

SRUTH

DI-ARDAOIN, 30mh LATHA DE'N GHIBLEAN 1970 THURSDAY, 30th APRIL 1970 No. 81 Sixpence

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View of the Dornoch Firth, with a distant glimpse of the Oykel and Shih valleys on the border between Ross-shire and Sutherland

Prospective Candidate's Successful Campaign

MR George Nicholson, prospective S.N.P. candidate for Ross & Cromarty heard recently that his nine months campaign for a crossing at Inveroykel on the Ross/Sutherland border has come to an end through the planning committees of the two counties recommending that a bridge be built at an estimated cost of £78,000. Mr Nicholson, in his campaign maintained that the lack of a suitable crossing at Strathoykel caused extreme hardship of the local population of the Strath and would have led to complete depopulation in a few years' time.

ments, namely Geography, Sociology and Political Economy Departments may combine to provide a full and comprehensive survey embracing the social and economic aspects.

Mr Nicholson today said that he was satisfied with the results of his enquiries and that he is continuing his campaign against the closure of the Kyle line and has also been taking some action with regard to the closing of the Kyle/Toscaj Ferry. He also said that he intends to visit Applecross in the near future.

The same week Mr Nicholson also heard from three Departments in the University of Aberdeen that they are prepared to carry out a survey of the Inverness/Kyle railway line which is at present threatened with closure. There is a possibility that these three depart-

NEW MODERATOR

It was agreed at a recent meeting of Shetland Presbytery that the Rev. Douglas Lamb of Unst should be appointed their next moderator. His year of office starts in June. The present moderator is the Rev. A. E. Lambie, Lerwick.

FIGHT OVER SKYE FERRIES

ONLY a few short weeks before the start of what is hoped to be a record tourist season on the island, the people of Skye are fighting to maintain critical ferry services with the mainland at a minimal level.

There is strong feeling throughout the island about the inadequacy of the services between Kyle and Kyleakin during the reconstruction of the jetties being built to cater for the larger types of car ferries being brought into service. It is now apparent that completion of the work will not be achieved on schedule unless drastic steps are taken immediately to accelerate the rate of work.

The temporary interruption of the car-ferry service between Mallaig and Armadale is aggravating an already unsatisfactory situation and some Skye hoteliers feel that the temporary withdrawal of the 'Clansman' is the thin end of the wedge. Scottish Transport Group have promised, however, that the 'Clansman' will be back in service on May 27th.

The concern throughout the island is understandable if the 'Clansman', which carries

250 cars a day to Skye is being replaced, even temporarily by the 'Loch Seaforth' carrying only 11 cars a day, and the most important link, the Kyle/Kyleakin ferry service is running below normal capacity.

Four-man delegation

In an attempt to get an immediate improvement in the situation, a four-man delegation is going to London to meet Mr William Ross, Secretary of State for Scotland. Headed by the Member of Parliament for Inverness-shire, Mr Russell Johnston, with Mr Ian Campbell Sliaghan, Mr Ken Robertson, Dunvegan Hotel, Mr Neil Macpherson, Portree and Mr Angus Graham, Kyleakin, the delegation will present the following four-point plan:

- The immediate introduction of a 24-hour service from Kyle to Kyleakin.
- And emergency acceleration of work on the Kyle of Lochalsh jetty and an effort to meet the agreed deadline.
- The urgent preparation of contingency plans to deal with the consequences of any delays which may occur and ensure an

efficient service throughout.

- The immediate reinstatement of the car ferryboat 'Clansman' on the Mallaig Armadale run, if necessary with greater frequency of operation.


Fetlar Service ?

LAST week a landing was made on the island of Fetlar by Captain Alan Whitefield of Loganair in a Britten-Norman Islander. This makes the fifth of the Shetland islands on which Loganair have landed in their initial efforts to provide an inter-island air service.

About two-thirds of Fetlar's inhabitants turned out to welcome the plane at Turrafeld, all delighted with the thought of an air service to Fetlar.

Last year, more than 600 visitors made day trips to Fetlar, so it is likely that full use would be made of an air service to the island.

At the moment, Loganair have permission to land on Fetlar only in emergencies and this is the case until a proper airstrip, over 500 yds. long, is built.



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ACRAS

CHAN eil duine air an t-saoghal nach eil a' fulang acrais, uirleán nó uaireigin 'na bheatha. O chionn greiseig bha na miltéan a' sibhial a h-uile latha leis a' ghort agus an cin ann am Biafra agus is dócha gu bhéif thastáil.

Cha deach e a cuimhne fhathast a bhíth 'faicinn "an naoithean creuchdach ag sonraigh gu 'bhas." Tha e rí fhaicinn an rugh fein ann iomadh cearna de'n t-saoghal, gu math 's na duthchanna as mítha agus as bheoil diomhaireachd is beagan annas. Tha cuid, gu h-ardaid feadhainn aig a bheil an t- airgead, a' tarraing air na h-Innseach ach andean iad breitheachadh (no medication) comhla rí bodach is feusag air. Tha a bharrachd, gu h- araid ann an California, a reir sgeoil co dhuibh, uamhas de sgeoil dhubh air éirigh an áird. Thatar ag rádh a bharrachd gu bheil e 'fas nas láidle ann am Breatann. De' tha ur níthean seo uile a' nochdadh? Tha gu bheil feum aig intinn an duine adhradh a dhéanamh do ruedeigin. Tha gu bheil e 'na phríomh stéidh ann an có-chur na h-inntinne gu feum i daonna sealntainn a mach air rudan diomhair a tharraigeas an áird i, a bheil dhíth treachradh de sheorsa a chor-eigin, a bheil dhíth puing amais anns an t-saoghal. Tha sin rí radh gu feum níthean spioradál bhíth nann biadh do'n intinn cuideachd. A bharrachd aig a' chorp feumaidh an intinn agus a mac-meannbhábh air a léasachadh agus air a mathadhach cuideachd.

O sheachann a' Ghaidhealtachd bha intinnnean dhaoine air an sasadh leis na sgiallachadh bha ag éirigh mun cuairt air diadann mar Fhionn is Cu Chulainn is írean Teamra. An sin thainig ornán an Eaglais Mhóir agus mean air mbean ghabh ise áite nan sgeoil ach dh'fhág agus an rud, ar dúalchas. Thug seo meud is leud intinn do na Gaidhlig nach robh aig morán is chithear seo anns na airseamhanna mora a tanaig ias mhór fhoighlím Cha robh e riamh cho fíor 'sa tha e an duigh "Leanaibh dluth cliu bhur sinnsir."

SHRINKING THE TWEED

IF they were not for the Harris Tweed industry in the Western Isles, or at least in Harris and Lewis, the socio-economic picture there might well be rather different to what it is today. The industry has been one of those quirks of fate which somehow happened in the right place, for the right people, at the right time. Truly, the tweed industry is the economic basis of existence, for Lewis, in particular. By offering the crofters the opportunity to augment his income from the land by weaving cloth for an insatiable market, he has a good reason for staying in what, to the unseeing eye, is a most inhospitable land.

The industry has tended to be an industry of paradoxes, in spite of which it has succeeded where other industries, with more formally-recognised methods for manufacture and commercial organisation, have often faltered and too often failed. It is also an industry whose leaders have an aim beyond that profit motive which is the raison d'être of commercial enterprise; these leaders have displayed a remarkable understanding of the social and economic value of the industry to the people of the Western Isles. In this respect the industry is unique.

But the recent news that the spinning mill in Tarbert, Harris, is to close is serious. The reason stated for the closure is that a plant situated 38 miles away from the parent factory facilities is not viable.

But one must consider the effect of removing a focal point of industrial activity from the Harris employment scene and dispersing its twenty or so workers. The fact that at least one working factory is situated in an area of high unemployment is like a lone bright light on a stormy night.

It is extremely important that the H.I.D.s. now make some concentrated effort to use this factory and to keep this vital industrial element in the economy of Harris. There are many activities which could be carried out; cloth-cutting for garment packs; dolls dressed in clo mor; tweed cloth framed pictures. The list can be endless, but only if the initiative is taken, and taken now.

Time cannot be lost in this matter, possibly on the best chances the H.I.D.s. have ever had to prove their ability to move quickly to avert the arrival of a situation in Harris which could spell anathema to any future attempts to introduce other industrial activities to the area.

AIR MO CHASAN-DEIRIDH

LEIS a chuid deagh Ghaidhlig a bh' aig a' mhinistear, dìreach an aon seòrsa Gàidhlig agus mise 'sa leabhrichean, bha mi mòr às fhein ag creidsinn gur sgoilear gle m'ath a bh' annam, an da chanain 'bhi agam cho fleanata 'sa bha iad; cha robh e tighinn a steach orm gu bheil atharrachadh mor eadar cànain a' chubaid is cànain taobh an teine, ge b'e an canain a tha 'na do bheachd. Mar sin, nuair a thainig mi a mach, is mise na mo sheasamh le cluasan fosalta, a feuchainn rí eisdeachd rí gach tuariseug Gàidhlig a bha 'dol air adhart, cha b'urrain dhomh facal a thoir. Bha da fhacal gu sonruichte a dh'fhaicidh orm . . . agus b'fìad sin "lìasad" agus "smaìt."

Cho luatha a rainig mi dhachaidh, rinn mi rannsaichadh gu h-ìomlan air Dwely, MacAlpáin, agus MacEachern, a dol air turas 'nam intinn anns gach ceann far an robh Gàidhlig riamh air a

iad air an reic aig na faidhrichean.

Mar a thuir mi cheana, tha na Gàidheal gle m'hadhail nuair a chluinneas iad Gall a' bruidhinn Gàidhlig, agus, o'n a tha fios agam, air uairean, gu bheil sin coltach rí Sineach a bruidhinn Beurla, is e cuis-ionghaidh dhomhsa carson a tha iad cho coibheile, agus iad a' bruidhinn Beurla dìreach cho math 's a tha mi fein. O chionn ghoirid bha mi proisèil nuair a chuala mi na Gaidheil a' bruidhinn mu'n ghloicais agams, ach an dràsda fein tha mi cinnteach gu bheil iad a' smaoinneadh 's an aon dòigh rís an t-Ollamh Samuel Johnson, agus iad ag ràdh rud fheis:—

"Gall a' bruidhinn Gàidhlig . . . tha sinn dìreach mar cu a sheasas air a chasan-deiridh . . . geas n'ach eil suil againn air cleas de'n t-seorsa, o nach eil sin rud nadurra idir . . . tha sinn gle thoilichte nuair a thachras sin."

An deireadh

le Uilleam Neill

— "am bheil fhios agad?" agus "is math dh'fhaoidte"—ach, is maigh nach eil an cainnt chumanta 'sna leabhrichean cho math 's a tha cànain a' chubaid, oir is iomadh duine bochd a tha air son tighinn a stigh a rithidh gu cuideachd nan Albannaich troimh doruis na Gàidhlig, a caithemh foighidinn is tìde ag ionnsachadh cànain a shìnsreach, agus an deidh bhlaithaichean aig sgoilearachd chan eil duine a thuingeas e ach na ministearan. Ged a tha sin gle m'ath a reir aodhar, chan eil e idir cho math, ma bhios

RUD SAM BITH

Bha a'chailleach 'na suidhe anns an t-seomra dorcha, Bha a' tìne a' dol sìos agus bha a h-uile cial samhach. Shuas an staidhir dh'fhoigail an doras.

'S e Ealasaid a bhiodh a sud a' tighinn a steach, i' fhein agus Seoras. Seoras. Cha robh i uamhasach cinnteach mu dheidhinn-san. Abair thusa gu robh e uaidheil, coibhneil agus cha chuala ise riamh droch fhacal bhuaidhe. Ach bha bean a' bhancair ag radh nach robh ann ach fìor dhroch fhear—briste cridhe dha mhathair 's dha athair. Ach nach ann mar sin a bha an oigridh co dhuibh. Bha iad a'fas na bu mhiosa a h-uile latha. A h-uile paipair a thoghadh duine, cha robh cial ach mar bhàdh is deoch is mi-dhoigh. Cha robh guth air a bh' leantainn gu dluth rí cliu an sinnsir. Dh'fhalbh na lathèan sin—ma thubhairt bean a' bhancair—chan eil fìor aig clann an latha 'n' duigh air sian ach ceol is dannsa agus biodh an obair a' dol. 'S m'ing a bhiodh beò an ceann da fhearach bladhna 's m'ing gu dhuibhe.

