inverness Advertiser 24th August 1852.

MOIDART. — Our correspondent, writing from this district says — The only thing of interest taking place with us is the continuance of emigration to Australia. The rush to get off is steadily increasing— many who could not leave formerly through their inability to pay the Government deposits having been now aided by the London society. It is affecting to pass through the districts of Moidart, Arisaig, and part of Ardnamurchan, and to witness the numerous uninhabited houses surrounded by luxuriant crops of oats and potatoes, which the emigrants have made over to the proprietor at valuation.

Inverness Advertiser, 9th September 1856

INLAND REVENUE PROSECUTIONS. – At Fort William, a few days ago, James Mackenzie, in the parish of Kilmallie, was charged before the Justices with private malting and illicit distillation - the whole of the counts against him amounted, in the aggregate, to the large sum of £2300. Mackenzie failed to appear, but the Justices, as is customary in such cases, examined the evidence. The Sheriff minutely examined the indictment, and after summing up the evidence, found Mackenzie guilty as libelled, and convicted him in the mitigated penalty of £575. – Catherine Kennedy, Island of Shona, and D. Maclellan, Beorite, Morar, were charged with selling spirits without having Excise licenses. Both parties appeared, and pled guilty, and were fined each in the mitigated sum of £12 10s. They were recommended by the Justices to be fined– Kennedy in £2, and Maclellan in £4. The Honourable Commissioners did not sustain this, for they ordered that Kennedy pay £4 4s, and Maclellan £6 6s, and even these sums were only to be accepted on the condition that payment be made within fourteen days after the date of conviction.

Inverness Advertiser, 27th January 1857.

MARRIAGES

At Millbank Cottage, Appin, on the 15th inst., by the Rev. Mr M'Dougall, Mr Ewen Cameron, Dalelia, Moidart, to Catherine, daughter of the late Mr Allan Cameron, taksman of Glenboradale, Ardnamurchan, Argylshire.

John O' Groat Journal, 29th May 1857.

At Russell Street, Melbourne, on the 28th February, Mr Wm. Macintosh, of Melbourne, to Margaret, fifth daughter of the late John Cameron, Esq. of Meoble, Inverness-shire.

Inverness Advertiser, 31st May 1859.

FATAL BOAT ACCIDENT.– On the 29th ultimo, Alexander Kennedy, a native of Island Shona, in the parish of Ardnamurchan, lost his life under the following circumstances. He left the island that morning in a boat, accompanied by Donald Kennedy, his neighbour, for the purpose of meeting the steamer from Glasgow at Rhue Arisaig; but just as they were nearing this point the boat was upset. Donald being a good swimmer, succeeded in reaching the shore, but Alexander sank amid the waters. His body has not yet been found.

Guardian, 18th October 1860

The new Church of St. Finan, at Kinloch Moidart, on the northern point of the west coast of Scotland, was consecrated on Sunday, September 23d (?), by the Bishop of Argyll and the Isles, assisted by the Rev. J. Rawlinn (?), the future Incumbent, the Rev. D. Mackenzie of Fort William, and the Rev. J.C. Wynter, Rector of Gatton in Surrey, and Rural Dean. It was designed by Mr Ross of Inverness. Its style is simple and graceful, of the early Scottish character, and suited to the local building stone. The walls are massive, without buttresses. The roof is of steep pitch, and the gables are finished with "Iron steps," peculiar to early Scottish examples. The windows are narrow lancet, simply displayed; the alter window being a triplet. The chancel is divided from the nave by a chancel arch and a low coped stone wall, and is approached by steps. There is a parsonage attached to it. Both church and parsonage were created at the sole expense of Mr. and Mrs. Macdonald Robertson and their family connections. Mr. Robertson, it may be interesting to add, is a descendant on the father's side of the well-known historian, and on the mother's, through whom he inherits the estate, of that Macdonald of Kinloch Moidart who was executed for high treason at Carlisle on account of his devotion to the cause of Charles Edward Stuart, and the hospitality he afforded to that unfortunate prince. The land also, and the church furniture, were given by Mr. Robertson and his friends. The

consecration of a church in England is now of such frequent recurrence as scarcely to arrest attention; but the solemn dedication of a sacred edifice to the public worship of Almighty God in such a lovely and romantic country as Moidart, so rich in historical association, at the present moment so full of painful interest, though so remote from England and unhappily so little known there, may fairly claim a few words of exceptional notice. Since the year 1668, when the parish church at Eilean Finan - a small island in Loch Shiel - was destroyed, and its pastor, one of the Macdonalds, deprived of his care, all means of public worship according to the rites of the Episcopal Church have ceased to exist in this extreme corner of Scotland. The present building is intended to supply this deficiency to those families in the neighbourhood - now, alas! few in number - which still remain loyal to the ancient faith. The people in these districts were once mainly Episcopalians, and all still speak Gaelic. But of late years, through an apparent impossibility of providing them with a ministry in their native language, they have been by slow degrees falling away into Romanism on the one hand, which is making great progress amongst them, or into Presbyterianism on the other. If means could be devised to carry into effect the pious and benevolent design of the founders of this church by the creation of a permanent endowment for two or three Gaelic-speaking clergy - such an endowment as would enable them to travel frequently and freely through the surrounding glens - by the establishment of a Gaelic Mission, in fact - there is every reason to hope that not only may this deplorable falling away be prevented for the future, but also that many families now alienated from the Church may be reclaimed, and once more restored to her wisdom. But the question is, from whence are those means to be derived? All local resources have been exhausted.

John O' Groat Journal, 29th August 1861

At Eilean Shona, on the 18th instant, the wife of Commander Swinburne, R.N., birth of a son.

Inverness Advertiser, 26th December 1862.

DEATHS

At South Corran Ferry, near Fort William, on the 13th inst., Mr Donald Macdonald, innkeeper.

Inverness Advertiser, 1st July 1864.

Edinburgh 18 George Street, July 1864

TO LET

Entry at Whitsunday 1864

THE HILL of KINLOCHMOIDART, with about 45 Acres of Arable Land, and the FARMS of CRAIG and KYLLIS.

These lands are well adapted for Sheep and Dairy Farming, and are estimated to carry about 1100 (?) Sheep.

Also along with these, the ISLAND of SHONABEG, a very safe Wintering.

There is slated Farm House and slated Offices.

Apply to Wm. Robertson, Esq. of Kinlochmoidart, Strontian; or D.S. Maclaren, Esq., banker, Fort William.

Inverness Advertiser, 1st December 1865.

EXTENSIVE AND VALUABLE FARM TO LET.

The Farm of Meoble, in the parish of Ardnamurchan, and situated about 20 miles to the north-west of Fort William, to be LET for such term of years as may be agreed on, with Entry at Whitsunday 1866.

No measurement of the farm exists, but it is roughly estimated to extend to about 24,000 acres. The present Sheep Stock is a superior Blackfaced one, and is composed of Ewes and Welders in about equal proportions. The GRAZING may be LET with or without the SHOOTINGS. The

SHEEP STOCK will be handed over to the incoming tenant at a Valuation.. If preferred, the Lands may be converted into a Deer Forest, for which they are especially adapted, and as such would, it is thought, prove second to none in the Highlands. This is inferred from the secluded character of the Lands, the numerous Corries, the abundance of shelter from the natural wood, and the Stock of Deer now on the Lands, not without the presence of the Sheep. Hugh Boyd, manager at Meoble, will show the marches.

Offers will be received until 1st January next by Mr D. S. Maclaren, writer, Fort William, to whom, or to Messrs Barnes & Bernard, 2 Great Winchester Street, London, E.C.; or to Messrs Murray & Beith, W.S., Edinburgh; or to Mr G.G. Mackay, C.K., Inverness, references may be made for further particulars.

Inverness Advertiser, 11 June 1869.

GLENMOIDART- TRIPLE BIRTH. – Her Majesty the Queen has forwarded, through the Rev. Alexander Stewart of Ballachulish, the usual donation of £3 to Mrs Macmaster, the shepherd's wife in Glenmoidart, recently delivered of triplets - three sons- at one birth. Mrs Macmaster, who with her children is getting on admirably, is deeply grateful for the Queen's gift.

John O' Groat Journal, 21st April 1870

At Dumbarton Road, Whiteinch, on the 9th inst., John Macdonald, spirit merchant, last surviving son of the late Hugh Macdonald, Esq. of Meoble, Inverness-shire. Friends will please accept this intimation.

Inverness Advertiser, 7th June 1878

SCOTCH BANKRUPTS

Ronald Macdonald, merchant, residing at Blair Moidart, Inverness-shire - to be examined in the Sheriff Courthouse, Fort William, 14th July, at eleven o'clock.

Inverness Advertiser, 15th November 1878.

