

15 - Scottish Moltenos – Bessie Currie and Percy Molteno’s new clan

Percy Molteno and Bessie Currie’s Wedding, 1889

Sir Donald Currie

Percy and Bessie’s marriage was the start of a whole new branch of Moltenos, one that saw itself as essentially Scottish. The children Percy and Bessie had – Jervis and Margaret – may each have married a South African from the Cape, but Jervis’s wife, Islay Bisset, was also of Scottish extraction. And their descendants (now in their 5th generation) – Wintons, Riddells, Blaikies, Lorimers and others – are all descended from Donald Currie and his wife Margaret. Two generations of them grew up at Glen Lyon, the estate in the Highlands Donald left to his daughter Bessie, and two families of her descendants were still living in its vicinity in the early 21st century. They felt deeply Scottish, often married fellow Scots, and pursued their lives in that country.

What is more, Donald Currie’s success in rising from very modest social origins and becoming a leading Victorian shipping magnate laid the basis for the unique social trajectory of this branch of the family. The great wealth he accumulated – on his death his estate was worth some £240 million in today’s money – made possible the embedding of this branch of Moltenos in Scottish (and English) upper middle class society. Such social mobility would have been unimaginable to their forebears – both to Anthony Molteno who had come to London from Milan in the late 18th century and to Donald Currie’s own parents in Greenock a generation later. The descendants of these two men were educated at prestigious public schools, took up careers in a range of professions as well as the British Army, and married into the classes they were now part of.

From shipping clerk to shipping magnate

Donald was born in Greenock, near Glasgow, on 17 September 1825, the third son of James Currie and Elizabeth Martin.¹ The family was a large one – Donald had five brothers and four sisters – and not well off. James, as we have seen happen so often in this family saga, emigrated although, like many Scots before him, he moved only a short distance, taking his family to Belfast where, so the story goes, he earned his living as a barber. The only evidence for this was Donald himself. During one of his election campaigns as a Liberal parliamentary candidate in the 1880s, the great businessman, now Sir Donald, was asked ‘whether it was not a fact that his father was at one time only a barber in the town?’ ‘Yes’, he promptly replied, eager to stress the humble origins he shared with his audience. ‘But if your father had been a barber, you would still have been a barber’ was the

¹ Sources: I am indebted to Prof. Christopher Whatley for letting me see draft chapter, ‘The Currie Era, 1894 to 1925’, from his book on Scalpay and P..., forthcoming, 2018. Also numerous Internet sources, in particular <http://www.bandcstaffregister.com/page706.html> See also Andrew Porter, *Victorian Shipping, Business and Imperial Policy: Donald Currie, the Castle Line and Southern Africa*, Palgrave Macmillan, New York, 1986; and M. Murray, *Union-Castle Chronicle: 1853–1953*. Longmans Green, 1953.

sceptical riposte.² And given the fact that three of James's sons became wealthy businessmen – two as shipowners and one a sugar refiner in Dundee, perhaps James did better himself at some stage and rise from the notoriously ill-paid job of barber to some kind of small entrepreneur.

Young Donald became a day student at the Belfast Royal Academy, which was the oldest school in the city,³ but left after a few years. Aged only fourteen, he crossed the Irish Sea back to Greenock where he worked for four years in the shipping section of his uncle's sugar-refining business, Hoyle, Martin & Co., located in the aptly-named Sugar House Lane. But he was ambitious and in 1844 decided to move to Liverpool, which was the country's pre-eminent transatlantic port. There he got a job as a clerk with the Cunard Company which had recently been founded and was running three small steamers. It proved an advantage working for a small but rapidly growing company. As early as 1847, he became head of its Cargo Department. Two years later, he was sent to Le Havre and Paris to establish the Company's presence there and capture a share in the transatlantic trade from Continental Europe. He was subsequently posted to Bremen and then Antwerp for the same purpose and only returned permanently to Liverpool in 1854.