Chanail i' fiamh shìos an staidhir. 'S e an "transistor" a bha sud—ach gu de a bu m'ath dh'an chailleach a bh' a' bruidhinn. Bha Iain is Mor a' smaoinneadh nach robh nìghean air an t-saoghal cho math rí Ealasaid aca fìor—nach do m'hothaich Mor oir an oidhche roimhe nach robh dad cearr air a bh' ag eisdeachd rí beagan ciuil air Latha na Sabaid, Nach ann an sin fein a bha a' bruidhinn—'s beag an t-ionghnadh ged a bha an saoghal mar a bha e.

Smaoinich i air coltas Curstaidh an oidhche roimhe an uair a dh'innis ise dhìth an dol air aghaidh a bha aig Ealasaid agus a seorsa, Tha Curstaidh, tha sibh a' tuinginn, a' fìreuch ann an tigh leatha fhein agus chan eil i a' faicinn oigridh ach gu math ainneimh. Co-dhuibh a' bruidhinn, ach "smaìt" no "lìasad" cha d'fhog iad ceann. B'e uine fhada mus robh an solus air b'riseadh a stigh gu'm intinn, mar thaisbeanadh na fìrinn an deidh dorchadas àineolaic. An duigh feis, is ann a tha "smaìt" is "lìasad" agam cho math sa tha

daise daonnan. 'S e sin a bha ceart air Ealasaid agus a leithid—cha robh dad a dhìth orra ach feuch an robh iad taingeil airson 'rud sam bith'. 'Rud sam bith' smaoinich a'chailleach, Bha sin a' deannam dealbheart air oigridh an latha 'n' duigh. Cha robh duine aca ann am moran ach ceol is cluich is dannsa. Bha iad comag ged nach biodh rud air a deannam ceart fhad's a bha e ullamh. Cha robh meas aca air sear daoinè agus cha robh de thur aca na d'heannud rùrra a biodh e air iarraidh mur a. 'Se sin a bha bean a' bhancair ag radh—"cha chuidich duine an duigh thu bu h-iarri thu orra." Dh'fhoigail doras an t-seomra.

Choinneadh a'chailleach suas. Bha Ealasaid 'na seasamh anns an doras. "De tha sibh ag iarraidh airson ar supèir a sheamhainn?" Thubhairt i gun gabhadh i deoch bhainne agus pìos ann. "Oh, cha leig sibh a leas sin a ghabhal airson gu e as fhasa. Ni mise rud sam bith—gu bith de as fhearr leibh. Ni mi cofaidh—còrdaidh rìth, nach còrd. Agus ni mi sconeachan oir bha fhios agam gun robh sibh uamhasach deidheil orra.

"Rud sam bith." Bha barrachd air aon chiall aige—"s docha nach robh Ealasaid cho dona 's a bha i' smaoinneadh. Thog i an paipair" . . . agus tha a' bhanalturnt ag radh gun dean i rud sam bith airson gun faigh a'chailleach fìreuch ann an t-seann daichaidh. Tha e iomalach, gun teagamh ach tha i ag radh nach dean coiseach dragh air duine sam bith."

"Rur sam bith"—tha da chiall aige gun teagamh . . . 's docha nach eil an oigridh cho dona . . . bean a' bhancair 's a cuid bruidhinn . . . bheil ise math no dona . . .

Culoden Anniversary Ceremony

At Culoden Battlefield recently, in showery weather, the Gaelic Society of Inverness held its annual commemorative service marking the 224th anniversary of the Battle of Culoden. Wreaths were laid on the Cairn by Mrs Maclean, wife of Mr Sorley Maclean, Plockton, the Society's Chief, on behalf of the Society, by Mr R. R. MacEwen, Inverness, of the Culoden Committee of the National Trust for Scotland; Captain P. Kelly, for the Fortrye Association; and Mr Neil Macdonald, National Trust Warden at Culoden, on behalf of Mr and Mrs Alexander Brown, of Victoria, British Columbia. A prayer in Gaelic was offered by the Rev. John Macpherson, M.A., Ph.D., Daviot, and Mr Neil Angus Macdonald, M.A., Inverness, the Gaelic Society's hon. piper played "The Lament for the Children." Mr Frank Thomson, chairman of the Gaelic Society Council, presided over an attendance which, due to the wet weather, was somewhat smaller than usual.

In a brief address in Gaelic and English, Mr Sorley Maclean, Chief of the Gaelic Soci-

ety, said that courage and self-sacrifice were always worthy of great admiration, but the courage and self-sacrifice of the men who died at Culoden were those of men with little hope of success. It was remarkable in the history of Europe, he said, that an army of irregulars, badly equipped and badly led, should have done such miracles against an army, superior in numbers, well trained, and well led. Speaking of the humanity of Highlanders, Mr Maclean recalled that after their victories before Culoden, no atrocities had been carried out by the Highlanders, and it had also been claimed that after Waterloo the Highland soldiers under Wellington's command behaved better than an other soldiers.

Many differing opinions

Mr Maclean said that they did not know what would have happened if the Jacobites had won at Culoden. There were many differing opinions about that. But, he said, the Hanoverians won, and the Highland clearances followed, and in his view, nothing worse could have happened to the Highland people if the Jacobites won.

"The Wild Geese"

LAST Saturday, a goodly crowd assembled at the Memorial Cairn on Culoden Moor, to pay their annual tribute to those who fell in 1746, in what has been called the last great battle to take place on British soil.

Of more interest to our Irish readers, however, is the lone figure who year by year leaves a floral tribute at the handsome cairn about ¼ mile from the main cairn, known as the "Irish Stone."

What is the origin of this stone; and why the lone figure?

This year we sent our reporter to find out; and the trail led to the unforgettable figure of Major Peter Kelly, M.M., a 6 ft. 3 in. Highland giant, of "MacDonald-Irish" stock, who is descended from Flora MacDonald, the Jacobite heroine and saviour of Prince Charles Edward Stewart.

Major Kelly, 47, and a veteran of the Burma Campaign against the Japanese, explained that the story of the "Irish Stone" dates back to the Spring of 1963 when he was approached by Colonel Pat Hogan of Rathgar, Dublin, on behalf of the Military History Society of Ireland. The society was anxious to remember the "Wild Geese," Brigadier Stapleton's Irish Troops who gallantly covered the withdrawal of the MacDonald regiments on that fateful day in April 1746.

"I looked on this research as a sort of humble debt to the saviours of my forebears," said Major Kelly. "We took

immense trouble to find a suitable stone from the battlefield and erect it nearabouts where the Irish Jacobites had made their brave stand. The work was beautifully executed by the firm of Tuach and Tolmie of Conon Bridge, Ross-shire.

The unveiling took place on Friday, 11th October 1963 and was performed by His Excellency the Irish Ambassador, with a distinguished gathering which included the French Military Attaché, Brigadier Maitland-MacGill, Christion of The Queen's Own Highlanders for the British Army, and many senior Irish Army officers. Pipe-Major William Macdonald of Inverness, ex-Cameron Highlander prisoner of war gave a fine rendering of "The Lament for the Children."

The Irish cairn bears the following inscription:

CULODEN

APRIL 16, 1746

"Clanna rioghach, maca Miledh, dragain lionmha is gaisdeanigh."

Near here, fighting for Prince Charles, stood the pickets of Irish foot regiments in the French service; 700 yards to the south-east was a squadron of Fitz James's Irish Horse.

They suffered heavy losses.

The quotation is by an Irish Jacobite poet called Aodhgan O' Raitheil (Egan O'Rahilly). It is taken from a poem about the Irish Jacobites in exile in France, and could be freely translated as follows — "The breed of kings, the sons of Miledh, eager warriors and heroes."

A new company, Hebridean Knitwear Limited, has established two factories on the islands of North Uist and Tiree, providing, by 1974, anticipated full-time employment for up to 120 women operatives and about ten male and female supervisory staff.

The company is headed by Mr Kenneth H. Mackinnon, chairman and managing director of a well-known Scottish public company, and one of the leading figures in the Scottish knitwear industry.

In its initial projection, the cost of the development is estimated at £68,500. It is to receive grant and loan assistance totalling £33,200 from the Highlands and Islands Development Board.

The company's production is based on a specially designed range of men's, women's and children's knitted sweaters of distinctive Hebridean design, which are considered to have a high sales appeal, particularly in the export market.

Development of the project will proceed in three phases, the first of which is now well under way. This consists of the acquisition and setting up of small temporary factories at Gort Bay in Tiree and at Bayhead in North Uist, and the building up and training of a labour force of approximately thirty women, in addition to the two local managers, by the end of 1970. Of these, sixteen are already employed.

Shortly the company will be embarking on the second phase, the construction of modern purpose-built factories to accommodate up to sixty operatives on each of the two islands. These two new factories will be ready early in 1971 and the labour force at each factory is expected to build up to forty-five by the end of 1972.

The final phase covering the period to the end of 1974 will see the consolidation of the venture into a first class knitwear manufacturing business with fully-trained, efficient labour forces, poised for extension to other suitable islands.

It is the company's policy to recruit and train its staff from the islands and Mr Mackinnon is well satisfied with the results of this policy to date. He has said: "We brought the initial intake of a dozen girls over to the mainland for training, and have been quite astonished by the speed of learning and standard of efficiency so quickly achieved by these girls. They have had a thorough course of training and will be able to set up a high standard for the following trainees, who can now receive their instruction in the island factories. The high quality and keenness of these girls has convinced us more than anything else that the project will be a success."

Another important feature of the company's policy, said Mr Mackinnon, was that its employees on the islands would be on the basis of a wage

structure which was directly in line with wage rates being offered in the most progressive and enlightened factories on the mainland. The girls, when trained, would therefore have no incentive to leave the islands to earn higher wages elsewhere.

Sales Ahead Of Target

On both islands, the factories are now operating with steadily-increasing momentum, and are producing Hebridean sweaters to meet orders from places as far away as Finland, Japan and throughout the United States of America.

Commenting on the orders received to date Mr Mackinnon said that even at this early stage in the sales drive over 3,000 garments had been sold and orders were being received daily.

"Garments manufactured in the islands have already been delivered to customers and repeat orders received, which is indeed gratifying," said Mr Mackinnon. "It is also interesting to note that the sales achieved so far are ahead of the budgeted target. It is extremely difficult at the beginning of any new venture to forecast the early stages of sales, but from experience it can be said that a highly satisfactory start has been made."

Mr John Rollo, Deputy Chairman of the Highland Board and member responsible for industry, said the development was important and encouraging.

"The considerable employment factor of the two factories will have a substantial effect on the economies of South Uist and Tiree and will help to stem depopulation. We are very happy to be associated with Hebridean Knitwear in this venture and we would like to see this initiative followed by other suitable light industries in a number of islands in the Inner and Outer Hebrides."

ARISAIG MAN TO MANAGE TRUSTS

A. Stewart MacLaren has been appointed manager and secretary of M. & G. (Scotland) Limited, managers of Clyde General Land High Income unit trusts. Mr MacLaren, a native of Arisaig, Inverness-shire, is based in Glasgow. He succeeds Mr Peter Robertson, who returns to the London headquarters of the M. & G. group as investment manager.

HEBRIDEAN VIEWPOINT

le Coilleach an t-Sruth

THE news of the formation of a new company to set up knitwear factories in both North Uist and Tiree is most welcome. Perhaps the old order (high unemployment, social depression, economic disadvantage and the general ills) of the Hebrides is changing. Certainly every little helps. And the Highlands & Islands Development Board is to be congratulated for the practical encouragement it has shown to back up the company's decision to set up operations in a traditionally difficult area.

The product is to be a specially-designed range of men's, women's and children's knitted sweaters of distinctive Hebridean design. These garments are considered to have a high sales appeal, particularly in the export market.

It has always been a challenge to any industrial designer to create a distinctive Hebridean art motif which is immediately recognisable for its Celtic roots and is yet, in modern parlance, "with it."

The challenge is still largely open. And one family hopes for this kind of thing to be produced by a native of the Hebrides, Inner or Outer, to prove that the inherent instinct for formalised design still exists in the Hebridean native.

It strikes me that there there must be many commercial outlets which find their origin

in something which can be called "natively Hebridean." In the world such as we live in today there is an undeniable market for the different, the distinctive, the unusual, and the article which delights the eye, the mind and the heart so much, that the price asked for (for the good-quality article) is hardly considered.

For such an article has two values: the first is that which is inherent in the design which stamps it as being above the norm of uniformity and conformity to which too many things belong. Secondly, there is the aspect of association.

It is conceivable that Harris Tweed is not the "best" cloth in the world; but it holds its own with the best. It has, however, an aura of association which gives it a really keen edge over its competitors.