MELANCHOLY BOAT ACCIDENT- FOUR MEN DROWNED.- On Tuesday evening a very sad boat accident happened at Corran Ferry about 9 miles from Fort-William, by which four lives were lost. In the boat were Hugh Boyd, mason, Rurach, Clovullin; Alex. Macdonald, mason, Clovullin; Alex Maclean, gardener, Ardgour House; and Archibald Campbell, a lad of sixteen or seventeen, son of Donald Campbell, manager, Cull, Ardgour. The two masons were employed all day working on the pier at South Corran, and were returning home from their work in a skiff of ten or eleven feet keel. The others took their passage with them, all four preferring the small boat to going in the north side ferry-boat, which was returning at the same time. Mr Thomas Maclean, South Corran, cautioned them to avoid the breakers, which were somewhat dangerous, owing to the flood-tide and a pretty fresh wind. He watched the progress of the boat, which was discernible in the dusk till it had passed through the roughest part of the water, but from some cause unknown – as he conjectures, the breaking of an oar- it was swept back into the breakers and swamped. Immediately on hearing the cries of the drowning men, Mr Maclean, with the aid of his servant, attempted to reach the spot in a small boat, but had to desist and take the large ferry-boat. Two boats at the same time set out from North Corran, but all efforts were of no avail. The skiff was found bottom up, but there was no trace of the men. Maclean, who was a native of Perthshire, leaves a wife and two young children. The men were all quite sober.

Inverness Advertiser, 31 December 1880.

BIRTHS

At 1 Rothesey Place, Edinburgh, on Christmas-day, the wife of R. Everard Jones, Esq., Glenmoidart, Inverness-shire, of a daughter.

Inverness Advertiser 4th November 1881.

DEATH

At 35 Huntly Street, Inverness, on the 20th ult., John Macdonald, J.P., late Cliff, Moidart. – R.I.P.

Inverness Advertiser, 22nd September 1882.

Wreck of the "Sygnet" Steamer. – The steamer "Sygnet," one of the oldest steamers of Macbrayne's Royal Highland Line, was wrecked on Tuesday in Loch Moidart. The "Cygnet" was delivering tar and butter and collecting wood along the coast. She left Tobermorry on Monday for the north, and on Loch Moidart she struck on a sunken rock and sank immediately. The crew are safe. The cargo, which consists of tar, butter, wool &c., is being washed ashore in the loch.

Inverness Advertiser, Friday 06 October 1882

DEATH

At the Stage House, Glenfinnan, ca the 21st ult., Alexander Mackintosh, aged 47 years.

Scottish Highlander, 4th December 1885.

DISTRIBUTION OF PRIZES AT GLENFINNAN PUBLIC SCHOOL. – The Bishop of Argyle, last week, visited Glenfinnan Public School for the purpose of giving prizes to the pupils who were most efficient in the study of the Gaelic language. The sum divided was £5. His Lordship tested the pupils personally, and said he would be very pleased to come again next year to give prizes for the same subject. The following were the prizes given :- First prize, £8, awarded to Donald Macdougall, Glenfinnan, aged 13years; second prize £1, awarded to Alex. MacKintosh, aged nine years; third prize, £1 awarded to Alex. Macvarish, Callop, aged eight years.

Scottish Highlander, 5th August 1886.

BURIED TREASURE IN MOIDART

The following account of the burning of Castle Tyrim, Moidart, and some interesting antiquarian discoveries in connection with it, is taken from the article on "Yachting and Electioneering in the Hebrides" in this month's *Celtic Magazine* :-

Castle Tyrim was burnt by the orders of Clanranald himself in 1715. The Chief had just gathered the Islemen under his sway, and his retainers on the mainland, in order to take part in the Rising organised by the Earl of Mar. Fearing, however, that the Duke of Argyll might seize upon the Castle in his absence and throw a garrison into it, when it might be difficult to dispossess, he judged it prudent to set the old family residence in flames. Some say that this excellent Chief had a strong presentiment that he would never return from the expedition, and, as a matter of history, he was one of the very first to fall at Sheriffmuir, being shot through the heart. His name was Allan Macdonald of Clanranald, commonly called "Allan Muideartach," and he was the last in the direct line from the original ancestor of the family. The property, after his death, passed into the nearest collateral branch—Macdonald of Benbecula.

There always had been a tradition in Moidart, since Allan's death, that, in the hurry of departure from the Castle, a certain sum of money had been forgotten, which might be found buried under part of the ruin. It was also a tradition that, previous to Allan's time, another sum had been stolen from one of the chiefs then resident at Castle Tyrim, and that, doubtful as to the real culprit,

the chief hanged his brother, his cook, and another servant, all of whom he had strong reasons to suspect. Most people, except the natives, looked upon these traditions as idle stories, for there never yet had been a ruined castle without its legend of some secret treasure being buried beneath the vaults, or stored away in some secret chamber which no one can find. However, in the present case, the tradition turned out to be correct. When Mr. Hope Scott bought the adjoining property from the late Lochiel, he took steps to have the inner court of Castle Tyrim cleared of a large mass of debris which blocked the entrance, and which filled the court to a depth of several feet. About a week after commencing operations, one of the workmen, in clearing away the fragments of a beam which had been reduced almost to charcoal, perceived a small heap, which he at first imagined to be apart of this charcoal, but which, on a closer examination, he discovered to be cloth or leather – but so worn or burnt as to make it difficult to determine its true substance. Beside the heap there was a heavy coagulated mass of coins, large in shape, and encrusted with verdigria. The find was, of course, handed over to Mr. Hope Scott. Upon examination, and after a thorough cleaning and burnishing of the whole, it was discovered that these coins were Spanish and German silver dollars, solid like our own crown pieces lately in circulation, and of beautiful design. Ultimately they passed into the hands of Admiral Sir Reginald Macdonald of Clanranald, so that, after a lapse of one hundred and sixty years, they may be said to have returned to their legitimate owner. A few years after this, that portion of Moidart, latterly called Dorlin, was bought from Mr. Hope Scott by the late Lord Howard of Glossop. Amid the many schemes for improving the estate, inaugurated by that enlightened nobleman, was one of opening up a path along the cliffs overlooking the sea shore, eastward of Dorlin House, towards a deserted hamlet called Briac. When the cutting had reached one of the roughest spots, a small, open space, hardly visible from below, was discovered, and in its centre a heap of local stones, which, on being dispersed, revealed a pile of silver coins, almost the size of our present shilling pieces. So far as can be judged, there must have been one hundred and fifty, or thereabouts of them. They all belonged to the reign of Queen Elizabeth, and were of the very best metal. This, undoubtedly, was the money stolen from one of the earlier chiefs, and for which his hapless servants suffered. It is well known that it formed part of the policy of the English Government in those days to bribe the Highland chiefs, and to encourage them to give as much trouble as possible to the Scottish throne. Probably the money disinterred, after a lapse of three hundred years, under the Dorlin cliffs, had something to do with such unprincipled bribery.

Scottish Highlander, 13th January 1887.

MOIDART

REVIVAL OF SHINTY– After being allowed to remain in abeyance for over a quarter of a century, the glorious old Highland game of shinty was again brought to life in the district of Moidart during the late festive season. On Christmas day a large body of ladies and gentlemen, headed by a piper playing a martial air at the command of Mr Matheson, wended their way among the rocks and swiftly moving water to the scene of conflict, a field kindly granted by Mr. A. Mackintosh. The respective captains were Messrs. A. Matheson and R. Macdonald, and a ball having been set in motion, play was carried on for some time without any decisive result. Mr. Matheson at length succeeded in registering a keenly-contested goal, and his opponents then strained every sinew to equalise matters. For some time, however, they struggled in vain, until a well-directed hit by the Rev. A. Macrae sent the ball spinning forty yards on the right side of the line. No other point was scored by either side, although a keen contest was waged throughout the entire progress of the game, and at the close the ladies were invited to a dance. There was no lack of music, and refreshments were liberally supplied by Messrs. A Mackintosh, Dorlin Farm; D. Macdonald, Blain; A. Matheson, Dorlin; A. Macdonald, Dorlin; D. Cameron, Shiel Fishery; Mr Roe, Dorlin House, etc.

Scottish Highlander, 5th May 1887.

THE TELEGRAPH— A memorial respecting an extension of the telegraph to Moidart, Arisaig, Morar, and Knoydart has been presented to the Postmaster-General. It points out the want of telegraphic communication over a great extent of the seaboard of the west coast of Inverness-shire— viz., from Salen (Loch Sunart) on the south to Glenelg on the north — and it begs his consideration of the petition for an extension of the telegraph to Arisaig. The memorialists say :—

We are aware that the number of the population in the districts which we have referred to is small, but we submit that it is impossible for the condition of the crofting and fishing population to be improved while communications are so difficult, and while, consequently, it is out of the power of the inhabitants of this part of the United Kingdom to avail themselves of the means of livelihood, if not of wealth, which improved communications would bring within their reach. It is within their knowledge of your memorialists that telegraphic extensions are not normally carried out without a guarantee being given for their support. We desire, however, to express a hope that this rule may not be rigidly adhered to in our case, and we venture to point out two reasons for an exception being made — viz., firstly, the extension of the wire to Arisaig would be a step towards the completion of the whole telegraphic system along the coast. It would therefore be hardly fair to charge on the district through which the wire would go, the cost of that completion; secondly, the exceptional conditions of the country renders impossible the provision of the usual guarantee. In conclusion, we humbly desire to call your attention to the recommendations contained in the report of the Crofter Commission for improved postal and telegraphic communications in the Highlands and Islands.

Scottish Highlander, 2nd August 1888.