In 1851, he married a fellow Scot, Margaret Miller. She was the daughter of John Miller, a Scottish merchant who, like Donald, became a very successful businessman and eventually had a large mansion at Arden Craig on the island of Bute on the Clyde.

Eventually, having spent nearly 20 years with Cunard and learned every aspect of the international shipping business, Donald resigned in 1862. Still only in his late thirties, he now set up his own company, the Castle Shipping Line. This was to be a small cargo line plying between Liverpool, which handled Manchester's booming cotton goods exports, and Calcutta. India, following the 1857 Indian Mutiny, was now a British colony rather than a hunting ground for the East India Company, and was henceforth the economic centrepiece of the British Empire. Donald presumably saw a market niche in serving the more distant eastern coast of the sub-continent. Where he got the initial capital from to start his own shipping line is not known. He had superb contacts in the shipping world, of course, and knew the business inside out as a result of his years with Cunard. Apparently, he got a group of friends to subscribe the necessary funds and his father in law, John Miller, also perhaps participated.

Within a year Donald had commissioned four new identical sailing vessels – the *Stirling Castle*, *Roslin Castle*, *Warwick Castle* and *Pembroke Castle*. They were quite small – 3-masted, square-rigged barks, 200 feet in length, and 1,200 tons (gross). Robert Napier and Sons built them at the Govan shipyards on the Clyde.⁴ Because the Suez Canal had not yet been constructed, the route to India took the ships via the Cape.

Three years after starting the business, Donald took the strategic step in 1865 of moving his line's home port to London and taking up residence there. This proved hugely important because it made

² Story related in *The Advertiser*, Adelaide, South Australia, 26 May 1909, by a reporter who seemed to know a lot about Sir Donald.

³ One of the houses of the school is now named after Sir Donald Currie.

⁴ See <http://www.clydeships.co.uk/view.php?ref=18510>.

it much easier for him to do yet another thing he was exceptionally good at – networking with, and lobbying, government ministers and leading officials in order both to win contracts and influence mercantile policy. We have already seen how he cultivated John Molteno of the Cape Colony as early as 1871 and won the mail contract from his government on a basis sharing the trade between the Castle and Union Lines.⁵ Within a decade of moving to London, Donald had established himself as one of the most prominent of British ship-owners. In 1875 he was elected Chair of a Committee they formed in order to consider upcoming new laws governing the merchant marine, and he played a leading part in shaping the provisions of the 1876 Merchant Shipping Act. Business lobbying is clearly not a recently invented art!

The year after he relocated to London, he took another important initiative. His older brother, James Currie, had started working a few years before in a senior position with the Leith, Hull and Hamburg Steam Packet Co. This specialised in the Baltic trade and had shifted to the new technology, steam, instead of sail. In 1866 the two brothers formed another company, Donald Currie & Co. This connection made it possible for Donald's Castle Line to charter Leith, Hull & Hamburg steamers in order to meet sudden surges in demand for international freight, with chartering being both very flexible and much less costly than raising the capital to build one's own ships.⁶ Donald nevertheless retained his strong preference for owning his own vessels and throughout his life took huge pride in his growing fleet and the quality and efficiency of the services they provided.

Becoming the centrepiece of South Africa's ocean trade with Europe

The next big, and it turned out very profitable, step Donald took was to muscle his way into the Cape trade which at this time was dominated by the Union Steamship Co. which had been founded in 1853. Diamonds had been discovered in large quantities at Kimberley and, along with rising wool prices, the Cape Colony's economy was booming in the early 1870s. Moving fast following his establishing a relationship with John Molteno even before it became clear he would be the Cape's first Prime Minister, Donald despatched his first boat on the Cape run on 23 January 1872 – a small chartered vessel, the *Icelandic*, less than 1,000 tons.