The amount of money, a slight, trivial and paltry sum of £68,500, which has brought to the Uists and Tiree a potential of work for up to 120 women, could be repeated in many places which so desperately need a hard economic base for their survival.

Repetition may well be monotonous. But the repeated investment of small but significant sums in the Highlands and Islands is a kind of monotony we could do with more often.

A Short History of Glengarry Settlement

THE county of Glengarry was settled mainly by Highland Scots who found living difficult in their native land after the Jacobite rebellions (1715, 1745) and the final defeat of Prince Charles at Culloden (1746) — the Stuart they had so loyally supported. Impoverished by the wars and discriminated against by the laws, these people saw no hope for the future in Scotland and large numbers of them emigrated to other lands in the hope of finding peace and prosperity across the seas.

Many Highlanders were found in the British armies during the Seven Years' War (1756-63) and served under General James Wolfe at the fall of Quebec (1759). When the war was concluded by the Treaty of Paris (1763) and the French colonies in the New World finally ceded to the British, some of these men obtained their discharge from the army, and settled in Lower Canada. A little later many of them moved westward to found homes in what would become the first county in Upper Canada.

The revolt of the American colonies to the south ended in 1783, and by 1784 the first of the fugitive United Empire Loyalists, anxious to remain under the authority of the crown, began to arrive along the northern shores of the St Lawrence. Most of these people were Scottish too — they had apparently immigrated to the colonies about 1773 — and they came mainly from the Mohawk valley in upper New York state. They settled along the front, and as far up the Raisin River as Martintown. By late 1784 the disbanded soldiers of Sir John Johnson's regiment came to join them. These men were given grants to two hundred acres along the front of Charlottenburg, and among them were Grants, MacLeans, Murchisons, and Bethunes. Williamstown is named after Sir John Johnson's father.

In 1778 two brothers, John and William Falkner, from Lancashire, England, arrived with their families and settled at Lancaster, giving the township its name. In 1787 the Reverend John Bethune joined the Williamstown colony and organised the first Presbyterian church in Upper Canada. The first church building was erected at Lancaster in 1796, and the stone church at Williamstown was constructed later, in 1812.

In 1786 the Reverend

Alexander MacDonell of Scotus House in Knoydart, Scotland, escorted a band of five hundred emigrants from Knoydart to Glengarry, and they settled the area around St Raphael's.

This was one of the first of the large bands of Highlanders who left Scotland for Canada. By 1794 the first settlers had arrived in Lochiel taking up land around Kirk Hill. They included MacLeods from Glnnelg, McCaigis and MacIntoshes.

By 1800 Glengarry was becoming noted as a Scottish colony and it was attracting immigrants from all parts of Scotland. In 1804 there arrived the disbanded soldiers of the Glengarry Fencibles who had served in Ireland during the rebellion of 1798. They were accompanied by their chaplain, the Reverend Alexander MacDonell, and formed a compact colony in the centre of the county. Reverend MacDonell later became the first Roman Catholic bishop of Upper Canada, at Kingston, and the town of Alexandria is named after him.

Excessive rentals and probable land clearances in Scotland resulted in the migration of a large band of Lochaber MacMillans in 1802. This was under the leadership of Archibald (Murlaglan) and Allan (Gleanpan) MacMillan. Some of these families took up land assigned to them by the efforts of their leaders in the Hawkesbury and Grenville districts on the shores of the Ottawa river, but the majority preferred to join their clansmen in the southern parts of the county. The National Historic Sites board erected a plaque at Williamstown August 1962 commemorating the arrival of the MacMillans in Glengarry, in conjunction with a gathering of present-day members of the clan.

By 1820 the township of Kenyon was becoming settled and in the 1850s communities were thriving around Loch Gary, and at Athol and Dominionville, which today have all but vanished. In 1853 there arrived in Kenyon the Reverend Daniel Gordon from Perthshire, to take charge of the congregation as its second minister. Gordon Church, the large brick church built during his tenure in 1864, stands beside the road at St Elmo with in front of it a memorial plaque to his famous son, Ralph Connor. The old log structure

standing nearby was the Congregationalist church, built in 1837.

The first settlers arrived in Dunvegan about 1830. The log church of Kenyon Presbyterian was built in 1840, and a centennial memorial cairn, erected in 1940, is to be seen in the cemetery across the road from the museum. The pioneers in this district came from the Isle of Skye, and from Glenelg, Inverness-shire, on the mainland. They included MacLeods, Stewarts, Calrkes, Chisolms and MacIntoshes.

The striking military traditions of the Scottish Highlanders persisted in this country as strongly as ever they did in their native land. Some of the early settlers were Prince Charles' men and their descendants had served loyally and with distinction in every skirmish and battle that has taken place since. Scottish names are found in the lists of Wolfe's regiments at Quebec (1759), Sir John Johnson's (1776-83), and many enlisted for the War of 1812, and the Rebellion of 1837.

They also helped drive out the Fenian Raiders and put down the North-West rebellion. In this century the long lists of all those who served in both the great wars are to be found in all the county's churches. A memorial is to be found at Lancaster to the honour of Sergeant Claude J. P. Nunney who was posthumously awarded the Victoria Cross, the Distinguished Conduct Medal, and the Military Medal in 1918. The Stormont, Dundas and Glengarry Highlanders, formed in 1858, is the third oldest of Canada's killed regiments.

[Reprinted from the Annual Volume of the Glengarry Historical Society]

UIST TRAGEDY

Once again the hazards of life at sea have been brought home to the Western Isles in a tragic manner. One of the victims of the tragedy in Genoa recently was Domhnall Ailean Iain Ruairaidh Steaphain of Taobh a' Chaolis, South Uist. Donald Allan, who was 25 years of age, was second mate on the 16,000 ton "London Valour" and was due to sit for his master's ticket in the near future. Donald Allan left only a couple of months ago after a five month holiday. He was very highly thought of by all who knew him and seemed destined for a highly successful career at sea. To his sorrowing parents and family we offer our deepest sympathy. Fois shiorruidh their dha, a Thighearna. 'Reul na Mara, guidh' air a shon.

Also drowned were Radio Officer Eric Hill and his wife Nan. Before going to sea, Mr Hill, from MacDuff, was for some time manager of the Packing Station in Lochboisdale.

Celtica - today

A look at ALBA · BREIZH · CYMRU · EIRE
KERNOW · MANNIN

by P. BERRESFORD ELLIS

THE heaviest sentences so far for alleged Free Wales Army activities were meted out at the end of a nine-day trial at Flint Assizes, Mold, on April 20. A 37-year-old father of two was given ten years, and a 21-year-old aerial rigger was given six years.

Mr Justice Thomson told the two men: "The motive prompting you was not personal gain but a misguided notion that you were patriotically promoting the interests of Wales. . . you are both intelligent men. You both knew what you were doing and what to expect if you were caught."

John Jenkins, a 37-year-old army sergeant, and Ernest Alders, 21-year old member of a Territorial Army unit, were members of Mundiad Amddiffyn Cymru (Movement for the Defence of Wales) and used military to aid the organisation. Jenkins stored explosives at his army camp and used dental drills to modify clocks for bomb timing devices.

Peter Thomas, Q.C. for Jenkins, told the court: "He was not motivated by greed and self interest but by a deep, intense concern for Wales. He was willing to risk not only his career, not only his family, but also his liberty."

One of the interesting points about this trial is, as was admitted by Tasker Watkins, Q.C., that Harold Pendubury of the Daily Mail, and Ian Skidmore, a freelance journalist, provided the police with the information for the prosecution.

Looking back over all the Free Wales Army trials, the feature that is in all the trials, the prominent prosecution witnesses have all been journalists.

I recall at the Caerphilly by-election meeting, a journalist making copious notes about everyone and everything. Later I met this same journalist at a Celtic meeting in London, again making copious notes and asking many personal questions. The last time I observed this same journalist, he was a chief prosecution witness at the Free Wales Army trial of last July.

I wonder how many of these Free Wales Army trials spring from the over-trifling mind of such journalists or, more sinister, whether these journalists are not agent-provocateurs, the like of which have been used to try and discredit practically every national independence move-

ment throughout the former English empire?

THE Rev. Ian Paisley makes no bones about it . . . next stop (he hopes) is a seat in Westminster. Fresh from his Bannside success, with sidekick, Beattie, Paisley has now stormed into Stormont shouting his hellfire and damnation on everyone who has the temerity to hold an opposite view to him.

Just how did this Celtic enigma manage to get elected?

Many Republicans in the Six Counties, freely admit that they voted for the so-called "Reverend Doctor" in order that he may act as a Catalyst. If the Unionist Party splits up on itself, the ensuing situation in the Six Counties could develop into a situation where the ordinary people will get together and kick out those who for so long has exploited them and nurtured their petty prejudices into such a position that "Northern Ireland" has become a synonym with hatred and bigotry the world over.

IT is on the cards that William Collins, the publishers, will be publishing a new Gaelic-English, English-Gaelic Dictionary at the end of this year. Details are expected shortly. The work is one of the most important events in the language position for some time. Such a dictionary was badly needed.

AN important event in the re-publication of Sean O'Tuama's "Facts About Irish."

Price is 3s from Comdhall Naisiunta na Gaeilge, 37 Naid na bhFínní, Baile Atha Cliath 2, Eire. The book consists of a number of questions and answers about the Irish Language Revival and the importance of it. It is a booklet which should be on all Celtic bookshelves and will be reviewed in *Sruth* shortly.

The answer to one great criticism that many people fail their Leaving Certificate because of Irish is that less than one per cent of the candidates fail annually. In 1968, 75 candidates out of 14,761 failed solely because of Irish (0.5 per cent). Many of these failures did quite poorly in their other subjects. Moreover the majority of them come from a very small number of schools which are not noted for their interest in Irish.

Should these schools, which will not teach Irish properly, be allowed to undermine the work of others?

Future of the Gaelic Language

The Gaelic Society of Inverness, which celebrates its centenary next year, honoured as its Chief at its annual dinner on Friday, 17th April one of the outstanding Gaelic poets of the present day, Mr Sorley Maclean, M.A., headmaster of Plockton School.

Discussing the future of the Gaelic language, Mr Maclean paid tribute to the Gaelic Society, which, he said, had magnificently fulfilled so many of the objects set forth in its constitution on its formation in 1871, and An Comunn Gaidhealach which had done so much for the day-to-day propaganda for Gaelic. What had Gaelic, he asked, to offer the average man, who might soon be vastly multiplied in numbers among the Cromarty and Moray Firths? "Is he coming in great numbers to smother a Gaelic or Highland culture in those regions?" Mr Maclean went on, "or is there no longer anything that can be remotely called a Gaelic or Highland culture in those regions?"

"It is now a far cry from the bad Thirties of this century," continued Mr Maclean, "and a very far cry from the terrible century between 1771 and 1871, when the Clearances were aggravating poverty for those who did not go abroad, leaving them crowded on the poorest bits of lands by the shore. For the great bulk of the people living in the Highlands today things are materially incomparably better than they were in 1871, or even in 1939, but where in the Highlands is the bulk left, and what of the non-bulk left is really Highland, far less Gaelic? With the bulk Gaelic has all gone. Who is going to fill the empty space. Is it the White Settler from England, who crowds out Gaelic by the high prices he can pay for holiday homes or even houses to retire to; or buys land, if he can, to build a house or to

maintain a privacy; or is it a new working-class radiating from Invergoring, that is to fill with an English or Lowland proletariat the emptiness Can the Clearances ever be reversed, and the Highlands made if not Gaelic at least Scottish again?"

Mr Maclean, in conclusion, said that we were living in an age of rapid changes and terrible possibilities, but there were greater and greater opportunities for leisure for more and more of the population, and there were awakenings in Scotland that were, at the very least, very conscious of Gaelic and well disposed to it. There were such things as language laboratories and other techniques which, he hoped, would make learning languages much easier than before. Meanwhile the Gaelic Society existed, among other things, to preserve what the all belived was worth preserving.

Mr Frank Thomson, Inverness, chairman of the Society's Council, replying, said that people sometimes asked what was the use of Gaelic in a technological age, and he himself thought the Society should be as militant in its reply as it used to be. The Society was doing excellent work in the field of publishing, and had now 45 volumes of Transactions to its credit.