DEATH OF COLONEL CAMERON, INVERAILORT.— On Friday morning there died suddenly at Dunain House Colonel Arthur Wellington Cameron, third son of the late Major-Gen. Sir Alex. Cameron of Inverailort, and brother of the late Mr Duncan Cameron of Inverailort. Colonel Cameron, who was born in 1827, served with his regiment, the 92nd Gordon Highlanders, through the Indian Mutiny, and on retiring from the army resided for several years with his elder brother at the family residence at Inverailort. On his brother's death in 1874 he left Inverailort, which was inherited by his niece, Miss Christian Cameron, now of Inverailort, and lived for some time at Braerannoch House, Inverness, and afterwards until his death at Dunain House. The deceased was unmarried. The coffin was removed from Dorlin House on Monday, the chief mourners being Mr Head, Mr Gillespie, and Mr Cameron of Clunes. A short service was previously conducted by the Rev. Gavin Lang, Inverness. The funeral took place on Tuesday at the Cameron Burial-ground, Kilmallie.

The Scottish Highlander, 13th September 1888.

MARRIAGE OF MISS CAMERON OF INVERAILORT.— The marriage of Mr James Head of Newberries, St Albans, Herts, son of the late Sir Francis Somerville Head, Bart., with Miss Cameron of Inverailort, eldest daughter of the late Duncan Cameron, Esq. of Inverailort, Black Watch— which was postponed owing to the sudden death of Colonel Cameron the bride's uncle — took place on Saturday in the Bishop of Moray and Ross's Private Chapel at Eden Court, Inverness. Mr Francis Head attended the bride-groom as best man, and the four bridesmaids were Miss Francis Cameron, sister of the bride, and the Misses Adam, Mackintosh, and Part, cousins of the bride. In consequence of the bride being in deep mourning the ceremony was quite a private one, only the immediate relatives and friends being present. The bride was given away by her mother. The service was performed by the Right Rev. the Bishop of Moray and Ross. After the ceremony the guests adjourned to Dunain House for luncheon, and later in the afternoon Mr and Mrs Head left for the

South. Both bride and bridegroom have been the recipients of numerous choice and valuable presents.

Scottish Highlander, 23rd January 1890

RAILWAY FROM FORT-WILLIAM TO
MALLAIG, LOCH-NEVIS.

A public meeting was held on Monday, 13th inst. at Mallaig, to urge the claims of the above line on the Royal Commission for the improvement of the Highlands.

Mr L. Maclellan, of Glasnacairdoch, having been called on to preside, thanked the meeting for the honour done him, and briefly explained the objects for which they had assembled there that day from all parts of the country. It was impossible to exaggerate the paramount importance of the proposed line of railway to the whole west coast of Inverness-shire, and the Western Highlands. A line of railway between Mallaig and Fort-William would do more for the improvement of the Highlands than any other scheme conceived. (Much applause.)

The Rev. Father Maclellan having asked to address the meeting, excused himself as he was suffering from a bad cold, but assured them of his cordial approval and entire sympathy with the objects of the meeting.

Mr E.R. Macdonell, Morar, was then invited to speak. He said that he had great pleasure in joining with his friends and neighbours in their most laudable and praiseworthy efforts to draw public attention to an undertaking that would prove of such great public importance to a very large part of the Highlands. The attempt that had been made last year by the West Highlands Railway Company to obtain a sanction of Parliament to a branch line of railway terminating at Roshven, in Loch-Aylort, proved abortive; and there was no one at that large meeting, or indeed in the whole district of Arisaig, Morar, Knoydart, and the opposite coast of Skye, who had any practical knowledge of the requirements of the fishing population, who did not look upon a terminus at Roshven as beyond anything supremely ridiculous (Cheers.) What was wanted was a railway that would tap Loch-Aylort, plus behind Ardnish, along Loch na Nuah to Arisaig and Mallaig, which would, he firmly believed, serve the districts of Moidart and Ardnamurchan better than Roshven. The fishermen of Eilan Shona and Ardnamurchan who prosecuted the cod and ling fishing, could run straight in with their loads of fresh fish, and truck them at a station on Loch na Nuan side, which would be easier than Roshven. In fact the proposed line of railway would revive the cod and ling fishing which was at one time prosecuted at Arisaig, but had died out for the want of a ready market, which the railway would provide. It was now proposed to ask the Government to construct the line indicated, as one that will prove of most material benefit to the West Highlands, and is indeed the only one reaching the sea that will meet the requirements of the great fishing industry that would be thereby developed and extended. For this purpose, the Royal Commission for the improvement of the Highlands must be approached, and clear evidence laid before the Commissioners of the benefits that will result from the construction of the proposed line. The people of the Highlands had every reason to be grateful to Mr Chamberlain, Mr C. Fraser-Mackintosh and Mr Caldwell, for having been instrumental in obtaining this Royal Commission from the Conservative Government. However much they must regret that these able gentlemen had severed their connection with the great Liberal leader, Mr Gladstone – (cheers) – it was a fortunate thing that the Highlanders, not only that they had so much influence with the present Government, but that they proved themselves such staunch and resolute friends of the people of the Highlands, the improvement of whose condition had always their warm support. Mr C. Cameron-Mackintosh, himself a thorough Highlander, was ever on the alert and ready to do anything in his power for the Highlands, and Mr Chamberlain has on several prominent occasions, by his powerful advocacy of the interests of Highlander, left no reason to doubt that he is one of the warmest friends they possess. If the line of railway to Mallaig is favourably reported on by the Royal Commissioners, nothing can withstand its claims to be carried out, if the Government are

sincere in their professed desire to improve the country. There really were no difficulties presented to the constructions of the line from Fort-William to Mallaig. Even if there were natural obstacles, engineering science and skill have so advanced that now a-days there was nothing impossible. Neither did their bay there present any difficulties. The sunk rock near the shore would form a solid foundation for the end of the breakwater or pier, which would have ample room to harbour steamers and fishing vessels. They did not require an expanse of sea room to ocean steamers, or Her Majesty's fleet. (Applause.) There was ample room for all the requirements of an important fishing station, at which the west sea coast railway would terminate. It did not require much precision to see that to the near future, Mallaig was destined to be an important place. (Cheers.) It was the interest of other parts of the country to contribute to this. For Mallaig would be the nearest and most direct route from Skye to the South, and ridiculous as it might seem to many at present, while the people of the Lewis were disputing which would serve them best, a line of railway to Altbea, or to Ullapool, Mallaig might yet prove to the Lewis people the preferable land route to the south. If ever a railway will traverse the Isle of Skye from Uig to Ardvasser, there would be no doubt that his prognostication would be accomplished. There would be a large and varied traffic on the proposed line of railway. As to the quantity of fish he need not dilate, as all present were more intimately acquainted with the facts than he was. But he was certain that there would be considerable passenger traffic all the year, which in the summer and autumn be large. The Skye people would take the more direct and shorter route of Mallaig to the south in preference to the round-about road to the south and east from Strome Ferry to get to Glasgow and Edinburgh. It was not easy to conceive any possible means by which a well-disposed Government could more effectively secure the permanent well-being of the West Highlands than making the proposed line of railway. It would give immediate employment, it would develop industries and it would secure a market in all time for native produce, increasing the comfort and material prosperity of the people and bring contentment and happiness to their firesides (Loud applause).

Mr Walker, Bracara, pointed out that Inverness-shire was the only county on the west of Scotland that was unprovided with railway accommodation to the sea coast, and enumerated the many districts and islands that would be served by the proposed line.

Mr Angus Macdonald, Buncaime, testified from his own experience how seriously the herring fishing suffered from the want of a railway. While they could not get more than four shillings a cran there, this last season the herring were bought at Strome Ferry for sixteen shillings the cran. In fact, they had to give up fishing, although they could catch any quantity, because there was no market. There were also great quantities of other fish they would send fresh to market by a railway. There would also be considerable traffic by cattle from the islands to the south markets.

Mr James Macdonell, Bracara, as a fisherman of many years experience, stated that only on three years did he know of the herring failing in Loch Hourn. It was a sure source of supply.

Mr Angus Maclellan, Achnalourbeg, in an eloquent speech, expatiated on the many advantages of the proposed railway to the whole country, and that it was not to be looked at as a local interest, which was but trifling in comparison to the great numbers from other parts who would be benefitted. During the fishing season they had among them visitors from north and south, from east and west, from far and near. Every one of them would benefit by the railway as much as he and his hearers would. They had a beautiful country, with many attractions for strangers and visitors, who would take advantage of the railway, and come to see Loch Morar with its magnificent surroundings (Great Cheering.)

The following resolutions were then proposed, seconded, and carried unanimously with hearty cheers –

Proposed by J. Macdonald, Mallaig, and seconded by Angus Macdonald, Arisaig –

That the formation of a railway reaching sea-board at some point between Ardnamurchan and Strome Ferry is urgently called for; and that Mallaig is the most suitable place for the terminus of such railway.

Proposed by Archibald Macallan, merchant, Mallaig, and seconded by Donald Maclellan, Mallaig –

That in the interest of ship owners, sheep farmers, fishermen and others, it is of extreme importance that the system of telegraphs be extended from Arisaig to Mallaig.