He commissioned the construction of his first steamship, the *Walmer Castle*, a few months later. This was a passenger and cargo ship, and much smaller than his sailing vessels – only 452 tons and 152 feet long. But it was an iron screw steamer, albeit with two masts since Donald didn't regard steam as totally reliable. In this he was nearly proved correct. The story is told how: 'On the first voyage of the first steamship of the Castle Line to South Africa the ship sprang a leak, and for many hours it was a question whether the vessel, which was then far out in the Atlantic, could be saved. None of the passengers knew of this, or that all through one long night Sir Donald, with his first engineer, was toiling in the bottom of the ship, waist-deep in water, attempting to stop the leak.

⁵ See Ch. 10a. PUT IN RIGHT NUMBER.

⁶ Source: <http://www.theshipslist.com/ships/lines/leith.shtml>

They finally succeeded, and the voyage was regarded by all as a most prosperous one. It was not till many years afterwards that Sir Donald, in private conversation, disclosed the story.⁷

His next steamship, the *Windsor Castle*, was a much bigger boat, albeit still with two masts as a precaution – 334 feet long, 2,672 tons in weight. In 1873, it did the London to Cape trip in the unprecedented time of only 23 days. But the ship had an unhappy history. The following year, in October 1874, it caught fire in the Bay of Biscay, but managed to make La Coruna in Spain safely. Two years later, it was wrecked on the Triangles off Dassen Island, a reef-girt, uninhabited island some 30 miles from Cape Town. Fortunately everyone was rescued safely.

Despite these shaky beginnings, Currie's Castle Line grew rapidly and very profitably. Between 1891 and 1900, he added 24 new ships to the fleet. They tended to carry both cargo and passengers, and catered to hard-up immigrants seeking a new life in South Africa as well as to the affluent. Each boat usually carried, in addition to first class, 100 to 150 third class passengers and several hundred in steerage.

Donald's business acumen remained undiminished throughout his long career. In 1881, for example, and despite not being the Castle Line's only shareholder, he got himself made its Manager in perpetuity, and with an annual remuneration package of 5% of the company's *gross* income (not its net profits)!⁸ Another instance came to the fore towards the end of his life when the joint mail contract came up for renewal in 1900. The Cape Government wanted to reduce the cost of the subsidy it paid for a scheduled and fast shipping service. It decided to ensure a competitive bidding process by announcing that it would award the new contract to only one of the two companies involved in the current arrangement – ie. to whichever offered the best terms. Donald promptly shortcircuited this process by negotiating a merger with Sir Francis Evans of the Union Line. The Union-Castle Mail Steamship Company was registered on 8 March 1900 and, perhaps somewhat indelicately, a reception held on the *Dunottar Castle* to celebrate this profitable checkmating of the Cape Government.⁹

Donald Currie's 1887-88 tour of South Africa

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A new role – Estate Owner in the Scottish Highlands

Donald may have based himself in London from 1865, but he never cast off his Scottish antecedents. He continued to have most of his ships built on the Clyde. The new technology of long distance train

⁷ Related in *The Advertiser*, op.cit.

⁸ Christopher Whatley, 'The Currie Era, 1894 to 1925', op.cit.

⁹ Sources: <http://www.cayzer.com/Union-castle> and <http://www.bandcstaffregister.com/page706.html>

travel had just led to the introduction of the 'Special Scotch Express' in 1862. This made it possible for the first time – but only for passengers who could afford First or Second Class fares – to race up to Edinburgh from London King's Cross in only 10 hours.¹⁰ No surprise, therefore, that within a few years, and now being able to afford to, Donald rented a place in the Highlands. This was the Clunie estate to which he invited young Percy and Charlie Molteno when they were accompanying their father from the Cape on his visit to London in 1871.