The time honoured toast, 'Tir is Teanga (Land and Language)' was proposed by Mr Duncan Mac-Quarrie, M.A., Inverness Royal Academy, in fluent Gaelic. Unless societies like the Gaelic Society and other bodies and all who valued the Gaelic language and Gaelic culture gathered their strength, and gathered the strength of the spirit which brought Columba to the gates of Inverness, the language would decline, and they would not be able to do much about it. The source of its strength was in the freshness of youth, the strength of pur-

pose of youth, and in youth being given the opportunity to carry out the revival needed.

The Gaelic Youth Club in Inverness was the start of that opportunity, he said. It met once a fortnight in Inverness, and published its own news letter in Gaelic which went to the schools in the Western Isles. It therefore formed a focal point and an encouraging one.

Other toasts during the evening were "Absent Members," proposed by Mr Thomson, who said that the strength of the Society lay in its membership throughout the country and overseas, and responded by Mr Duncan Macleod, Director of An Comunn Gaidhealach, who spoke of the debt the non-resident members owed to those who attended the meetings and who contributed papers; and the toast of "The Chief," proposed by Mr J. B. Caird, H.M.S.I., Inverness, who declared that in Mr Sam Maclean, who was a fellow student of his own at Edinburgh University, Scotland had produced in our time a major poet writing in the Gaelic tongue.

HIGHLAND PONY BREEDING

Owners of Highland pony mares in Scotland who wish their animals to be served during the forthcoming season by the pedigree Highland pony stallions standing at the Inverness stud farms of the Department of Agriculture and Fisheries for Scotland should apply to the Department's Office at Government Buildings, Longman Road, Inverness, not later than July 10, 1970. Mares accepted at owner's risk and a limited number of applications will be considered.

Owners wishing to have mares served must complete an official application form which can be obtained on request from the Inverness Office.

HIDB to step up Industrial Promotion Effort

The Highlands and Islands Development Board have decided to increase substantially the scale of their industrial development effort. In a recent statement Professor Sir Robert Grieve, Chairman, has said:

"We are moving key staff to a new Industrial Development and Marketing Division. Dr Iain Skeewis, who at present leads our tourism team, is to be the Director of the new Division. Already we have had successes in the industrial field, including some big ones, but the Board are conscious of the need to increase the still too low percentage of manufacturing jobs, existing in their region. Hence the increased effort. A tough job faces the new Division but I don't think it is an impossible one."

In the new Division will be concentrated the whole field of industrial development and marketing from the major industrial development areas such as the Moray Firth to the smaller industries including crafts. All industrial promotion and publicity, site identification, advance factories and industrial research as well as negotiations with developers will come under the Division; and in liaison with the board's specialist divisions so too will the processing of fish, food and timber.

The development side under Keith Farquharson, who is to present the board's Economic Development side, will be involved in the promotion of industrial site and factories. The development staff will progress projects with the aid of advisory services within the Division on such matters as labour and housing, and with financial advice from the board's Management Accountants.

The publicity and marketing side of the Division's work will be under Charles Rennie who is to present the board's Marketing Officer. His sphere of operations in industrial development will be greatly increased and he will be responsible for the running of promotional cam-

paigns including exhibitions and the production of appropriate brochures and literature. Mr Rennie's staff will include the men who make the first contact with potential developers—the "salesmen."

All-Out Effort

Dr Skeewis said that he fully appreciated the size of the job and the need for an all-out effort.

"There will be great similarities in my approach to that adopted by me to develop our tourism effort," he added. "We must produce the development opportunities, the sites, the factories, the finance and put these on display for sale. Because of our geographical position we must try to add something extra to our product and sell it that bit more aggressively."

Professor Grieve emphasised that the appointment of Dr Skeewis to this post did not mean any lessening of the board's effort in tourism or other fields. A successor to lead the Tourism Division is to be sought immediately.

Dr Skeewis will retain his responsibility for transport and the Transport Division will continue its full range of work. It is planned however to increase its advisory role to industry. Dr Skeewis said, "If we can succeed with our submission to the Secretary of State on a new basis of charging for transport to the islands it will be the greatest possible stimulus in these areas."

Dr W. Iain Skeewis (33), married with a daughter 18 months, born in Glasgow, educated at Hamilton Academy and Glasgow University. Worked 5 years in London before coming in 1966 to Inverness. Initially worked for the Board on Transport and major industrial development matters and later was given the job of forming the Board's Tourism Division. He was responsible for their Tourism Development Plan and, its implementation.

NEW TRAINING CENTRE FOR FISHING INDUSTRY

A main centre for education and training for Scottish fishermen should be located at Aberdeen. This decision by Mr William Ross, M.P., Secretary of State for Scotland, follows the publication in 1967 of a White Fish Authority Working Party Report which recommended that the best interests of Scottish fishermen would be served by such a centre and subsequent discussions between the educational and industrial interests mainly concerned.

The centre, which will be set up by Aberdeen City Education Authority, will provide specialised courses for the fishing industry. Courses already provided for fishermen at other centres in Scotland will continue.

Courses for the fishing industry are at present provided at a number of centres ranging from Zetland to Glasgow and Leith. The majority of courses are to enable local fishermen to prepare for Board of Trade certificates of competency in nautical subjects, e.g. navigation and seamanship.

In 1967, a Working Party of the White Fish Authority produced a report on training and education for the fishing industry. This recommended courses for the trawl fleet (deck officers, crew and engineers); the inshore fleet (fishermen and engine men) and cooks. On the trawl side the courses were mainly to be extensions and improvements to existing courses and supplementary to the

courses leading to the B.O.T. certificates.

After a series of meetings which began in 1967 the industry accepted a proposal for the Scottish Education Department that there should be a common course for new entrants which would meet the needs of both trawling and inshore sectors. There also was broad acceptance of a proposal by the White Fish Authority that there should be one main centre in the north-east which would provide new entrant and other specialised courses for both sectors of the industry. This will not preclude the continuance of courses at a number of centres in Scotland leading to Board of Trade certificates for skippers and second hands.

GAELIC SUMMER SCHOOLS

6th - 18th JULY 1970

STORNOWAY, ISLE OF LEWIS

A school for LEARNERS of Gaelic will be held for two weeks from 6th to 18th July.

Cost for fortnight, including twin and three-bedded accommodation, meals and tuition, £27.

Music School

13th - 18th JULY

The programme will cover the range and development of Gaelic music.

Cost, including accommodation and meals, £11 10s. For both schools the charge for non-resident students will be 15/- per day.

Application forms from The Director, An Comunn Gaidhealach, Abertarf House, Church Street, Inverness.

AG INNSACHAIL NA

LE IAIN A. MACDHOMHNAILL

LEASAN A SEACHD DEUG



Murchadh: A bheil sibh deiseil a nise?
Are you ready now?
Yes indeed.

Mairi: Tha gu dearbh.

Seonaid: Is fear dhomhsa falbh mata.
I had better go then.

Sine: A bheil thu dol dhachaigh idir?
Are you going home at all?
I have an agam ra dheanamh fhathast.
I'm a lot to do yet.

Mairi: Mh' sin leat mata.
Goodbye then.

Murchadh: A steach leibh mata.
In you come then.
A bheil sibh ceart gu leor?
Are you alright?
Tha sinn glè mhath gu dearbh.
We are very well indeed.

Murchadh: Nach tu tha sàmhach a' Mhairi?
Aren't you quiet Mary?

Mairi: Nach robh mi a' smaoinicadh.
Wasn't I thinking of the air an te a cheannach an aon seòrsa cota one who bought the same kind of coat riumsa.
as me.

Sine: Ach carson a dh' inis Uisdean
But why did Hugh tell
dh'fh gun do cheannaich thusa còta?
her that you bought a coat?

Mairi: Nach e sin e?
Isn't that it?

Murchadh: Nacheil thu coma
Why worry
Bithidh e oirre san eaglais
She will be wearing it
Di- Dòmhnach codiubh,
in church on Sunday anyway.
Nach ann aice a tha ant- airtiod?
Hasn't she got money?

Sine: Saoil a bheil?
Do you think she has?

Murchadh: Tha gu dearbh. Bha i ag radh.
Yes indeed. She was saying
gun robh i a' dol a cheannach moran
that she was going to buy many
rudan eile.
other things.

Mairi: Is fhadis bu nach do cheannaich
It is a long time since she bought
a cota roimhe.
a coat before.

Sine: Nach coma. Leig leithe.
Never mind. Leave her alone.
Dè an uair a tha e nise?
What time is it now?

Murchadh: Chanell fìos agam.
I don't know.
Bhris ant- uaireadair agam an diugh
My watch broke today.

Sine: Ach cumar?
But how?

Murchadh: Thuit e air an rathad.
It fell on the road.
Nach nochd sin.
Isn't that a pity.
Tha e leth uair an deidh uair.
It is half past one.

Mairi: A bheil gu dearbh?
Is it indeed?

Sine: Nach sinn a bha fhada sa bhaile?
Weren't we long in the village?

Mairi: Nach sinn gu dearbh?
Weren't we indeed?

Sine: A bheil ant- acras ort?
Are you hungry?

Sine: Chanell idir.
Not at all.
Nacheil sinn gu bhith ag an taigh?
Aren't we nearly home?

Mairi: Tugainn ibh a steach comhla riumsa mata.
Come in along with me then.

Murchadh: Chanell math dhomh.
I had better not.
Bithidh mo mhàthair a' feitheamh rium.
My mother will be waiting for me.

Mairi: Cha bh' diùine a' feitheamh riumsa a' Shine.
No one will be waiting for you Jean.
Tugainn thusa comhla riumsa.
You come with me.

Sine: Chanell diùine a' feitheamh rium ceart gu leor.
No one is waiting for me right enough.
Ach nach bi ant- acras air na cearean.
But won't the hens be hungry?

Mairi: Cha leig thu leas a bhith fada.
You need not be long.
Glè mhath mata a' Mhairi.
Very good, then Mary.

Sine: Seo sinn mata.
Here we are then.
Tha sibh dhachaigh sàbhailte aon uair eile.
You are home safely once again.

Mairi: Tha agus moran tairg dhuitis a' Murchadh.
Yes, and many thanks to you Murdo.
Tapadh leat gu dearbh.
Thank you indeed
Bithidh sinn a' falbh mata.
We will be going then.

Murchadh: Dè dh' fhag sibh an siud a Mhairi?
What did you leave there Mary?

Mairi: Oh my purse.
Tha e gu bhith falamh co dhùibh.
It is nearly empty anyway.

Choisich Sine agus Mairi suas an rathad.
Jean and Mary walked up the road.
Bha Murchadh a' bruidhinn ri Seonaid aig a char.
Murdo was speaking to Janet at the car.
Ged a bha Seonaid anns a' chàir ag Murchadh cha
Although Janet was in Murdo's car she
robh i a' dol dhachaigh comhla ri Murchadh idir.
was not going home along with Murdo at all.
Bha i a' feitheamh ri Sine agus ri Mairi ged nach
She was waiting for Jean and for Mary although she
robh i a' dol dhachaigh comhla riumsa.
was not going home along with them.

Mairi: Tha thu an siud a' Mhurchaidh?
You are there Murdo.

Murchadh: Tha dìreach.
Just so.
A bheil sibh sgith a nise?
Are you tired now?

Mairi: Tha gu dearbh.
Yes indeed.
Nach e tha blàth?
Isn't it warm?

Murchadh: A bheil sibh deiseil mata?
Are you ready then?

Sine: Tha gu dearbh.
Yes indeed.
Tha mi an dòchas nach
I hope that you were not
robh thu a' feitheamh fada
waiting for long.
Cha robh cabbag sam bith orm.
I wasn't in any hurry.
Nach robh mi a' bruidhinn ri Seonaid an seo.
Wasn't I speaking to Janet here.

Sine: Agus ciomar a eha thu fhèin a' Sheonaid?
And how are you Janet?
Cha robh fìos agam gun robh thu anns a bhaile
I didn't know that you were in the village
idir.
at all.

Seonaid: A bheil sibh deiseil a nise?
Are you ready now?
An do cheannaich sibh mòran an diugh?
Did you buy much today?

Mairi: Beagan. Dìreach beagan.
A little. Just a little.
An robh thu fhèin a' ceannach?
Were you yourself buying?
Cheannaich mi còta ùr co dhùibh.
I bought a new coat anyway.

Mairi: An do cheannaich gu dearbh?
Did you indeed?
Ach c'èite?
But where?

Seonaid: Dìreach far an do cheannaich thu fhèin
Just where you yourself bought
do dhòrtadh
your coat.

Mairi: Cò bha ag innsadh dhuit
Who was telling you
gun do cheannaich mise còta?
that I bought a coat?