Proposed by James Macdonell, Bracara, and seconded by John Macdonald, Mallaig –

That it is desirable to call the attention of H.M. Commissioners to a grave error in the sailing directions with regard to Mallaig harbour, and to crave the honour of a visit by the Commissioners to this district.

Proposed by Neil Maclellan, farmer, Mallaig-mor and seconded by D. Walker, Brinacorry –

That an address embodying the substance of the foregoing resolutions be circulated for signature by those interested in the district of Arisaig and Morar, and thereafter forwarded to the Commissioners.

After a cordial vote of thanks to Mr Maclellan for the admiral way he had conducted the meeting the people dispersed, well pleased with the day's proceedings.

Scottish Highlander, 30th January 1890.

RAILWAY TO ARISAIG AND MALLAIG LOCH NEVIS.

A large meeting of the people of Arisaig and Morar was held on Monday evening 20th inst., in the Kilmorey Schoolhouse, Arisaig.

Mr E.H. Macdonell, Morar, was moved to the chair. He expressed the pleasure it afforded him to preside on an occasion, and for an object, in which every person in the district, however much they might differ on other subjects, must be thoroughly united. The necessity for a railway to Fort William was brought home to them all at this time, as the steamer had not up to that day called at Arisaig this year. It was a very serious thing for a whole district of country to be so isolated, and unable to get the supplies and stores which were carried back and forward past them, if it chanced that a squall got up at the time the steamer was about to call. If they had a railway they would be independent of the weather difficulty, from which they suffered so often at present. Mr Macdonell then spoke about the Royal Commission appointed by the Government to enquire into and to report on harbours and railways in the West Highlands and Islands. He eulogised Mr Chamberlain and Mr Fraser-Mackintosh for their influence and exertions in obtaining the Commission. He ridiculed the abortive scheme of the West Highland railway to take a branch line to terminate at Roshven, Loch Aylort. He thought it a most fortunate thing for the promoters of the West Highland railway that the Roshven scheme was thrown out by the Committee of Parliament, for never to doomsday would it pay them. But a line to Arisaig and on to Mallaig would bring traffic of all kinds to the West Highland railway in one year more than the Roshven scheme would do in twenty years (Cheers). Besides he really believed that a railway following more or less the high road from Fort-William would suit the people of Ardnish for exporting their cattle and sheep much better than having to ferry them to Roshven, and the fishermen of Smirisarry, Eilean Shona and Ardnamurchan, would run in and discharge their loads of fresh cod and ling and other fish more easily at a railway station in Loch an Nuak (sic) than at Roshven. As for the fishermen at Arisaig he remembered when they too prosecuted the cod and ling fishing. But for many years it had ceased, as there was no ready market for them. If the proposed railway was made he would expect, among other industries, to see the cod and ling fishing revived. (Cheers.) Mr Macdonell proceeded to speak of other industries and sources of traffic which the railway would create. It would be difficult for them to realize the changes it would effect all along its course. They had only to note the development that had occurred on other

lines of railway, less promising than the proposed railway to Loch Nevis, to understand that the material prosperity of the country would be enormously increased. He could not for the life of him understand the evidence given by the proprietor of Arisaig in favour of the Roshven scheme, or the support given to it by another influential local proprietor. For himself he would deprecate any injury to the amenity of such a fine place as Borrodale, and he had too much regard for the noble and generous hearted man who took such pleasure in creating and building that mansion to consent that the work of his genius and taste should be seriously affected by the passage of the railway. It seemed to him that nothing of the kind would happen if the railway was kept past Borrodale close to the sea-shore (Cheers.) There was such a large extent of the Highlands that would be benefitted by the construction of the proposed railway, indeed there was no other conceivable scheme that would so greatly benefit the West Highlands, he felt confident that the Royal Commission must report in favour of it. It was by far the shortest route for Skye, Glenelg, Eig (sic), and the Western Isles to the south. During the summer and autumn there would be a large passenger service, and as for the fishing he need say nothing, as he had no doubt some of those present would speak to that point. All that he need say further was that they must be prepared with the best evidence when the Commissioners visited the locality. He had strong hopes that they would report favourably on a scheme which would ensure for them and the whole district great material prosperity. (Applause.)

The following regulations were then proposed: –

1st. By Mr Angus Ewen Macdonald, Buncaimb, and seconded by Mr Donald Macdonald, Back of Keppoch –

That the people of Arisaig have learned with much satisfaction, that Her Majesty's Government have appointed a Royal Commission to inquire into the best means to be adopted for the improvement of the Western Highlands and Islands.

2nd. By Mr Ranald R. Macdonald, Bancaimb, and seconded by Mr Donald Macbariab, Rhue –

That the construction of a railway from Fort-William to Arisaig and thence to Mallaig, Loch Nevis, would more than any conceivable scheme, develop local industry, and promote the well-being of the west coast of Inverness-shire, the Isle of Skye, and the Western Isles.

3rd. By Mr Alexander Macpherson, and seconded by Mr John A. Macdonald, Buncaimb –

That the Commissioners appointed as aforesaid be invited to visit the districts of Arisaig and Morar, and judge for themselves the urgent necessity for the construction of the railway in question; and that the chairman be requested and instructed to communicate these resolutions to the Commissioners.

The resolutions were all carried unanimously, and with much applause.

The Rev. D.A. Macpherson then briefly addressed the meeting, expressing his cordial approval of the resolutions that had been carried, and which he further strengthened and illustrated.

Mr D.C. Morrison, Kinloid, said that in the agitation for the West Highland Railway last year, the strongest weapon in their claim for getting it was unexhausted resources of the West Highland and Islands fishing, and other industries. He asked was it to be supposed for a moment that such a great and expensive undertaking would be ... (This is the end of material obtained).

Glasgow Herald, Monday June 26th. 1893

Court of Session, Outer House

Lord Kyllachy gave judgment in an action by John Maclean, Glenuig, Moidart, Inverness-shire, and others, against Hugh Blackburn, Roshven, Inverness-shire, and the County Road Trustees of Inverness, to have Blackburn interdicted from interfering with or placing obstructions upon the public road leading from Kinlochmoidart to Kinlochailort. The highway passes close to Roshven House, and after certain procedure Mr Blackburn shut up a section of the road in order to add to the amenity of the mansion-house, giving in lieu thereof another road which the complainers said was

very hilly and inconvenient. The respondent maintained that the interdict should be refused in respect that he executed the operations in *bona fide*, and under the sanction and authority of the County Road Trustees. Lord Kyllachy granted decree in terms of the prayer of the petition, with expenses, holding that the procedure sanctioning the operations was invalid, although the respondents had acted in good faith.

Counsel for Complainers - Mr Kennedy. Agents - Pringle, Dallas & Co., W.S.

Counsel for Respondent _ Mr Dundas and Mr Blackburn. Agents - Mackenzie & Black, W.S.

Scottish Highlander, 30th November 1893.

The Railway Schemes for the North and West Highlands.

Yesterday plans were lodged with the Sheriff-Clerk of Inverness-shire of the proposed extension of the West Highland Railway from Corpach to Mallaig, a distance of 30 miles. According to the plans, the line, starting from the Moss of Corpach, runs along the north shore of Loch Eil, thence by the head of Glen Finan to a point near the monument commemorative of the unfurling of the standard of Prince Charlie, and after skirting the southern shore of Loch Eilt, proceeds in a westerly direction right on to the old mansion house of the Macdonalds of Keppoch, whence, turning to the north, it terminates at Mallaig, where it is proposed to erect a pier for the accommodation of steamers and large vessels. There are some twenty sharp curves in the line and the gradients in several cases are as great as 1 in 30. There will be a good deal of heavy cutting on the route and the river Finan will be spanned by a viaduct of 300 yards in length and of a height about a hundred feet above the bed of the stream. At Kinlochailort there will be a tunnel 140 yards in length and another near Arisaig House extending to a distance of 270 yards. In the bill the Company make arrangements whereby the Treasury may give a grant towards the construction of the railway and harbour, as in the case of Kyleakin extension.

Yesterday, in terms of the official notice, plans should also have been lodged of the proposed extension of the West Highland line from Fort-William to Kingussie. The steps to promote the bill will not, however, we understand, be proceeded with this session. It will be remembered that a survey was also made for a proposed line between Inverness and Spean Bridge via the Caledonian Canal, but the Lochaber scheme being meantime abandoned we believe that this proposal will also be allowed to remain in abeyance.

Among the other Parliamentary proposals of which notice has been given for the ensuing session of Parliament is one by the North of Scotland Railway Company seeking running powers over the Highland Railway System as far as Inverness. This proposal, it need hardly be said, will be opposed by the Highland Railway Company in the most strenuous manner, and another of those keen Parliamentary conflicts which have from time to time distinguished the career of these rival Companies will in all probability take place.

Operations have been commenced in the construction of the Kyleakin railway, a squad of about fifty men being presently engaged in the construction of huts for the regular army of navvies who will shortly be taken on by the contractor, Mr Beat. This line will be of much immediate benefit to the district, as it gives employment to a large body of local labour.

Scottish Highlander, 3rd May 1894.

West Highland Railway (Mallaig Extension) Bill.