Several years later, he decided to enter Parliament because of the benefits that being an MP could bring in terms of networking with influential people and his social standing. In the 1880 election he stood for the seat of Perthshire. Since having a home in your constituency made a good impression, he bought his first estate there after being elected. This was Garth. Formerly a stronghold of the Stewarts, the square tower of its castle dated back to the 14th century. Garth House lay three miles away, a Gothic-style building which Donald partially rebuilt, and situated on the River Lyon at the eastern end of Glen Lyon.

Donald saw owning a sporting estate not just as a source of residential pleasure, but a profitable investment, and four years after acquiring Garth, he bought the adjoining estate of Glen Lyon in 1884. By this time hunting and shooting in the Highlands had become a fashionable pastime for wealthy people from England to come up to Scotland for, and was big business.¹¹ Estates gave visitors the opportunity to stalk deer, and also to shoot all sorts of small game, including foxes, hares, pine martens, grouse, capercaillie, partridges and pheasants. More and more of them were being converted from sheep to so-called deer afforestation, a process which cleared more sheep than it planted new trees. By 1914, three million acres of the Highlands had been converted.

Little wonder, then, that Donald continued to acquire additional estates. In 1894, he bought the Scalpay Estate which comprised four islands off the Isle of Skye. Canny as always, he only did so after it had failed to find a buyer and been put on the market at a reduced upset price of £6,500.

His last acquisition was in 1903 when he acquired Chesthill, the next adjoining estate to Glen Lyon. This estate lay right within Glen Lyon, and its magnificent mountainous terrain contained five Munros.¹² By this time, he seems to have decided he wanted his three daughters (he and Margaret had had no sons) each to inherit their own estate. Chesthill today is still in the hands of some of his descendants.¹³ By the early 1900s, his Perthshire estates embraced not just steep mountain flanks ideal for stalking, but valley land with 26 farms producing an annual rental of £10,000 (about £1 million in today's money).

¹⁰ <http://www.flyingscotsman.org.uk/race-to-the-north/>

¹¹ Christopher Whatley, 'The Currie Era, 1894 to 1925', op.cit.

¹² Scottish mountains over 3,000 feet.

¹³ Major Wiseley inherited Chesthill from his mother, Donald Currie's daughter, Maria, but he sold it to his neighbour, Jervis Molteno, in 1947. Soon regretting his decision, he bought back the southern portion two years later. North Chesthill remains in the hands of Jervis's descendants, the Riddells.

Donald, now in his sixties, took his role as an estate owner seriously. He even did a little hunting himself. As late as October 1901, by which date he was in his mid 70s, the *Dundee Evening News* reported proudly 'a prolonged stalk' by Sir Donald Currie and his party, with him shooting two fine stags.

More importantly, he spent considerable sums improving his four estates.¹⁴ He told his new tenants at Garth that he was committed to 'the material advancement of the people of Highland Perthshire, the improvement of stock rearing and the increased productiveness of the soil.' Later when he bought the dilapidated Glen Lyon estate, he brought in the young James MacLaren, a pioneering figure in the Scottish Arts and Crafts movement, to design new farm buildings. The young architect also designed new cottages for the estate workers in the nearby village of Fortingall which had hitherto been little more than 'a collection of primitive huts, clustering around the parish church'. These buildings have since become one of the most admired examples of Arts and Crafts estate architecture. As for his island estate of Scalpay, there Donald built a stone jetty, laid out roads across the moor, stocked the four freshwater lochs with trout from Norway, and planted 1½ million trees – Scotch fir, larch, spruce and birch – all this in addition to building a beautiful house for himself and his visitors.

Many Scottish estate owners had long been ruthless landlords. Donald was different. His family's social origins meant, of course, that he had had nothing to do with the country's traditional ruling families. Like his party leader, William Gladstone, he was sympathetic to the tenant class. Following his election as an MP, he spoke at an event for his tenants at Garth of 'the inherent right [of tenant farmers]' to be 'protected from the unjust actions of unreasonable landlords'.