Seonaid: Dh' inis Uisdean dhonh.
Hugh told me.

Mairi: Tha mi an dòchas nach do cheannaich sinn
I hope that we did not buy the same
an aon seòrsa.
kind.

Seonaid: Dìreach an aon seòrsa.
Just the same kind.
Ach chaneil an aon dath orra.
But they are not the same colour

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GAIHLIG

EAGAL

Oigrídh Ghaidhlig Inbhirnis

Murchadh: Mar sin leibh Goodbye.
Sine: Mar sin leat agus tapadh leat. Goodbye and thank you.

An uair a bha Mairi agus Sine a' cöseachd suas an rathad ch' chunnaic iad aig Oifis a' Phuist ach Murchadh. Bha e a' bruidhinn ri Seonaid agus gu dearbh cha robh Mairi na Sine foilichte an uair a chunnaic iad Seonaid anns a' char. Dh' innis Seonaid dhaibh gun do cheannaich i còta ùr agus bha fios aice gun do cheannaich Mairi còta ùr cuideachd. Bha Sine a' smoinneachadh gun robh Seonaid a' dol dhachaidh comhla ruitha ach bha Seonaid ag ràdh gun robh mòran aice riad a dheanadh anns a' bhaile. An uair a bha iad a' dol dhachaidh bha Murchadh ag innseadh dhaibh gun do bhris ant- uaireadair aige an uair a thuit e air an rathad. An uair a bha iad aig an taigh aig Mairi bha Mairi ag iarraidh orra a' dhol a' steach, ach bha Murchadh ag ràdh gun robh a' mhàthair a' feitheamh ris.

- Bha Sine glé thoilichte a' dol dhachaidh comhla ri Mairi.
1. C'ait' am faca iad Murchadh?
 2. De bhà Seonaid agus innseadh dhaibh?
 3. Carson nach robh Seonaid a' dol dhachaidh comhla ruitha?
 4. Ciamar a bhris ant- uaireadair aig Murchadh?
 5. Cò bha dol dhachaidh comhla ri Mairi?

GRAMMAR

The Regular Verb
Root Imnis, till
Imnis, till Dh'imnis
Future tense Dh'fhàg
Bris, break Bhris
Tuit, fall Thuit

Post Tense
Dh'imnis
Dh'fhàg
Bhris
Thuit

Indirect Usage

Gun do bhris Nach do bhris Far an do bhris

Masculine Nouns with and without the Definite Article Uaireadair, watch. Ant- uaireadair, the watch

Feminine Nouns with and without the Definite Article Eaglais, a church. An eaglais, the church

Adjectives

Sambhach, quiet Sàbhailte, safe Falamh, empty Böchd, poor

Common words and usage

Duine sam bith, anyone R'a dheanamh 'do do An aon seorsa, the same kind Moran ruid, many things Romhe, before Leig leithe, leave her alone Nach böchd sin? Isn't that a pity? Moran taing, many thanks

EXERCISES

A. Complete the following sentences by filling in the blanks

1. Chunnaic iad Murchadh aig Oifis a'
2. C'ait' do cheannaich Seonaid an còta?
3. Cheannaich i an aon còta ri Mairi.
4. Bhris uaireadair Murchadh.
5. Cò a bha Murchadh bruidhinn?

B. Give the answer "yes" to the following

1. An do cheannaich Seonaid còta?
2. An do thuit ant- uaireadair air an rathad?
3. An do dh'fhàg Mairi an sporan anns a' char?

C. Give the answer "no" to the following

1. An do bhris ant- uaireadair aig Mairi?
2. An do cheannaich Sine, còta?
3. An do dh'fhàg Sine sporan anns a' char.

Bithidh ann t-eagal oirnn uile uair no uaireigin. 'S iomadh suidheachadh anns an tig an t-eagal air duine, air deidheanach ann an car, cagal ifrinn nuair a tha e fo churam, cagal gun faigh e 'n tas anns an goil, cagal gun teid peilcar 'na chorp nuair a tha e anns a' chogadh.

Anns a' mhòr chuid de shuidheachaidhean tha doigh air choireigin air faibhinn as a' chas, tha seol aig an duine air a' cheist fhuasgladh. Nach mor an t-atharrachadh a tha eadar sin agus a' chas a thainig air an speur bhatha Apollo 13 an t-seachdain seo chaidh. Is e uair ainneamh tha triuir fhear a'fulaing leithid de dh'eagal airson cho fada. Chan eil e 'na aobhar molaigh do'n duthaich a chur a suas iad ach tha e 'na aobhar molaigh dhaibh fhein mar a sheas iad ris a' chuis. 'S iomadh ann a bhitheadh air an toirt thairis fada roimh'n am tearaidh chad e a' mha'n 'na chorp ach 'na inntinn. A ri coitais is e seo am prìomh chunnart a thig air maraichean nan speur gu failig inntinn an duine leis an strean a tha air a chur air. Tha an strean seo a' toirt a stigh iomagain, rannsachadh airson gnothaichean dol ceart, cur an ordugh figearan, a' stiùireadh gach carbad, a'leughadh 'sa treoirachadh na dhe-innealag. Tha e do-thuigsach an ceart uair de'n crìoch a thig nuair tha inntinn an duine air a chumail aig ìre obrach cho ard seo laithean, gun chòrrom cadail.

The luchd smalaidh Apollo, mar a dh'fhoadmaid a rathaid, air ath-nearrachadh fhaighinn a nis on a chuiridh na trì speur-adaircan ann an leithid le ghnòthach. Cheana, ge ta, tha sibhailcean air tighinn gu na daoine cumanta as am program seo. Nach iomadh 'dealbh chluich, nach iomadh spors is tachairtean a fhuair sinn a nis, o chionn 's gu bhith saidealcan os ar cionn a latha 'sa dh'oidheach. Ach mus deach iad idir ann bha eagal ann; eagal gun gabhadh ann duthaich dealban de dh'armachd duthaich—cha do shòail iad riamh gu bheil e cheart cho furasda robhadh fhaighinn de stoirmean is droch shìde na dealban sin. Bha eagal air cuid cuideachd nuair a thoisich iad air a' ghealach gun toirheadh seo air farmad is isead cirigh cadar duthaich is duthaich. An t-seachdainn seo chaidh fhuair na h-Aimeireagachd barrachd air ceud tairgse de chuideachadh a Breatain, as an Ruis, as an Fhraing agus iomadh aite eile. Bha eagal air cuid a bharrachd gun biodh iomadh beatha caillte—cha do chailleadh ach trì fhathast. Tha cor is naoi muillean pìos a gluasaid anns gach saideal. Cuiridh innleachd ionchann an duine ruaidh air iomadh eagal, ach cha do ruaid e fhathast, an t-eagal a thig ort nuair tha thu an impis do bheatha a chail.

Mar a tha fios aig a' mhòr chuid de'n luchd leughaidh th' ann oigrídh a tha' fureach ann b'aithe inbhirnis agus a'bruidhinn na Gaidhlig air Club a chur air bhonn. Is e a' cheud reusan airson seo a dheanamh gu robh ann oigrídh a bha a' tighinn bhò'n dhachaidh do'n cheannachd a'faireachdainn nu-shòarsnail anns na crìochan uair agus thatar an duil gun dean uileidh seo de chlub teum mhòr dhaibh airson a bhith faireachdainn nas saorsnailleach a' meas an seorsa fhein agus comhla ris a sin gun faigh iad cuideachadh bhò'n oigrídh as aosta na iad fhein. Tha na coimeanachan a'cuideachadh a chur seachad na feasgaran fada ann am baile nach eil a'deanamh moran oidhrip airson cur-seachadan sam bith a steidheachadh do'n oigrídh.

Aig a' cheart am chan eil na coimeanachan againn ach a h-uile ceithir la denug a chionn gun bheil dhuilgheadasan ann a bhith faighinn talla freagarrach airson coimeanach a' bhith tighinn dheth na bu thrice. Dh'aindeoin sin tha còrrom mhath a' cleachdadh na coimeanachan agus tha iad a'cordadh riutha gu mor. Is e geimeanan mar tailis, caircean, 's mar sin air adhart a tha' cur seachd toiseach na h-oidheach agus 's docha gu faicear fear le guitar 'na uched agus grunnan ganach mun cuairt air a'seinn cho math agus a theid aca. Tha an oidheach air a crìochnadh le uair a thide dannaith.

Bho chionn beagan air mìos

air ais thug D. I. MacLeòid bhò Oithlig Ghlaschu oraid do'n Chlub air a bheachdan air de an t-seorsa obrach a bu mha'n leis fhaicinn a'dol air adhart ann an Comunn Oigrídh de'n t-seorsa so. Bha an oraid feumail airson beachdan a chur an canchann an luchd eisd-cachd a nì cinnteach gu ruith program a'Chlub air a' chursa cheart.

Chan eil comasan cruthachaidh an oigrídh air a bhith na thamh nas mo. Tha iris leabhar 'ga chur an ceill a h-uile mìos agus chaidh leth-breac a chur gu na sgòitean mora a tha a' tagag Gaidhlig agus reir na chaidh iarraidh oirnn chòrd e riutha gu mor. Air duilgean an iris-leabhar tha gach nì a tha daoine airson a leughadh—bàrdach, orain, toimcheachain-tarsuinn, seugachdan, beachdan sonraichte na h-oigrídh agus iomadh rud eile.

Tha sinne, an oigrídh anns a' bhaile ro-phroiseil gur e sinn a' cheud chlub de'n t-seorsa ann an duthaich ach duilich nach robh e air bonn na bu thraithe. Tha sinn an dochas ann an tìne nach bi fada gun faic sinn air leithid ag eirigh suas ann an Steornabhagh, Tair-beart, Loch nam Madadh, an t-Oban agus air feadh na duthcha, a' sealltainn, a dh'aindeoin beachd a mhòr-shluagh gun bheil oigrídh an duigh comasach air spairn agus obrachadh ann an oighreachd: anns a' bheil uidh aca fhein.

MURCHADH MACLEOID Ceann-Suidhe

CLO MOR NA HEARADH—AIR FALBH

Ainmich clo mor na Hearadh air aite 'sam bith air feadh an t-saoghail agus gheibh thu iomradh air caoraich bhrogach, cloimh, dath agus luadh. Bho chionn fhada 's ann as na Hearadh a bha'n obair air a' cur air adhart gu leir agus chaidh da mhullinn mhòr a thogail air an Tairbeart agus ann an Geocrab airson an obair a' leasachadh agus airson barrachd de'n chlo mhòr a chuir a mach. Bho chionn beagan bhliadhnaichean chaidh muileann Gheocrab a dhunadh a'fagail an luchd obrach a bha aig an am sin air clonadh spors a mu leth dhusan gun char ri dheanadh. A nis, bho chionn ghoirid, aig am a tha na figearan a tha an luchd cannach a' cur an ceill nas motha na riamh roimhe, the luchd obrach muileann an Tairbeart air fios fhaighinn gun bi iadsan cuideachd a mach a obair aig toiseach an t-samhraidh. An uair a thig an obair gu crìoch bithidh e fìor a radh, a mha'n clo no dha a' bhith a' deanamh nuair a tha tìde laighe trom air an lamhan, gu bheil obrachadh a chlo mhòir air

sorrachd a ghabhail ri tir a bh-rìoch. Is e nì duilich a tha seo air dhoigh sam bith ach anns na laithean seo far am bheil obair de'n dol air adhart anns na Hearadh agus a nis chan eil sin fhein ann. Tha an t-àite anns an do dh'èirich an clo mor a nis falamh de'n mhaiteas agus luach a tha' sleadh bhò'n chlo ainmich. Chan e a' mha'n gu bheil a' mhaiteas air fad a nis ann an Leodhas ach tha na Hearadh a' call gnomhachas a bha cumail corr air dusan duine ann an obair, a' chuid mhòr dhiubh nam balaich oga. Tha seo na robhadh do'n eilean nach eil moran taobh aig na feadhainn a tha' ruith nan obraichean riutha son uair agus gun cirich dhuilgheadas. Bhithheadh e na nì taitneach nam b'urrainn Bord Leasachaidh obair air choireigin a chuir air adhart anns an da mhullinn mhòr ud agus bhithheadh e air leth taitneach na deanadh an clo mor tilleadh dhachaidh far am bheil an deagh mbeas air. Tha e air 'fagail aig muinntir na Hearadh airson am beachdan a chur an ceill.

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MINORITY LANGUAGES

Some bibliographies are dull. Others are however more than interesting, such as that recently published by Professor Gianville Price of Stirling University.