A Select Committee of the House of Commons, consisting of Sir Richard Paget (chairman), Mr H.R. Graham, Mr Johnson-Ferguson, and Major Jones on Friday began consideration of the bill promoted by the West Highland Railway Company to obtain authority to construct an extension of their railway from Banavie to Mallaig, with a pier and other works in connection therewith. The railway which is about forty miles in length, is, according to the proposals, to be completed within

five years. The proposed additional capital is £260,000. There is a strong local feeling in favour of the bill, as evidenced by the presentations of petitions praying that it might pass from Arisaig and South Morar, the islands of Eigg, Rum, and Coll; Moidart, Lochboisdale, Benbecula district, South Uist and Barra, Sleat, (Isle of Skye), Fort-William, and Stornoway. On the other hand, it is practically the one fighting bill of the year, and the opponents are influential. When the case was called on Friday council appeared as follows :- For the promoters – Mt Bidder, Q.C.; Mr Scott Dickson, Mr Ackworth, and Mr G.G. Grierson. For the Caledonian and Callender and Oban Railway Companies – Mr Littler, Q.C.; Mr Pember, Q.C.; Mr Cripps, Q.C.; and Mr W.H. Bolton. For the Highland Railway company – Mr Pope, Q.C.; Mr Pember, Q.C.; Mr Blennathasset, Q.C.; and Mr Page. For Mrs Christian Helen Jane Head, wife of Captain James Head of Inverailort, Inverness-shire – Mr Harris. The room behind council's table was crowded with Scotch and other railway officials and experts. Highland gentry, and fishermen and crofters, who have been summoned from their distant homes to give evidence.

The Case for the Promoters.

Mr Bidder, Q.C. in opening the case stated that it was expected the West Highland, as far as Fort-William, would be opened at the end of June or the beginning of July. It would be worked by the North British Railway, who guaranteed a dividend of 3½ per cent. on the whole capital of the West Highland Company. The scheme before the Committee was in substitution of the company's scheme for a line from Fort-William to Roshven, which was rejected by Parliament when proposed in 1889. Mallaig was recommended as a competing railway system for the West Coast and Islands by the Commission on Highland Railways of 1890, who reported to the Treasury in favour of a Government subsidy towards the construction of an extension of the West Highland system to that place. A Treasury Committee of experts had reported favourably on the scheme, with the result that the late Government had consented to ask Parliament for a sum of £30,000 towards the construction of a harbour at Mallaig, and power to guarantee interest at 3 per cent. on a capital of £260,000. With the exception of getting Parliamentary sanction to their proposals last year, the promoters had met all the conditions of the Treasury minute imposed in connection with the assistance offered by the late Government.

Mr Pember – That minute has been withdrawn.

Mr Bidder – Oh, no. Council thought his learned friend had been misled by clauses inserted in the bill to carry out the intention of the promoters, but the explanation was to be found in a letter from the Treasury to the promoters, which was dated March 20, 1894, and was as follows :-

Gentlemen, – I am desired by the Lords Commissioners of Her Majesty's Treasury to acknowledge receipt of your letter of the 15th of January, 1894, explaining the effect of clauses 51, 52, 53, and 54 of the West Highland Railway (Mallaig Extension) Bill. I am to say that it would be contrary both to principle and to the settled practice of the Treasury that a charge on the Consolidated Fund should be imposed by a private bill. If a Government guarantee is given, it can only be authorised by a public bill introduced by and on the responsibility of the Treasury. I am therefore to request that the West Highland Railway Bill may be amended by the excision of clauses 52, 53, and 54, and by the substitution for clause 51 of a clause enabling the company, in the event of a Government guarantee being given, to comply with all the conditions of the guarantee as respects the accounts to be rendered, the costs to be paid, and the payment to meet the claims of the Treasury. Consequently amendments should be made in the preamble so far as allusion to a guarantee is concerned.

Council went on to say that a clause had been prepared in substitution of clause 51, and as the matter stood at present there was no legal obligation on the part of the Treasury to do anything for the company. He would call evidence to show what an enormous advantage this line would be to the West Coast and the islands of Scotland. If anybody objected that this extension would not be a remunerative line for, at any rate, some years to come, he was not prepared to contradict them, because

that was one of the reasons which had weighed with the Commission, and had caused the recommendation of assistance. With regard to the opposition of the Highland Railway Company, that came after they themselves had got a Government grant of £43,000 for their Kyleakin extension, and it was as ungracious as it was audacious. The opposition of the other railway company was also based on competition. As to Mrs Head's objections to the scheme, if people would have estates ten miles long they must submit to have them cut up and intersected. This lady alleged that the railway would destroy the amenities of her mansion house, but if he (counsel) had a house in a desolate, barren, mountainous region he would be very glad to have the opportunity to see every two or three hours from his window the puff of a passing railway engine. (Laughter). Mrs Head did not want this railway to be made because she feared that during construction excavated stuff placed on the hillsides would interfere with the spawning operations of trout (Laughter.) Not only so, but she feared that she would be frustrated in the intention to form a deer forest on the estate. All he could say to that was that the deer forest was still in the clouds.

Evidence was then called.

Examination of Lochiel.

Mr Donald Cameron, of Lochiel, was the first witness, and was examined by Mr Scott-Dickson. He said he was Lord-Lieutenant of the County of Inverness and chairman of the County Council, and had been one of the members of the Highlands and Islands Commission of 1883. He was a director of the West Highland Company and was one of the promoters of the railway in 1889 in conjunction with Lord Abinger and others. As originally intended the railway was to reach the coast at Roshven, but that part of the scheme was rejected by the House of Commons. He had always been satisfied that an extension of the West Coast was a necessary part of the scheme. He was very much disappointed at the extension being thrown out in 1889, and he had been doing all he could to obtain an extension to the coast. Early in 1892 an important deputation waited on the Secretary for Scotland (Lord Lothian) to obtain assistance for the extension to Mallaig, and help was promised. It was important to the proprietors and farmers that they should have some speedier and cheaper communications with the south. All the members of Lord Napier's Commission believed that much of the poverty of the Highland people was due to the want of communication. The help promised by the Government in 1892 was to give a 3 percent. guarantee on £260,000, and also make a grant of £30,000 towards the construction of the harbour at Mallaig. When this Government assistance was offered it was found that a larger sum was necessary than the sum originally provided for. There was a difference of £80,000. When they approached the North British Railway Company - whether it was owing to this deficit of £80,000 or because of their great works of their own in progress - the North British declined to support the West Highland Company in bringing forward a bill. In the spring of 1893, however, the North British consented to make an arrangement, and a bill was brought forward in Parliament, but because it was a "late" bill the House of Lords refused to dispense with standing orders and allow it to proceed. The bill - this bill - was introduced at the first subsequent opportunity in November last. The population of Fort-William, a small thriving town, was about 1700. The place was quite unsuitable as a terminus for a railway like the West Highland Railway. It was never intended that it should be the terminus of the West Highland. He had no doubt whatever that the extension from Banavie to Mallaig would improve the district through which it passed. The West Highland Railway had already conferred great benefits on private property. He himself had recently sold a small property at 30 years' purchase, and he was perfectly certain he would not have got 10 years' purchase for it before the railway was made. His neighbour, Colonel Walker, had also sold at 30 years' purchase a part of his property which was quite inaccessible without the railway. The only open railways on the West Coast of Scotland at present were those at Oban and Stroneferry. These were the only means of communication for the Western Isles, and as regards the traffic from Skye, that could be conveyed much more easily from Skye to Mallaig than through the unprotected sea-way from Skye to Oban. He had visited Mallaig. It was the only place in the district at which a

harbour could be made. By the bill they were to construct a breakwater to shelter the harbour from the north-west. When the breakwater was completed it was calculated the amount of sheltered water would be 32 acres. There was excellent shelter and good anchorage in Loch Nevis. Mallaig was the only place in the district that was open for railway purposes. There was a considerable population of crofters, fishermen, and farmers along the coast from Ardnamurchan. There were also several shooting lodges. The extension would do a large amount of good to the north-west which had no outlet for their traffic unless they sent it along the Dingwall and Skye line. He believed this extension would be the most profitable and paying part of the company's system. It was almost essential that they should have it. He supposed there would be competition for sea and fish traffic between Mallaig and Kyleakin, but it would not be a parallel competition. He considered it would be a healthy and proper competition, as it would enable the people who live along the route to get speedier and cheaper access to the southern markets. He could not see how the railway could do harm to Mrs Head's house. It would be five furlongs distant from it and not on her estate but on the property of Mrs Nicholson.

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Cross-examined by Mr Pember - In the case of fresh fish, Mallaig was to be preferred to Oban, because there was a saving of two hours in the time for transit to the Southern markets.

By Mr Harris - He had visited the estate of Inverailort, and had come to the conclusion that there would be no damage done by the railway. It would not take the wintering ground of the sheep, and he did not believe the train would frighten deer. He thought that Mrs Head's shepherd with his dog would send deer towards the sky-line more quickly than all the engines of the North British Railway. (Laughter).

.....

Sir Henry Tennant, who was Chairman of the Committee of Experts appointed by the Treasury in 1891 to consider the recommendations of the Commission of the previous year, said the Committee's own investigations led them to concur in the conclusions of the Commission in favour of this line and a competing line from Stromeferry to Kyleakin. The Committee then adjourned until Monday.