What is more, he was a Member of Parliament during yet another long eruption of tenant and crofter anger at the way they were being treated – the so-called Land War on Skye and elsewhere in the Highlands of 1881-86. This had been prompted by growing land scarcity as more and more areas were diverted to sheep and, subsequently, deer and other sporting purposes. Donald addressed the assembled tenants on his newly acquired Glen Lyon estate in May 1885. He referred to how bad relations between landlord and tenant had become, and how this was now forcing Parliament to intervene. The Liberal Party, of which he was a parliamentary representative, introduced the 1886 Crofters' Holdings (Scotland) Act. This was radical, almost revolutionary, in the rights it gave crofters in Northwest Scotland – security of tenure; the right to bequeath their croft to a family member; the 'right, on relinquishing a holding, to claim compensation for unexhausted improvements'; and a Crofters Commission to set fair rents.

This progressive legislation which he supported and his general sympathy for the Scottish tenantry do not mean he did not enjoy his new role as an estate owner. He and Margaret took their part in the appropriate ceremonial and benevolent roles expected of them. When, for example, the country celebrated Queen Victoria's diamond jubilee in June 1897, Lady Currie sent each of the island of Scalpay's residents a jubilee mug and the schoolchildren got jubilee medals which the Currie's housekeeper, Mrs Harriet Davidson, pinned on them. Donald ordered his men to build a 30-

¹⁴ Christopher Whatley, 'The Currie Era, 1894 to 1925', op.cit.

foot high bonfire on top of *Glashbhein*. In the evening a piper led the estate employees and the family to the top in order to light the bonfire and watch the rockets fired off.

His pride and joy – the steam yacht, *lolaire*

By the end of the 19th century, Donald had become a very wealthy man as a result of his huge mining investments in diamonds and gold in South Africa as well as the Castle Line. About to turn 70, he decided to engage in an act of truly spectacular conspicuous consumption. He ordered the building of a steam yacht for his personal use. In January 1896, the Ramage and Ferguson yard at Leith launched the ship and Donald gave her the Gaelic name, *lolaire*, meaning Eagle. She was 203 feet long and weighed 700 tons. Extraordinary to relate, but this private pleasure boat was much the same size as the ocean-going commercial vessels he had commissioned 35 years before. A little while later, in 1902, he ordered an even bigger replacement, also called the *lolaire*. It was even grander – 862 tons, longer and broader. The price tag £350,000 (or some £35 million in today's money).

With her white and gold livery, she was a spectacularly beautiful and graceful ship – three-decked, single funnel, clipper bow and long overhanging stern. There were nine state rooms. Separate smoking, dining and ladies rooms, each with a silver fireplace. The 'owner's room' was at the front of the upper deck and fitted out with a large bookcase, which Gladstone much appreciated when on board, a writing table and leather upholstered chairs.

The crew were all West Coast Highlanders who knew the seas off Scotland. The boat spent each summer based at its anchorage off Scalpay in the Isle of Skye's Inner Sound. Here Donald in his old age loved to spend weeks, even months, with his guests on board and taking them on cruises. Often the *lolaire* would then spend the winter in the Mediterranean. He was so proud of his ship that he had both an oil painting and a water colour of her made, both of which were hung in the dining room of Scalpay House.

After his death, *lolaire* was requisitioned for war service as a patrol vessel following the outbreak of the First World War in 1914. But she reverted to the family in 1919 and underwent a total refit. The *Molteno Chronicle of the Family* contains a lovely description of a cruise on her taken by Lady Currie with her daughter Bessie Molteno, grandson Jervis Molteno, and his wife Islay.¹⁵ After a few stormy September days anchored off Scalpay, there came 'an absolute "dream day":

Blue skies, warm sun, glorious green blue sea, and the most wonderful views of mountains in the distance and towering rocky cliffs near at hand.... So off they went off between Raasay and Rhona, with the glorious hills and mountains of Rosshire on the other side. Then far in the distant faint blue shadows, [the Outer Hebrides] Lewis, Harris and Uiste – and just in front, great rocky cliffs on minute islands, the Shiants, which in June are the nesting places of millions of sea birds. From there on to Stornaway -- a quaint and very 'fishy' fishing town