The Present Position of Minority Languages in Western Europe is a selected Bibliography listing books and other sources of information which refer specifically to the indigenous languages of Europe.

A good statistical exercise can be run of the number of mentions, which cover Basque, Breton, Catalan, Faroese, Frisian, Irish, Manx, Occitan, Romansh, Sardinian, Scots, Gaelic and Welsh.

Welsh has a justified 83 mentions; Scottish Gaelic 30; Romansh 39; Scots 32; Occitan 25; Manx (surprisingly?) 16. And so on.

As we have mentioned bibliographies might have a limited appeal, but to anyone with the least bit of interest in the many minority languages in Europe, this is a book to be bought, read and kept for reference.

One hopes that having gone this far, Prof. Price will extend this work into a full-blown comprehensive bibliography. One such is greatly needed. The Present Position of Minority Languages in Western Europe by Gianville Price, 15s; University of Wales Press, Caerdydd (Cardiff).

MACDIARMID — et AL

The latest issue of AKROS is more than interesting. It is a 'double bargain' number in two parts featuring the Giant MacDiarmid and some others.

MacDiarmid has always loomed like a pillar of smoke over the Scottish literary scene. What one made of the pillar of smoke depended on how 'Scottish' (scottish?) one was. His contributions to literature is without question more than significant and for this reason alone one welcomes the AKROS magazine.

There are two interviews with MacDiarmid: one by Duncan Glen and the other by George Bruce. These are lively and they have an extra dimension of interest in that photographs of the poet himself almost illuminate the interview material. They tend to make MacDiarmid 'human'. One wonders how it was — and thankfully still is — possible for one small vessel to contain the energy and intellectual stamina to which his work stands as evidence.

MacDiarmid tells us what his thoughts are on many subjects. Both numbers make really good reading. But MacDiarmid is not alone. Others speak for him too. J. K. Annand, G. S. Fraser, John Herdman and others have their 'say'. The whole reveals the poet's insight admirably.

Two quotes:

GLEN: Do you feel utterly

confident that if Scotland got independence we would mature and not become narrow and bigotted?

MACDIARMID: I don't feel absolutely sure of that. I can't be of course, because the vast majority of the people of Scotland have been too long subordinated to English imperialism. It is difficult to tell if they can recover their Scottishness in any full measure. But what I am certain about is that the opportunity of doing greater work in Scots and Gaelic will occur once we get our independence.

GLEN: You have stressed the idea of Gaelic or Celtic civilisation being important to us — more important essentially than the Lowland Scottish — vitally important to us in this materialistic age.

MACDIARMID: I do. Because it is so utterly different in its values from Anglo-Saxonism you know, and even if it is not superior and one wouldn't assert that it is essential, as Eliot pointed out, to maintain it as an alternative to the other because it is all part of the richness of life — variety, you know.

'AKROS' Volume 5 No. 13 8/-; AKROS Publications, 14 Parklands Avenue, Penwortham, Preston, Lancs.

SCOTLAND'S COUNTRYSIDE 1970

This booklet should prove invaluable to tourist and native Scot alike. A guide-book with a difference, it contains not only an extensive list of places of scenic and historic interest in the countryside, but also a series of articles describing the development of the Scottish landscape and the steps being taken to ensure its conservation for the future. Produced by the Countryside Commission for Scotland as a contribution to European Conservation Year, the booklet also includes a Calendar of some 300 Scottish ECU events and projects, planned and arranged by seventy actively interested organisations, a catalogue of conservation films, and a useful address list of societies and other bodies participating in ECU.

With 160 pages of text illustrated with line drawings, eight pages of half-tone pictures, and a 16 page atlas of full colour, Scotland's Countryside 1970, represents exceptional value. It is obtainable at bookshops and information centres or by post from the National Trust for Scotland, 5 Charlotte Square, Edinburgh EH2 4DU, the Scottish Tourist Board, 2 Rutland Place, Edinburgh EH1 2YU, or H. M. Stationery Office, 13a Castle Street, Edinburgh EH2 3AR. The price of the booklet is 6/- each.

ANOTHER SCOT IN RUSSIA

YOUR interesting article about a Scot in Russia reminds me of another General who was a long time in that country, but more recently. My great-uncle, General Sir Montague Gerard

by Iain G. Macnair

of Rochsoles, was military attaché in St Petersburg as far back as 1892. Later he had a mission in Manchuria under General Kuropatkin. Previous to this, he was on the Pamir boundary commission, to determine the frontier with India under General Pavloshvievsky (what a mouthful!) and during this period, had opportunity for a great deal of hunting.

In his book, "Diary of a Soldier and Sportsman", he described how he shot no less than 167 tigers, hunting them on foot, with a type of gun that would appear primitive nowadays. "The Times" comment was: "... it is a wonder that he lived to tell the story!" Finally he died in Urkutsk (Siberia) but not in disgrace in a prison camp! Quite on the contrary, he was much loved and honoured by the Russians, and given a magnificent state funeral in St Petersburg, in which the Czar was represented by his personal aide-de-camp, with a host of personalities such as Grand Duke Boris, several Russian Princes and Generals Sir Charles Harding, the British Ambassador etc. I have seen photos of the giant wreaths with his name in Russian writing, but he was not buried in Russia, but in Scotland, where his remains were received with full military honours.

What was the secret of his popularity? No doubt the explanation was a simple one — he loved Russia — "love and be loved." His three sisters all married officers of the Austrian Empire, one a Polish colonel, the other Field-Marshal Long, a resident in Poland, and the other (my grandmother), an Austrian colonel. I read in an Austrian newspaper that the Gerard's are legitimists, supporters of the Duke of Modena to the throne of Scotland, and the family became typically Austrian, just as those in Scotland were typically Scottish. For there are different ways of being changeable — on the one hand, through fickleness and opportunism, and the other, through the natural adaptability of human affection, something much stronger than politics, both then and now.

Faillte Do Lybster
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SONG OF THE CELTIC WORLD

The Municipal Commission of Festivals of The Municipal Council of Orense in Spain has announced the celebration of the sixth "Song of the Celtic World", which will take place in Orense on the 25th and 26th of June 1970.

Composers and song writers from Spain, Portugal, Ireland, Scotland, Wales and French Brittany may take part.

The theme and rhythm of the songs will be a free choice but in any case they will reflect the latest tendencies of light music in which youth has been expressing its concepts about reality and the ideal of our time.

Entries must be in by the 10th of May next.

One or several works, which must be in all cases unpublished, can be entered.

A jury will select twenty songs among all those received and these will compete in the Festival in Orense on the

25th of June. These Ten will pass to the final on the 26th of June.

To establish the songs selected which are to be interpreted on the first day (June 25), a draw will be carried out at the Town Hall of the City of Orense. The finishing songs on the last day will be interpreted according to the order as a result of a previous draw.

Prizes

1. About £740 and a golden grinding wheel (the symbolic emblem of the City of Orense).

2. About £445 and a silver grinding wheel.

3. About £150 and a silver grinding wheel.

A gold insignia will be granted to all entrants to the Festival

All applications should be addressed to: Ayuntamiento de Orense-Comisariado, Spain del Festival.

Scotland's Agricultural Output Rises

Scotland's gross agricultural output is forecast to be in the region of £237 million in 1969/70, a rise of some £14 million. Despite widely varying experiences, net incomes on Scottish farms showed little change on average between 1967/68 and 1968/69. These and other facts are contained in Volume XX of Scottish Agricultural Economics. The issue also includes articles of relevance to Scottish farming today and acts as a supplement to the recent Price Review, White Paper.

The value of gross output for 1968/69 was £223 million compared with £213 million in 1967/68.

Net income on Scottish farms showed little change on average between 1967/68 and 1968/69. However wide differences did occur.

Increased efficiency held back cost increases, for example in labour, on Hill Sheep and Upland Rearing farms and this considerable improvement in incomes were experienced on these farms. They also profited from the improved store trade.

Dairy farms had a relatively good year experiencing higher yields and better prices. They also benefited from increased scale of operation, following reduction in the number of producers.

However, great variations in income were apparent within all types and it was again demonstrated that income improvements are possible when a higher ration of output to total inputs is achieved.

The age structure of farm occupiers is examined. The results indicate that three quarters of farm occupiers were 45 or over and one fifth were 65 or over. Small farms generally had occupiers who were over 64. Regionally the Highlands and South East had a larger proportion over 64 and the South West a higher proportion in the under 45 age group.

The shorter working week during nearly half the year meant that average statutory hours were 0.7 lower than in 1967/68. Actual increases in total earnings during 1968/69 ranged from 21s for dairy stockmen to only 6d for shepherds.

ABERDEEN FESTIVAL MOD

(Open to all comers)

FRIDAY, 19th JUNE (Juniors)

SATURDAY, 20th JUNE (Seniors)

Syllabus and Entry Forms may be had from —

The Organising Secretary,

MISS E. WARNER,

3 Alfred Place, Aberdeen.

SCOTLAND TRANSPORT

FUNDAMENTALLY, the Highland Problem is to encourage people to live in the Highlands. Transport is the crucial problem and proper standards of life are impossible without good communications.

At the S.T.U.C. 1969 Conference in Inverness, Professor Grievie declared that "transport development must be one of the corner stones of our strategy."

Northern authorities contacted about the uncertainty that lies over the future of railways in the North of Scotland have called for integration of road, rail and air services.

Any transport policy must see that the weaker and poorer members of society are not actually worse off as a result of technological advances that benefits the stronger and the rich. In the counties of Caithness, Sutherland, Ross-shire and Inverness, there are still 146,293 people (1968 figures) who are dependent on public transport, i.e. they are not car owners.

The closing down of a railway line can have a disastrous effect, particularly in the Highlands, on attempts to persuade new industry to enter an area.

Adequate transport can improve the whole way of life only if agriculture, tourism, fishing and utilisation of mineral resources are developed simultaneously.

The railways by themselves are still being considered as the transport of passengers are concerned. The first is the value of the service provided and secondly what is the total cost to the community? The bus can be intolerably slow; for example, from Wick to Inverness it can take 6 hours, 51 minutes. The train from Wick to Inverness takes 4 hours, 47 minutes. In both instances, there are long stretches where no traffic is generated, so that manpower and vehicle utilisation is wasted, in addition to duplication. These unnecessary costs are passed to the traveller. This is where the dual-moded vehicle operating on road and rail is of importance to the Highland lines. Time saved by a user is valuable to him.

The former Minister of Transport, Mr Richard Marsh, speaking in London (24.9.69) declared: "In the United Kingdom public transport has not been run down as far as in the United States, but it was already in danger in some places — there is need to develop a new form of urban vehicle that would provide an attractive alternative to the private car."

The United States Minister of Transport has only recently declared, "you can lay down a 12 lane expressway and still not solve the job. What you are doing is just to make more congestion. Public transportation is the way we have to travel." The local administration to re-evaluate its whole transport philosophy and it has come up with the firm opinions for the need to have subsidies for public transport. Some of the most congested roads in California are expressways built to relieve congestion.

Even the best roads in the Highlands cannot afford to be overcrowded. No matter how we move people there is always an uncomfortable degree of congestion and frustration. Closure of lines, for example, from Kyle of Lochalsh to Dingwall, means that we are going to have to use road and we will involve all road users in increased operating costs, by creating congestion, delays etc. We are to have to use the transport on the economist and accountant, then it is socially unacceptable. This is precisely, the basis on which British Railways will attempt to close the Kyle line and if not opposed the "democratic" machine will move relentlessly on to close the Kyle of Fort William/Mallaig line?

There has been so much confusion about Transport Policy that

possibly the Railway Managers have lost the place.

"We must tackle transport as a whole, we must ensure that in providing transport we meet not only economic demands, but also social needs. We must recognise that there will always be some transport services which cannot be justified on narrow commercial criteria but which are vital to the quality of life of many of our people."

(Mrs Barbara Castle when Minister of Transport, addressing the Road Haulage Association in May 1966).

Railways have been the victim of political hypocrisy since the passing of the Transport Act of 1947. If the first clause of the Transport Bill had been followed through, we would have had one authority for transport taking a sensible view of the uses of trunk roads and rail tracks, each according to comparative costs, safety and speed of delivery. But this

by Alex D. Craig

expenditure of almost £million.

What attempt are Management making to grapple with the problem of the future of Scotland's railways? What kind of thinking is it, that at the last fares increase (1st February 1970), increases the public fares but reduces privilege ticket fares for staff! Or withdraw the observation coaches and camping coaches on several of our scenic routes, a very valuable asset to the tourist industry.