Monday's Evidence.

Mr Malcolm, factor for Invergarry, stated that the route from Banavie to Mallaig had been strongly recommended by Mr Telford, the engineer. The traffic accommodated would include sheep and cattle, which numbered in the district which would be served 428,190 and 27,214 respectively. Then there would be the fishings, and he was one of those who believed there was a large field for more fishing off this part of the west coast. He anticipated also a considerable revenue from passenger traffic, and all the building materials and agricultural acquirements of the district. The country through which the line would pass, and for a considerable distance around, was the prettiest he had ever gone through in Scotland. There was a number of lateral connections for circular tours. The population of the district was 41,163. He included in what he called the district the south and west of Skye, North and South Uist, Barra, the smaller islands of Canna, Rum, and Muck, Glenelg on the mainland; to the north round by Glengarry, and southward and westward to Ardnamurchan in Argyleshire. There would be considerable traffic in the moving to and fro of sheep for wintering purposes. As to the saving of time in the transit of fresh fish to Glasgow, the advantage in favour of Mallaig would be, roughly speaking, that would be about a saving of 98 miles; to Euston 85 miles; to King's Cross, 39 miles, four hours to Glasgow. He had no doubt that the comparatively small quantity of fish taken on the west coast was due to the want of opportunities of getting fish away to market. There used to be good trade with Glasgow in birch wood for bobbins, but it had fallen off, and he anticipated a revival of that trade from the making of this line.

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By Mr Bolton (for the Caledonian Railway Company) - He was aware a very large number of fishing boats came round from the east coast, but he believed the further development of the fishing in this quarter would come from the west coast men. Oban was not nearly so well situated as Mallaig. The railway to Oban, he admitted, had conferred immense benefit upon the district through which it passed, and the islands immediately opposite Oban; but there were complaints that it did not serve the fishing industry further north.

By Mr Harris (for Mrs Head of Inverailort) - He had written a pamphlet on deer forests, in which he advocated that they were better than sheep farms on certain lands. The condition of Mrs Head's estate were not favourable for a deer forest. He was of opinion that the estate would not be prejudicially affected by the railway passing through it.

The Chairman said he did not see the good of pursuing this. The fact of injury to the estate would be a matter of compensation. Council must consider how injury to an estate, however well proved, was to break down a bill which was promoted on grounds of public advantage.

Mr Harris said that if the committee sanctioned the preamble, he should certainly ask for special provisions to protect the interests of Mrs Head. He wished to elicit the witness's opinion on certain points, because he should call a witness who would give his opinion on the other side. The witness further stated that Mrs Ellice, of Invergarry, was in favour of this railway, but she opposed the Glasgow and North Western Bill some years ago, the line of which, it was proposed, should pass through her property.

Lord Lovat said he was proprietor of the estate of Morar. The proposed line would pass for about three miles through the estate. In his opinion it was calculated to be of great service both to the mainland and the islands. As a proof of his desire to see the scheme carried out, he had agreed to give the land free. That was also his late father's wish.

By Mr Blennerhamet - His land would be in the immediate neighbourhood of the station at Mallaig.

By Mr Bolton - His Morar estate was about 17,000 acres. He expected considerable benefit to it from this line.

Will you take any shares? - I have not made up my mind.

Mr Ranald Macdonald, factor for the Aberdeenshire estate of Lady Gordon Cathcart, stated that he was frequently called in to advise reference to her ladyship's estates in the Hebrides, and he knew the district well. The prices on the west coast for fish were about one third of what they were on the east coast, and he attributed that largely to the facilities for sending fish to market from the east coast. The making of the Great North of Scotland Railway Company's coast line in 1884 had had the effect of greatly developing - nearly doubling in ten years - the fishing trade along its route. Enthusiastic meetings had been held on Lady Gordon Cathcart's Western Islands estates in favour of this line to Mallaig.

By Mr Blennerhamet :- He thought the habits of the crofter population would be altered in time by the development of the fishing industry. What he wished was that the benefits the Great North line brought to the north of Scotland should be extended to this part of the west of Scotland by means of this line.

By Mr Bolton - It was obvious from the geographical position of Mallaig that it would become the fishing centre of the west of Scotland, which Kyleakin and Oban could never become.

Mr Nigel Banks Mackenzie, Fort William, factor for several properties in West Inverness-shire and Argyleshire, said he was intimately acquainted with the feeling of the population on the mainland, and fairly so as regards the islands, and it was distinctly in favour of the proposed extension to Mallaig.

Mr R. Stewart, proprietor of Kinlochmoidart estate, gave evidence as to want of facilities for communication. It took him at present two days to get to Inverness. The new line would shorten the time to something over a day, and the journey to Glasgow could be done in eight or nine hours, as

against fourteen or fifteen hours by steamer. He strongly supported this line, believing it would be of great advantage to the whole population of this district.

Dr Macgregor, M.P. for Inverness-shire, saidhe was satisfied the line was one which would tend to improve the condition of the trade and of the people living in the district.

.....

Mr Wm. Reid, fisherman, Portree, said he was for many years a fisherman on the east coast, and for the last six years he had been fishing from Portree, where he had three boats, which he worked with his son and others on the west coast. There was excellent white fishing off the west of Skye, equal to any on the east coast of Scotland; and the herring was superior to that of the east coast, because it was fatter and better flavoured. He found very serious drawbacks in carrying on his business from the want of transit to the markets. They get about half the price that was got on the east coast. No really first-class fish reached the markets from the west coast. He considered a railway to Mallaig would be of great advantage to them. They would then be able to send fresh fish to every market in England.

By the Chairman – There was fishing on the west coast all the year round - herrings for eight months and white fishing for four months. He was sure that if the crofters who combined fishing with their farming had greater facilities for taking their fish away they would stick to fishing.

Colonel Macdonald of Glenaladale having stated that there were no salmon fishing on Mrs Head's estate that could be damaged by the railway, the Committee adjourned.

Tuesday's Evidence.

The Case for the Promoters Concluded.

.....

It was absolutely necessary for the success of the West Highland line that it should go to the coast. He considered Mallaig a much more suitable terminus for the line than Roshven. Quite independently of the recommendation of the West Highland Commission, he had come to the conclusion that the balance of advantage was distinctly in favour of Mallaig. He was confident that the making of the line to Mallaig, and the opening of a good harbour there, would very greatly develop the fisheries of the Western Highlands and Islands. He did not think the new line would affect the Callander and Oban line to any appreciable extent, but would create a traffic of its own.

Mr Alexander Simpson, C.E., Glasgow, the engineer of the new line from Banavie to Mallaig, stated that he had arrived, after careful investigation and examination, to the conclusion that Mallaig was the most suitable place for the termination. His estimate for the cost of the railway was £318,307, and for the harbour £43,000, and he was satisfied that those estimates were ample.

Mr Blyth, C.E., who had made an independent examination of the railway and the harbour, agreed generally with the evidence of Mr Simpson, whose estimation he regarded as ample.

Mr Thomas Morrison, harbour master at Stornoway, and Mr T.E. Mackenzie, shipmaster, Stornoway, testified that Mallaig was one of the safest districts on the west coast, and that with the construction of the proposed breakwater it would make a very fine harbour indeed.

This closed the case for the promoters, and evidence was adduced yesterday in support of the objectors.

Scottish Highlander, 10th May 1894

West Highland Railway (Mallaig Extension) Bill.

The Preamble Approved.

The select Committee of the House of Commons heard evidence in support of the objectors of this bill on Wednesday, Thursday, and on Friday the decision of the committee was issued. A good deal of evidence was heard in support of the Highland Railway's objection to this new line, which, as

stated in evidence by Mr Andrew Dougall, secretary of the company, would divert traffic from the Highland line and lessen the power of the Highland Company to do good service to the public. Their line, he said, had always done the best to serve the public well. Their trains ran quicker than any other single line in the country, and their fares and rates were extremely moderate, and very much under the authorised maximum. Mr Aengas Mackintosh of Raigmore, chairman of the Highland Railway Company, said that when the Kyleakin extension was completed, the pier at Strome Ferry would practically be abandoned. It had cost £20,000, and that should be kept in view in connection with the Government grant of £45,000 for the Kyle extension. A government guarantee to the Mallaig line would be unjustifiable, because that line would certainly compete with the Highland Company's extension.

A number of other witnesses, including Mr Gilbert Beith, M.P. for the Inverness Burghs, were called in support of the Highland Railway Company's opposition. Mr Beith said he looked upon the railway as being promoted in the interests of the landed proprietors and the North British Railway, and it would divert traffic from the Highland and the Callander and Oban lines. He would certainly not give public money to assist in the carrying out of a Scheme that seemed to him to be promoted in the interests of individuals and not of the general public.

On Friday, after having heard council, the committee deliberated for half an hour. When the public were readmitted to the room, the chairman announced that the committee had found the preamble proved, but they desired to state that they were of opinion that, in view of the evidence given with respect to Mallaig Harbour, and in view of the fact of the proposed Treasury subreaction and guarantee, a special clause should be introduced to give effect to the recommendation of the Royal Commission and of the Treasury as to the plans being approved by the Board of Trade and Her Majesty's Government. Mr Bidder said certainly that would be done. Clauses were then adjusted, but the opponents took no part in the proceedings, which reserves to them the right to oppose in the Second House. The bill was ordered to be reported.