¹⁵ *Chronicle of the Family*, Vol. 7, No. 2, April 1920. It can be read on the Molteno Family website at www.moltenofamily.net

where the people all have the most delightful voices. Then off again, this time to Gairloch on the coast, which was reached just as the sun was setting in a golden glory and the full moon rising behind the mountains and casting a silver path over the quiet waters of the loch. The air was as warm as a South African summer's evening and the hills stood up black and tremendous against a silvery sky.'

The voyage turned out to be Lady Currie's last, for she died early the following year, 1920. And then in 1922, Scalpay and its neighbouring islands were put up for sale, as was the *lolaire* herself.

Parliament

Donald first tried to get elected in his family's home town of Greenock in 1878, but was not successful. He stood again two years later, this time for Perthshire, and won. He stood as a Liberal, not a Tory. It may seem surprising that an increasingly wealthy entrepreneur and businessman should make such a choice. But we have to remember Donald's own social origins. He was a self-made man with not much formal education. He was not a landowner. And while Victorian England owed its dominant positions in manufacturing, world trade and shipping to its new class of urban businessmen, they were not accepted initially by the country's ruling class with its roots in landowning and hereditary status. It was the Liberal Party that provided a natural home for the country's new wealthy strata.

Philanthropist

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Celebrating his 70th birthday – taking a trip to the opening of the Kiel Canal, 1895¹⁶

How Donald decided to celebrate his 70th birthday illustrates his extraordinary transformation from shipping clerk to the very apex of Victorian society. By 1895 he was acknowledged as one of Britain's greatest shipowners. He was the owner of four estates in the Highlands. He had been knighted by a grateful government for his services in South Africa. For the past 15 years, he had been a Member of Parliament – first as Liberal, later as a Unionist. He was friends with a wide circle of leading politicians and other personalities, including William Gladstone, who had recently retired after having been British Prime Minister four times.

Kaiser Wilhelm of Germany was going to open the Kiel Canal, the strategic new 60 mile long waterway that gave big ships, naval and commercial, passage between the Baltic and the North Sea.

¹⁶ I am grateful to Capt. Albert J. Schoonderbeek BSc, MNI's *Captain Albert's Blog* at <https://www.hollandamerica.com/blog/albert/of-days-gone-by/of-days-gone-by-a-gentlemens-cruise-to-the-opening-of-the-kieler-kanal/> Based on Henry W. Lucy, *The Log of the Tantallon Castle*, Sampson, Low, Marston & Co., 1896, presumably written and published at Donald Currie's behest.

And Donald's new *Tantallon Castle* had just been commissioned the previous year – 5,636 tons, 440 foot long, able to carry 200 First, 150 Second and 140 Third Class passengers, and now the Castle Company's new flagship. What better idea than pull her out of service, invite one's friends on a cruise and witness the opening ceremony at the Kiel Canal!

The *Tantallon Castle* left Tilbury bound for Hamburg on 12 June 1895 with about 100 invited guests on board, including Gladstone and array of prominent businessmen, politicians, and literary, artistic and scientific figures. In Hamburg they were given a banquet in the City Hall. The party then sailed north round Jutland and arrived in Copenhagen. There in the Danish capital, the King and Queen of Denmark and their children came on board to inspect the new liner and to have luncheon. Crowds had gathered at the dockside and just as the Royal party were about to leave, Donald let them on board to look over the ship. But the stream of people left his important guests in peace and there were no worries about security.

The next stop, and climax of the cruise, was the Baltic entrance to the Canal where the opening ceremony was to take place. Thousands of people had turned up to watch, many of them sitting on temporary stands erected at the various locks along the Canal's length. A vast array of naval and other ships were also assembled which the Kaiser in his royal yacht led in a ceremonial procession the length of the Canal. Such was the number of ships passing through that the *Tantallon Castle* had to wait its turn until the evening.