It is not satisfactory for the people using the Oban line to be told by the Chairman of the Scottish Regional Board that — "he imagines that support will be forthcoming which would ensure the future of the line for a further THREE YEARS." (*Oban Times, 18th September 1969*)

Nor it is satisfactory for the

Dingwall, Kyle and Fort William/Mallaig sections. It will not be good enough to suggest that adequate roads will carry all the traffic that can be generated. Highland roads whilst of a good standard in parts, are not the natural environment for the present 32 ton lorries. They are too big, unwieldy and heavy. What of the heavier lorries still to come, with possibly 20 tons per axle or more. Can the local authorities face up to the damage these vehicles will do to road surfaces, drains and kerbs?

What about the vulnerability of the small passenger vehicle and the increase in the size and number of goods vehicles? Public service vehicle drivers are, with few exceptions, both well-trained and socially responsible, nevertheless statistics show that a high proportion of lorries are involved in road deaths each year. Yet we still have an admirable rail

In this respect I have been trying to interest the Scottish Regional Board in the possible use of the dual-moded vehicle.

(a) To make the maximum use of road and rail for the carriage of passengers, mail, parcels and freight, consistent with speed and safety.

(b) Providing a holding operation, by using the track mode, whilst the development in an area would warrant the return of conventional rail traffic.

The dual-moded vehicle can function as a bus, operating on road and rail, the operation from road to rail and vice versa taking less than one minute. There is no disturbance to the passengers. In the United States, standard buses have been adapted for operations in rural areas. It requires only a paved area to make the change and the vehicles can be operated by one man. Station premises as we know them today would not be required. It would be possible for passengers from, say, Portree to Inverness to travel without changing their mode of transport. The vehicle could move quite easily over the Kyle ferry.

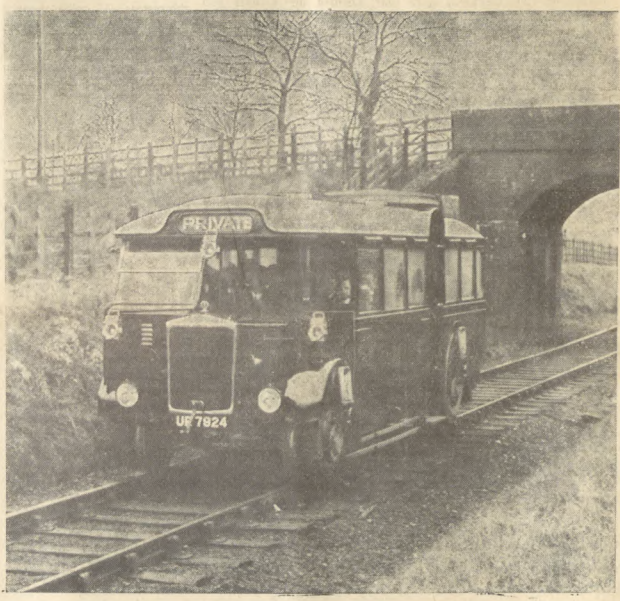
The driver of a freight vehicle adapted for use on road and rail could travel the Perth to Thurso rail section (270 miles) when he would be freed from steering and all other attendant difficulties that he encounters on the A9. There is no disturbance of the load between consignor and consignee. The easy and fast movement over the long rail sections must obviously be reflected in costs and saving of time. By using the projected John O' Groats/Orkney ferry, it would be of great benefit to the people of these areas. By relieving the A9 of this heavy traffic, there would be more freedom for other road users and less wear on road surfaces.

The dual-moded vehicle is not new to Scotland. A vehicle which operate on road and rail was used on the West Highland Railway from 1934 to 1946. It was used for railway engineering work and could carry 20 men and tools. In addition, it could haul three wagons when on rail. The German Federal Railway are today using a road-railer capable of effortlessly shunting a load of 300 tons. It can reach a speed of 40-45 m.p.h. This same vehicle is being used as a shunting vehicle in some private sidings in Britain.

The rail bus could be used to advantage in many parts of Scotland, and particularly in the Highlands. A journey on rail from Inverness to Dingwall, then move to road on Dingwall to Garve, Strathpeffer to Garve, then on rail to Kyle of Lochalsh, would ensure a service door-to-door for people in the Highlands, to Mallaig and small parcels would also be carried.

Taking the long term view upon existing Transport policy, there is no future for rail ways in the Highlands and there is insufficient money for modern high-speed rail countries are, of course, finding that the motor highway does not solve our transport problems. Opinions are being reached to the need for more public transport services, with congestion, delays, frustration that follow in the wake of the motor car. We invented it, we developed it, we have not paid dearly for it in the hope of saving time; we are almost submerged beneath its very numbers. In large cities and urban areas, we can move no faster than our ancestors did with horse and cart.

The Highland Railways appear almost being abandoned to British Railways, who appear to be working towards their ultimate



A dual-moded "road-railer," capable of solving the Highlands' transport problem

clause was not implemented and so we have no unified transport authority.

Higher Management seems to be confused. In May 1969 I asked — what endeavour is being made, what initiative is being shown by our Regional Board to make certain that when grants are again being reviewed, we will not lose more railroads and be faced with more closures?

It is very difficult to obtain reliable figures concerning Scottish Railways, but it is known that between 1960 and 1965, there was a reduction of 20,000 railway workers in Scotland. Since 1962, more than 1,000 miles of railway track has been taken up — 290 passenger and over 600 freight stations have been closed. In 1965, 250 stationmasters disappeared and were "replaced" by some 70 area or depot managers. The National Union of Railwaymen membership in Scotland dropped from 47,114 in 1948 to 19,880 in 1968.

In spite of these reductions, there appears to have been an increase in Headquarters staff in Glasgow. Of the 1,800 employed there now, it is estimated that there are at least 500 surplus to requirements. This is a hidden

people on the Inverness, Wick and Thurso route to be told that the Minister of Transport had informed the Member of Parliament for Caithness and Sutherland, when referring to grant already paid, that the future of this line would be considered;

"in the light of circumstances prevailing at that time (during 1972) any renewed application which the Railways Board might submit." (*Northern Times, 13th February 1970*)

Even more disturbing is that the operation of freight services, which do not rank for grant, can be withdrawn without Ministerial consent.

With the future of the Kyle line and the Fort William/Mallaig section also in jeopardy, where do we stand?

Can the Highlands afford to lose their railways? Can the Highlands and Islands Development Board carry through their programme for revitalising the Highlands, if they are denied one of the integral parts of communication — the railways. In their Third Report, the Board indicate that there is no guarantee that the rail subsidies on all services will continue and that this has particular significance for the

system under occupied throughout the Highlands.

What about future development on the Kyle line — the diatomite deposits from Skye — the possible build-up of Kyle of Lochalsh — the projected Ben Wyvis schemes — the increased forestry movement and tourist traffic. To quote the Report of the Highland Transport Board 1967:

"the rate of economic progress that will be attained in the Highlands during the remaining decades of this century depends largely on the extent to which transport services are progressively developed."

It is significant at this point to quote from *The Highlands and Isles — Their Regional Planning* — by Arthur Geddes and F. D. N. Spaven. Referring to a Report by Mr. Mendel Govan they say,

"Of the seven parishes in Ross-shire which shows the greatest depopulation since 1881, six are peninsulas, except that of Kyle of Lochalsh, where there is a railhead and distribution centre."

We are satisfied that British Railways have effected all the economics that are necessary to ensure continuation of the Highland Lines?

(Continued on page 12)

Gaelic Signs Being Considered

HIGHWAYS Minister, Mr I. W. Akerley told the House yesterday his department was considering the establishment of Gaelic road signs in various parts of Cape Breton, but there were problems involved in such an undertaking.

Apart from costs involved, there was the matter of "cluttering up" roadsides with various signs.

The department didn't have any serious objections about putting up signs such as this, but the minister said he had also received a letter from Fenchamp speaking for a French organization which urged the erection of French highway signs too.

The French organization had nothing against Gaelic signs but felt they should also be represented. Mr Akerley said the organization

not only wanted signs changed but even the names of villages.

N. Layton Fergusson (PC—Cape Breton East) raised the matter in the House yesterday and said he hoped the minister would seriously consider Gaelic signs.

Mr Akerley later said he would like to give assurance to Mr Fergusson, but if Gaelic signs were erected, the department would also have to "offer accommodation" to other ethnic groups too.

The Gaelic Society of Cape Breton passed a resolution earlier this year urging the erection of Gaelic signs. Copies of the resolution were sent to various cabinet ministers and other MLAs.

Mr Fergusson said he had been assured by Education Minister Doucet and other education officials that the minister was personally interested in inaugurating a programme of Gaelic instruction for public schools in the province.

The department's director of curriculum, Dr A. B. Morrison, would be directing his attention to the matter, including the establishment of a committee or board, discussions with interested persons and organizations and the reintroduction of Gaelic courses—in the Nova Scotia Summer School for Teachers. The courses were offered in the summer school during the 1950s.

Mr Fergusson said Mr Akerley had indicated his interest in Gaelic roadsigns and the Cape Breton East member hoped the highways department would "not be long in announcing the inauguration" of such a plan.

Earlier this week, William MacLean (I. Inverness) spoke in the House in support of the resolution passed by the Gaelic Society.

Opposition Leader Regan said he concluded from Mr Akerley's remarks that the minister was leaving the matter open but that he had already decided against the erection of Gaelic signs.

Mr Akerley suggested the opposition leader couldn't very well assume what he may be thinking.

Mr Regan went on to say he didn't think Mr Fergusson should be unduly optimistic over Mr Akerley's remarks.

The opposition leader said Gaelic signs would be interesting and different to tourists and there was no reason why Nova Scotia highways should resemble their "barren" counterparts in the United States.

He urged the establishment of such signs. This drew a question from Mr Akerley, who wondered if this meant the opposition leader was not interested in the people of French origin in Nova Scotia.

40th Anniversary Celebrations

Stirling Branch of An Comunn Gaidhealach recently celebrated the 40th anniversary of the foundation of the Branch with a dinner followed by a ceilidh-dance in the Allan Water Hotel, Bridge of Allan. This function was attended by around 120 members and friends.

Special guests included Rev. Archie Beaton, President of An Comunn Gaidhealach and Mrs Beaton, Mr Malcolm Macleod, Secretary of An Comunn and Mrs Macleod, and also the Branch's oldest member, Mrs C. MacKenzie.

Mr I. D. McCallum gave a brief history of the Branch before inviting Rev. Archie Beaton to propose the toast to the Branch.

"Stirling Branch," he said, "must be one of the most progressive in Scotland and I look forward to the National Mod to be held there in 1971."

Enthusiasm for all things

He went on to congratulate Stirling Gaelic Choir, with whom the Branch has more than a tenuous connection. While much of the credit goes to Kirsteen Grant, under whose baton the choir won the coveted Lovat and Tullibardine trophy at Aviemore, Mr Beaton felt sure that their enthusiasm for all things Gaelic in and around Stirling, contributed to this success.

Mr Beaton stressed the need to uphold and foster the Gaelic language and he wished the Branch all success in the years ahead.

DUTCH STRUGGLE WITH FRISIAN

The Dutch Government continues to struggle with the Frisian language problem, says a statement issued by the Frisian Information Bureau in Michigan, America.

It quotes an official of the Dutch Ministry of Culture, Recreation, and Social Work: "When one grants that Friesland has a language of her own — and this the Netherlands government has granted in the passage of various laws (subsidisation of Frisian literature, right to swear the oath in the Frisian language) — then it follows that the Netherlands is a bilingual country. The ultimate conclusion then also is that for everything which exists in Dutch, there should be a counterpart in Frisian. Then there should, for example, also be Frisian universities. And I don't believe that anything like that is attainable. That is carrying the conclusion too far. So the big question which we face is: Just how far must we go?"

An editorial in a Frisian newspaper said it was clear that there was still no breakthrough in Dutch thinking on matters of Frisian language and culture.

The Norwegian Lapps

EDUCATION

It was recently estimated that the average fourteen-year-old school leaver in Finnmark did not reach the standard of education laid down for ten year olds; and that, of Lapps over the age of twenty-five, 10 per cent. are illiterate, 20 per cent. know no Norwegian, and 50 per cent. know up to 100 words of Norwegian. In 1963 the school board in the town of Kautokeino (where 93 per cent. of the population speak Lappish) complained Lapp children to "other handicapped children" and described their introduction to school as "a collision in which the child is the weaker of the two." Clearly the schools are failing to educate Lapp children and may even be causing them actual harm.