Rejoicings in Fort-William

On Friday evening a telegram was received by Mr N.B. Mackenzie, the local agent at Fort-William, that the Mallaig Extension Bill had been passed by the Parliamentary Committee, and as soon as the news spread steps were taken to give public expression to the satisfaction of the community. Material for a bonfire was speedily collected, and the pile was erected on the embankment near the old fort. As evidence of interest taken in the matter there collected a large crowd representative of all classes in the town, and the remarks of the several speakers were received with cheers and every mark of approbation. After the bonfire had been set ablaze, and had illuminated the surroundings for a considerable period, Mr Donald Boyd ascended a platform and addressed the assemblage. He congratulated his townsmen on the passing of the first stage of this most important scheme, which he said was the local consequence of the almost completed West Highland Railway. The thanks of all concerned were due to the several gentlemen who had contributed to the success so far attained. He further said that if this line if constructed would revolutionise the state of matters in the whole West Highlands and islands. Constructed it would be passed by the House of Lords, and he (the speaker) recommended very strong measures if that House dared to throw out the bill. Councillor John Morton, who followed, moved the hearty thanks of the meeting to Locheil and the other gentlemen who had taken so much trouble in giving evidence in favour of the bill. Mr D. Macniven, jun., referred to the services rendered by Mr N.R. Mackenzie, the local agent for the railway, and called for three hearty cheers for him. The crowd responded, and afterwards quietly dispersed. A bonfire was also erected on the Ardgour side of the loch, and at Arisaig and Mallaig, where the news was received with enthusiasm, four beacons were lighted on four prominent hill tops, and similar meetings were held.

Scottish Highlander, 10th May 1894.

Mr Beith, M.P., and the Mallaig Railway

TO THE EDITOR OF THE "SCOTTISH HIGHLANDER."

Sir, – All friends of the Highlanders who are interested in the progress of development of the West Highlands and Islands and their crofting and fishing populations will be delighted to have seen that the Mallaig Railway Bill has passed. It is to be hoped that the Government may see its way to assist the line by a Treasury grant such as was promised by their predecessors and which would certainly have been given had the late Government remained in office, and had Mr Fraser-Mackintosh who - to his honour be it said - more than any man, has been the friend of the Highlanders, been again placed in a position to exercise the great influence he possessed in their favour.

But what is to be said of the action of Mr Gilbert Beith, the member for the Capital of the Highlands? Instead of supporting a project calculated to confer such a boom upon the suffering and congested populations of the west coast, we find him appearing as a witness throwing all his influence against it, and, as a member for a Highland constituency, declaring he will be no party to any assistance being given by the Treasury towards the construction of the much needed railway. In short, all Mr Beith's sympathy appears to be expended on Ireland and on Irish tenants for whose assistance (very often ill-deserved) he is always willing to vote any amount of British gold. He has made many twists in his time, but after all his promises and expressions of goodwill towards the Highlanders during the last election campaign, surely this twist is even worse than the recent one when he turned from cursing it to thanking God that we had a House of Lords.

It is difficult to understand the motives of the honourable gentleman in taking up the position he has done in this matter. The probability appears to be that, as there is a considerable Highland Railway vote in Inverness, he imagines he is currying favour with the railway workmen. The same motives would appear to explain his action in supporting the Highland Railway in its opposition to the abolition of mixed trains. If this is so he pays a very poor tribute to the intelligence of railway men. But are they so easily bamboozled? I think not. They know perfectly well that the more extension there is in railways the more outlets there are for their employment and the more prospect therefore of increased wages. They are, too, clever enough to see that if mixed trains are to be put a stop to, it must mean the running of extra guards, drivers, etc., more employment all round and consequently more money and more promotion. All this may affect the dividends a little, but as a very small proportion of stock is held in the north and even that little by people who can well afford to drop a small percentage of their profits, it does no harm to the northern counties while it does a great deal of good to the employees and general public.

The fact is Mr Beith is largely out of sympathy with the great bulk of his constituents, in matters of local interest at any rate, to say nothing of what we are more strictly speaking Imperial affairs. He is certainly out of sympathy with them on this question of railway extension. He is out of sympathy with a very large number of them in his desire to lay the axe at the roof of the National Church. He is out of sympathy with them in his desire to tax the inhabitants of Inverness for the promotion of the fishing industry while exempting large fish consuming centres of population like Glasgow, Manchester, etc., which benefit more from it than Inverness does, and he was out of sympathy with every Highlander and more particularly every Inverness-shire man in his expressed desire to abolish the distinctive name and tartan of the grand old Cameron Highlanders, who are just now celebrating their centenary.

Although we differ in general politics and possibly in some of the subjects referred to in this letter, I have no doubt you will, with your usual impartiality, grant me the necessary space to bring my complaint before your readers – I am, etc.,

PROGRESS.

Scottish Highlander, 13th August 1896.

The Mallaig and Fort-William Railway.

Great Rejoicing at Fort-William.

The intelligence of passing of the West Highland Railway Guarantee Bill was received at Fort-William with much rejoicing on Saturday night. It was then, however, too late for any public demonstration, but on Monday arrangements were made for celebrating the occasion, and in the evening materials for a huge bonfire were piled together on the rising ground above the town. The inhabitants of the whole district through which the proposed Mallaig Railway will pass are loud in their demonstration of the action of those members - especially the Highland members - of Parliament who opposed the bill, and the rumour was current in Fort-William during the day effigies of the latter would be consumed in the bonfire. About 8pm a procession was formed, and marched through the principal streets, carrying torches and an effigy, on the breast of which, in large letters, was the word "Strachey," while on the satin hat appeared the significant appellation "Born-bret/Sombraet" (???) As the crowd proceeded through the town the inhabitants took occasion to boot and heap all manner of abuse on the effigy of the principal opposer of the bill, and his person was at intervals subjected to scorchings from the torches. After perambulating the town, the crowd congregated round the bonfire, which was ignited amid loud cheering by Commissioner John Cameron. The material was saturated with tar and paraffin, and there being a strong westerly breeze blowing, the whole was very soon a seething mass of flame, and the glare could be seen for many miles throughout Lochaber. Shortly after the bonfire was lighted, "Strachey" was brought forward and facetiously called upon to address the assemblage, and give reasons for his action in the House. There being no response, his effigy was ignominiously consigned to the flames, amid a deafening burst of cheering and groans. Shortly thereafter stirring music was struck on the bagpipes, and ex-provost Mackenzie stepped forward to call upon the inhabitants of Fort-William and others interested to give three hearty cheers for the success of the Mallaig Railway, which was now to be an accomplished fact. The cheers were enthusiastically given, after which Mr Mackenzie said he also wanted them to give three deep groans for all - especially the Scottish M.P.'s - who tried to oppose that railway and to prevent the Highlands from getting the benefit from it. The groans were given with even more gusto than the cheering, and the crowd then dispersed. Bonfires were also ignited at Banavie and at other points through which the proposed line will pass.

Inverness Courier, 18th January 1901.

GLENELG SCHOOL BOARD. – MALK (sic.) CERTIFICATED TEACHER (Roman Catholic)
Wanted for GLASNACARDOCH PUBLIC SCHOOL, Inverness-shire. Salary £1??, less
Superannuation Charges, with Free House, which must be occupied. Applications, with testimonials,
to be made to Mr Macintyre, merchant, Mallaig, Arisaig, at once.

Oban Times, 6th August 1964).

The Story of Dorlin House, by 'North Argyll'

The stately estate houses of the Loch Sunart and Loch Shiel areas are disappearing. First it was Shielbridge House that was blown up, then Glencripesdale Castle and now Dorlin House, built just exactly one hundred years ago. Though the less pretentious in appearance and situation of them its links with Scottish and English aristocratic families were much more pronounced. No doubt the many visitors to its district and those who made a pilgrimage to the ruins of Castle Tioram, ancient stronghold of the Clanranald which stands not far away could hardly have been aware of this for since being occupied during the last war as a Commando headquarters it had been empty and uncared for. To obtain a clear picture of its aristocratic associations it is necessary to go back to the days of the last Clanranald to possess the Dorlin estate property. Reginald George, grandson of the Clanranald of the '45. When he succeeded to his vast estates extending from Moidart to South Uist