Taking his friends on cruises was something that Donald always loved to do. A delightful incident had taken place on a much earlier voyage, also on a Castle boat, the *Pembroke Castle*. It was 1883. Gladstone was Prime Minister and one of Donald's guests. This time, however, an almost equally famous man, Lord Tennyson, the Poet Laureate of Great Britain, was also on board. Again it was a Nordic cruise; indeed it was during the *Pembroke's* passage to Norway that Gladstone apparently persuaded Tennyson to accept a peerage. When they reached Copenhagen, Donald hosted a reception on board for the Danish King and Queen. Apparently, those present included the Princess of Wales, the Czar and Czarina of Russia, the King and Queen of Greece and some 29 imperial and royal children! But when the Danish Royals heard that Tennyson was on board, they wanted him to read one of his poems to them. Donald Currie went off in search of the famous man. Eventually he found him below in some obscure corner of the ship, peacefully smoking a stumpy clay pipe. He was not pleased to be disturbed and at first refused to join the royal party and read aloud. But Currie was a persuasive man, and his host. So along the two men traipsed. But before going on deck, Tennyson handed his clay pipe to him and joked 'Keep this, it will be precious some day.' And there beside the great man reading his poems to the royals and other dignitaries gathered around, one can imagine Sir Donald standing, clutching the rather dishevelled old pipe. But, so the story teller says, 'it did, indeed, become precious, for it has since been one of Sir Donald's most cherished possessions.'¹⁷

Honours and Death

Camilla Rodgers has a beautiful scroll given to Sir Donald Currie by the City of Belfast:

It is about 6 inches deep and perhaps 18 inches long. It rolls up into a neat little purple covered scroll. The whole thing is hand embroidered. Given him on the occasion of his being made a Freeman

¹⁷ *The Advertiser*, op.cit.

(or something – CHECK) of the City of Belfast. Its colours are startling; reminded me of the Book of Kells. Beautifully done. Several scenes on it, including of a Union Castle liner. It must be c. a century and a quarter old.

*** Sir Donald Currie's death in 1909:**

Sources: BC 330, Box 69

* A huge affair (unclear which newspaper the cuttings are from).

* A memorial service in the Chapel of St Michael and St George at St Paul's: The King-of-Arms of the Order advanced to the altar steps and called out: 'Let the banner of the late Sir Donald Currie, Knight Grand Cross, be reverently removed from its place and delivered to the officer-in-arms.'

* Ditto at the Seamen's Institute in Cape Town (where Mr Merriman the PM, James Molteno, the Speaker etc gathered).

* Messages of condolence from the King referring to his 'having always entertained a warm feeling of admiration and respect for Sir Donald as having raised himself to the front rank of the leading commercial men in the country, as being in many ways a benefactor to the Empire, and for his numerous munificent acts in connection with philanthropy.' Also messages from the Prince of Wales, the Lord Provost of Edinburgh, the Lord Mayor of Belfast, the Prime Minister, Cape Town; General Botha etc. Hundreds of wreathes. See photostat.

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Source for para below: Ch. Whatley's draft chapter.

His death in 1909: Had been on the *Iolaire* for his annual summer cruise. Felt ill and retreated to Devon's watering place of Sidmouth where he died. Condolences poured in from the UK and overseas. King Edward VII, several lord provosts and mayors, shipping magnates, South African politicians. 100s of wreaths were sent for his funeral in Fortingall. Streams of mourners flocked. Captain Stanley of the *Iolaire* and some of the crew were the pall bearers from the parish church to where he was buried nextdoor. Heads of many leading institutions in Scotland attended, and his tenants and some estate workers. Memorial services held in Dunkeld Cathedral, St Paul's, and the Seamen's Institute in Cape Town.