Norway has an inflexible standardised system of education and children can be exempted from parts of 'School Law' only in special circumstances, such as mental or physical handicap. There is, therefore, no provision for teaching Norwegian to children with another mother tongue (not only Lapps but many who speak Finnish). Every child must learn to read from books which presuppose a native Norwegian vocabulary of about 3,000 words. Every subject is taught through the medium of Norwegian and this has disastrous effects, particularly on the children's understanding of mathematics. Many teachers come to northern Norway for a short period, with no knowledge of Lappish and little understanding of the Lapps' way of life and their teaching often runs counter to that of the children's parents. The child is thus forced to live in two contradictory worlds.

The situation does not im-

prove if he is fortunate enough to continue his education at a high school. Norway has two official languages — riksmål (bokmaal) or Dano-Norwegian, and nynorsk (landmaal), based on the coastal dialects. In their school-leaving examination, children who live in a Nynorsk area must write an essay in Riksmål and vice versa. Lapp children may write instead an essay in Lappish but none has learnt to read or write Lappish at school and they must all in any case attend lessons in nynorsk. They are less literate in their own language and almost all write their essay in nynorsk.

Language reading books

As early as 1948, however, a committee reporting on schools proposed that new Lappish text books should be written and in 1951 a dual-language reading book for the first two years at school was published; Margarethe Wig's 'ABC guovti vuostas skuv' 'lajakká'. Unfortunately the Norwegian reading material progressed too rapidly and the book was little used. Not until 1967 was a set of carefully-planned introductory reading books published: Inez Boon's 'Lás'se ja Ma'te'. After several years of use with experimental classes in Kautokeino and Karasjok these books are now being introduced into other Lapp areas. For older children the book 'Niilas ja su šidda', translated from the Swedish by Ines Ruong and published in 1965, may be used.

There are no arithmetic books in Lappish nor books for teaching any other subject. Because of a false sense of national unity Norway is depriving its remotest area of an educated and well-informed electorate.

Destitution Fund Wound Up

A fund to relieve destitution in the Western Highlands and Islands, set up by Glasgow Corporation last century, is to be wound up and the remaining sum distributed to five charities in the area.

This was decided recently by the corporation Finance Sub-Committee. The Western Highlands and Islands Relief Fund was set up between 1883-88 to combat the effects of crop and fishing season failures, particularly in Lewis.

No money has been paid out in recent years and the committee decided that the fund should be wound up and the £1,300 remaining distributed. With an income of about £65 a year, no worth-

while annual grant could be made.

Of the £1,300, £520 goes to the Stornoway Old People's Welfare Association retirement centre appeal; £260 each to An Comunn Gaidhealach and the Lewis division of the British Red Cross; £160 to Glasgow Lewis and Harris Association benevolent fund and £100 to the Provost's Coal Fund, Stornoway.

MASSES IN SPAIN

From November 30 last, Masses in Spain have been said in the new rite in each of the country's four languages, Catalan, Basque, Gallego, and Spanish.

The United Scotsmen and a Scottish Republic

Some elaborate precautions had to be taken to ensure secrecy. A secret salutation was "I love light" to which the reply was "I hate light." Then a sign was made by joining the hands together, mixing the fingers and turning the palms outwards.

A rising was being carefully planned, and the first step was to be the burning of the Union Jack by certain prominent Unionists. A militant United Scotsman, Angus Cameron, a writ from Weem, Perthshire, was spreading the "trebel call" through the Gaelic-speaking districts. It must be remembered that at this time, Perth, where Cameron came from, was still predominantly Gaelic-speaking.

A large number of lawyers were involved in the movement and because of this young men of birth or promise on seeking admission to the Scottish Bar had to subscribe to a political con-

Then in January, 1798, the Government agents revealed the United Scotsmen plans to set up an independent republic in Scotland, severing it completely from England. The Provisional Government of the Scottish Republic was to be Thomas Muir (who was to die the following year — 1799 — at Chantilly), James Cameron, Hugh Semphill, the Earl of Lauderdale, Col. MacLeod (M.P. for Inverness), Sinclair Campbell, Ferguson, and a man named Sorbellon.

A special House of Commons Committee of Secrecy was set up to consider the situation. In the minutes of the committee it is reported that two prominent United Scotsmen, Archibald Gray and a man named Dyer, were arrested, but Gray managed to escape to Hamburg and there is no further trace of Dyer.

The Government began to act

by P. Berresford Ellis

quicker. In February, two United Irishmen delegates, Arthur O'Connor and O'Coigley (or Quigley), were arrested at Margate with a man named John Binns, organised of the United Englishmen societies, who, it appears, was working in co-operation with the United Irishmen and United Scotsmen to establish a republic in England.

By April, the entire United Englishmen organisation had been smashed and its 12-man government in prison. Later that year the United Irishmen rose; their armed struggle lasted from May to November and was eventually crushed.

The Government started a series of arrests and trials in Scotland of the United Scotsmen leaders for sedition. Robert Jaffrey was tried on September 6, 1798, followed by the trial of David Black and James Paterson. At their trial the counsel said that they had "most tragically expressed sorrow for the success of His Majesty's arms and joy at the existing rebellion in Ireland." They were transported.

William Maxwell, a former militia sergeant, was tried on June 23, 1800, as an organiser for the United Scotsmen and for circulating propaganda. He was sentenced to seven years' transportation.

The last United Scotsmen to be tried for sedition was Thomas Wilson, a Fife weaver, and a delegate to the United Scotsmen National Convention. This was in 1802. Many other United Scotsmen were tried during this period for a variety of "minor" offences and hundreds fled abroad.

With the abortive Irish rising of 1803, the United Irishmen societies ceased to exist. But the United Scotsmen societies continued long after. This was due mainly to the way they had been organised. The Government had only been able to infiltrate a few of the societies with informers, and so a great many societies continued to function intact.

It was these societies that formed the basis for the radical movement which led to the insurrection in the West of Scotland in April, 1820, when the radicals rose in arms in order to set up a Scottish Assembly or Parliament in Edinburgh. Over 40 of the insurgents were tried for high treason; three were executed and the rest transported for life.

It could be claimed that the existence of the United Scotsmen societies had been maintained in 1920 with the defeat of the radical rising.

(concluded)

SIORRAMACHD LANNRAIG — BAILE UR CILLE-BHRIDE AN EAR

'Se farsuingeachd an aite a cheud ni a thig air t-sa' nuair a thadhlas tu anns a bhaile so. 'Se an ath rud, ma th thu a' sibhual ann an ear, gu bheil thu do tiomchill mar gur biodh muileann gaoithe leis mar

mar a tha an rathad a' dol na chearcall an dràsda 's a rithist.

Cha mh-c'nan canadh tu gu bheil na tighèan glana cuim-seach, na raointean feurach uaine agus mar a tha gach ni gu riaghailteach na aite hein, cho eadar dhaealichte bho staidreachan caca, cumhang agus clabhasiagan dubha, grànnda Ghlaschu agus a tha bungalao ann cilean 'san la an duigh bho na seann tighèan dubha. Tha e cinnteach gun robh feadhainn de na ceudan a rinn an imrich a Glaschu de'n ann bharail gu h-àraid an fheadhainn sin a bha a' fuireach, le clann, air muin a cheile, an cuilean beaga.

Rinneadh toiseach toiseachaidh air baile ur ann an 1947. Cha bhiodh moran feum ann an tighèan le daoine gun obair agus b'è a cheud bhuille 's chuis factoraidean de gach seorsa a chur suas astar air falbh o far am biodh na dachaidhean. An duigh tha obraichean de gach seorsa 'gan cur air adhart.

'Tha airèam an t-sluaigh a' t-eannadh air 65,000 agus e a' sruth dhol an meud. Na lùib tha corra Ghaidheal agus mar a thachras, an comhunn tha Comhunn Gaidhealach aca.

HIGHLAND TRANSPORT

(Continued from page 10)
 (extension. The use of the dual model vehicle can be the means of providing an adequate, cheap safe and reliable mode of transport in many areas. As yet, there is no indication that British Railways in Scotland, whom I have approached, are even remotely interested.)

- I suggest that:
- (1) British Railways should be relieved of their "liabilities" in so far as the Highland Railways are concerned.
 - (2) The Minister of Transport and the Secretary of State for Scotland, should arrange for transfer of all the railways in the area of the Highlands and Islands Development Board to that Board.
 - (3) The Highlands and Islands Development Board would then invite all Local Authorities in their area, and any person or groups of persons interested in the provision or improvement of rail services in the Highlands, to form a consortium to operate such services.

Sir Robert Grieve, giving evidence to the Select Committee on Scottish Affairs at Inverness on 13th October 1969, made the point that the Board should now be released from certain of the controls under which they had operated for the first four years of their existence and it was essential they should proceed with speed.

The authority to control its communications is one of its greatest assets to the Highlands and Islands Development Board. In speeding developments in all aspects.

DOMHALL MACGAILL ARDHASAIG

Buth Gheòrasan is Gach ni a tha dhith airbh

The views expressed in this newspaper are not necessarily those of the publishers: An Comunn Gaidhealach.

Births

MACAULAY—At the Lewis Hospital, on the 4th of April, to Mr and Mrs M. Macaulay, 19 Braedreath (nee Smith), a daughter (Christine Ann). Both well.

Deaths

MACDONALD — Very suddenly, at his home 16b Thosday, Bernera, on morning of Thursday, 16th April 1970, Murdoch Macdonald (Murdin), dearly beloved husband of Joan Mackenzie, aged 59 years. Deeply mourned and very sadly missed.

MACIVER — At the Western Infirmary, Glasgow, on 12th April 1970, Murdoch Maciver, aged 86 years, 2 Rowallan Gardens, Broomhill, Glasgow W.1., beloved husband of the late Catherine Macpherson, (nee Donald). (Canadian papers please copy).

TAYLOR—Suddenly, on the 20th April 1970, Kathleen Mary (Kay), beloved wife of Lt.-Col. I. B. Cameron Taylor, Hamilton House, Prestonpans, and mother of Alasdair, Fiona and Donald. Formerly of Kilmarion House, Elgin.

Misc.

AN T-EILEANACH. Leabhran misail Eaglais Bhrèanaragh — gu leth ann an Gaidhlig 10/- a bliadhna o An t-Eileanach, Bernera, Lochmaddy, North Uist.

ATHLETE linguist trainee/partner, outdoor work, June-September. Continent, or permanent. Apply Box No. 12 Urth.

Accom.

ACCOMMODATION for 75 in Oban—frequent traveller to the Isles requires drive or yard to leave locked car for weeks at a time. Apply Box No. 12 Urth.

PUBLIC NOTICE

CROFTERS COMMISSION

Crofting Counties Agricultural Grants (Scotland) Scheme

Changes in Crofters Grants for a period of two years commencing 19th March 1971

Improvement Grants

The rates of grant have been increased as follows:

Hill Drainage	from 66/3 to 75/0
Field Drainage	from 66/3 to 75/0
Arterial Drainage	from 66/3 to 75/0
Bracken Cutting	from 50 to 60%
Ground Clearance (removal of whins, gorse, bracken, etc.)	from 50 to 60%
Planting of Shelter Belts	from 50 to 60%
Prevention of Cattle Grids	from 50 to 66/3
(land improvement and apportionment fencing is already grant-aided at 66/3 rate)	

Cropping Grants

The rate for grass cut for hay or silage and other green crops sown broadcast has been increased as follows:

Class 2 from £4 10s to £5 per acre
Class from £5 10s to £7 per acre
Class 3 from £2 10s to £3 per acre

Regenerated Land

A special measure of assistance of £4 a acre has been introduced for the conditionally regenerated areas of heath land and rough grazings which at least five years old subject to a minimum net expenditure of £6 10s per acre being incurred by the applicant. The above grants will also be available to occupiers of holdings comparable with crofts who qualify under the Scheme.

AN COMUNN GAIDHEALACH

Extraordinary General Meetings

SOUTHERN REGIONAL COUNCIL

THE HIGHLANDERS' INSTITUTE, GLASGOW

SATURDAY, 9th MAY 1970

at 10 a.m.

Business —

1. Election of 5 additional members from each Region to the Executive Council.
2. Financial Policy.

Members and others interested are cordially invited to attend

NORTHERN REGIONAL COUNCIL

CLANSMAN HOTEL, INVERNESS

SATURDAY, 16th MAY 1970

at 12 noon

Business —

1. Election of 5 additional members from Region to the Executive Council.
2. Financial Policy.

Members and others interested are cordially invited to attend