and Benbecula, they were in a prosperous condition, estimated to yield him an annual income of over £20,000, but apparently he succumbed to the extravagant spirit of the times which the Prince Regent is said to have encouraged, so bit by bit portions of the estate had to be sold. About 1811 Dorlin or Lochshiel Estate as it was called, and Eilean Shona were acquired by Alexander Macdonald of Glenaladale, the chieftain of that family responsible for erecting what is called The Prince's Monument at Glenfinnan. At his death the property passed to his kinsman Archibald Macdonald of Rhu, Arisaig, whose son, Alexander, known locally as Locheil, took up residence on it at Daililea. It could have been at this time that the first part of Dorlin House, a one storey building, was built for Miss Bell Macdonald, who I recognise, though it may be open for correction, as a daughter of Donald Macdonald of Lochans, as the present Glenmoidart was then known, and on the maternal side, a great grand-daughter of Angus Macdonald, Aonghus Beag of Daililea, elder brother of Alasdair Macmhaighstir Alasdair, the Jacobite bard. Local Information Following that, according to local information, a house in the Georgian style was built by Aeneas R. Macdonald of Traigh, Arisaig, a nephew of Lochshiel and, I believe, for some time his factor. According to accounts Lochshiel was not a business man, and so got into financial difficulties. The historian of Moidart, Father Charles Macdonald, for many years its beloved parish priest, says that it was on account of this, to facilitate the sale of the estate, that the house was built, but I have been informed through another source, that after the house was completed Aeneas, being under the impression that he would eventually succeed to the estate, had planned an extensive clearance scheme of the estate tenantry commencing with that nearest Dorlin, Scardoish. This coming to the notice of the Lochshiel family, one of the sisters Miss Joan went off quietly in the early part of 1855 to see an agent in Edinburgh with instructions to sell Dorlin estate. Eilean Shona had been sold in 1853 to Captain Swinburne, Royal Navy, who I believe was largely responsible for establishing the cannery at Dorlin. Dorlin was bought for £24,000 by James Hope Scott, a grandson of the second Earl of Hopetoun. The representative of this family was further elevated to the peerage in 1902 by the title Marquis of Linlithgow. It derives from Sir Thomas Hope, a celebrated lawyer and statesman of the 17th century whose immediate ancestor, John de Hope is said to have come to Scotland from France in the train of Princess Magdalene, queen of James V in 1537. Sir Thomas Hope favoured Presbyterianism and in 1638 gave his advice in framing the National Covenant. He died in 1646, and left a family of nine sons and five daughters, the sixth son James, becoming first of Hopetoun. Though a lawyer by profession he was also a keen mineralogist, and by his marriage to the only daughter of Robert Foulis of Leadhills, acquired that valuable mining estate, working it with a good deal of success. Among his managers was the father of Allan Ramsay the poet. James Hope Scott married in 1847, Charlotte Harriet Jane, daughter of Charlotte Sophia, the favourite companion of her father, Sir Walter Scott, novelist, poet and writer, who on the death of her brother without issue succeeded to the estate of Abbotsford and in consequence of which her husband assumed the additional name of Scott. From 1855 till her death in 1858 her Highland home was at the Dorlin House built by Aeneas R. Macdonald. Benevolent Landlord Hope Scott, as he was locally referred to, proved a benevolent landlord and did much to improve the property, constructing roads, improving the dwellings of tenants and erecting a church and school at Mingarry. As already mentioned his wife died in 1858 and he married his second wife in 1861 Lady Victoria Fitzalan Howard, daughter of Henry Granville, 14th Duke of Norfolk. At her christening, Queen Victoria, in honour of whom she was named Victoria, was one of the godmothers. It can be here mentioned that her distant kinsman Thomas, 8th Duke, was the principal shareholder in a company formed in 1724 to operate the Strontian Lead Mines, in the neighbouring district of Sunart. It was after his marriage to her that Mr Hope Scott erected the three storey Dorlin House familiar to residents and visitors for a century. According to information given to me by Mr Alexander Macdonald, estate overseer at Dorlin, it was built on a time and stuff agreement by an Inverness firm. The supervisor of the work was a Mr Pearson, and the foreman joiner, Mr John MacLellan (Iain Ban Saor) who married and settled at Mingarry. The stone

for it was quarried in the rock just behind, but most of the other material came by sea to Salen, Loch Sunart from where most of it was carted by Mr Thomas MacLean, well known for many years as the tenant of Nether Lochaber Hotel, who worked two horses and carts single handed. He resided then at Gobsheallach, Acharacle, of which his father, James MacLean, was tenant. I notice among my notes that his lease expired at Whitsunday 1863. Today as most of the building lies a blown up heap of stones it is difficult to realise that for a period of close on six years a goddaughter of the reigning monarch of Britain's extensive and far-flung territories acted as hostess to members of her best known aristocracy. Before the erection of the Catholic Church at Mingarry there was one at Dorlin, in which it is said two priests were buried. Hope Scott had their remains lifted and re-interred in St Finan's Isle. Mr Alexander Macdonald, already referred to, informed me recently that this church building is still intact and used as a workshop. I never got, but that perhaps is my own fault, any information relative to the identification or period of burial. It may have happened when Catholic priests were subject to prosecution, and such Irish surnames as O'Byrne, O'Shiel, Carolan and O'Duggan were found among the West Highland ones. Perhaps some of these laboured in Moidart in the 18th century. In 1871, Hope Scott sold the estate to the first Lord Howard of Glossop. This may be described as a sort of family transaction, as he was the second son of the 13th Duke of Norfolk. I believe Hope Scott kept a small islet in Loch Shiel opposite Druim-an-Laoigh which he had planted with fir trees. Some years ago a descendant of his second marriage the Hon. Peter Hope visited the locality and made enquiries relative to this and the purpose of reviving the family claim. Rural Development The first Lord Howard was an enlightened landlord advanced beyond his time in regard to Highland rural development. He took a deep interest in the social and economic welfare of his tenantry, continuing with energy the works of improvement and land reclamation started by his predecessor. In this era of prosperity for Moidart matters were helped considerably by the fine understanding and approach of Mr Macintosh, the factor. The story has been told to me how during a severe frost some workmen employed at drains, and idle in consequence, went to see him about getting started on a job. When they were speaking about this a thrush or blackbird flew out of a bush uttering a warning call. "What did it say?" remarked Mr Macintosh, "Thig Thig (Come, Come), Well you can come tomorrow". Lord Howard was probably the last person to use a team of oxen for ploughing and there are still living in the Mingarry district a son and daughter of the person who worked them. The twelve years he lived as proprietor of the estate were prosperous ones as far as improvements and maintenance went. This was maintained, perhaps a little less energetically, by his son and successor, till the start of the 1914-18 War, an event which started a decline in the gaiety at Dorlin House, which it never recovered, and a movement of depopulation and decay on the estate. I remember when a boy that Moidart had its cattle show and Highland Games annually, I think, in August, while none of the neighbouring estates had either. At the Games, some of the best known pipers of the day in the West Highlands played and judged such as the Macdonald brothers of Arisaig and Mr MacLennan of London House, Strontian, ex-piper to the Earl of Fife. The first Lord Howard had issue by his first wife (with others) Frances Edward who succeeded Gwendoline Mary Ann who married the 3rd Marquis of Bute, Angela Mary Charlotte who became the wife of the 14th Lord Herries, and Alice Mary Elizabeth who married the 11th Earl of Loudoun. They, their families and other friends among the peerage and landed gentry frequently visited Dorlin House. It was a gay place with house parties at the fishing and shooting season, and both the River Shiel and Loch Shiel yielding splendid catches of salmon and trout, thirty pounders among the former, all of which gave a high reputation for the skill in the art to the fishing ghillies of the district. Heavy Fish I have a vague recollection of reading many years ago in a periodical of a huge salmon of between 60 and 70 lbs being caught on the river. Perhaps Mr Alex Macdonald has records in his archives of heavy fish which went into the Dorlin House larder. The second Lord Howard, who succeeded in 1883 married firstly a daughter of John Greenwood of Swarmcliffe Hall, Yorks. She died in 1887 leaving issue a son and daughter. The son, who in 1914 married the Baroness Beaumont in her own right, was a

Captain in the Lovat Scouts Yeomanry, Territorial Army, in which most of the young men of Moidart served, if I remember rightly, as members of "A" Company. Of those serving and mobilised on the 4th August 1914 there were some who did not return to Moidart and as I write these notes, I can think of only three pre-1914 "Terriers" lining in their old homes. Lord Howard married again in 1891 Hyacinthe, daughter of William Scott Kerr of Sunlaws, Roxburghshire. Here comes in a connection with the first wife of James Hope Scott, for the Scott in the Sunlaw family derives from the Scotts of Thirlestane in Roxburghshire, not Thirlestane in the county Selkirk which did also have a family of the name. The county of Roxburghshire one springs from the great family of Scott of Sinton, from which come in the female line the Ducal House of Buccleuch, and in the male line those of Harden and Abbotsford. By his second wife he had also a son and daughter, Philip Granville James, and Frances Alice Mary Fitzalan Howard. The son, and officer in the Welsh Guards, died of wounds in 1918, leaving issue by his wife, Gladys Cecily Clara, daughter of Lt. Col. Charles Norton, a daughter Phillipa Gwendolene Mary, born posthumously. Did his death cast a shadow over the future of Dorlin House and estate, I wondered one afternoon a few years ago as I looked at the monument to his memory in an isolated and secluded spot between Dailelia and Cuill, or if he had survived would he have been the owner of his youthful Highland home, interested in maintaining vitality on his property and the retention on it of the children of Moidart preventing them to the best of his means and ability from adding more and more to the scattered race of Clanranald? Lord Howard died in 1924. The property was some time after sold to Sir Alexander Macguire. Of him and his successor Mr Corlett I have little to write. If I remember right, the latter, for several years before it was taken over for a Commando headquarters during the war, never occupied it. On its centenary year of being built it has been demolished except for a small wing and so its story ends. Who knows but on its site another story might begin some day.