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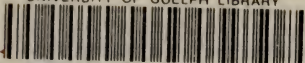
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To
H.M. The King

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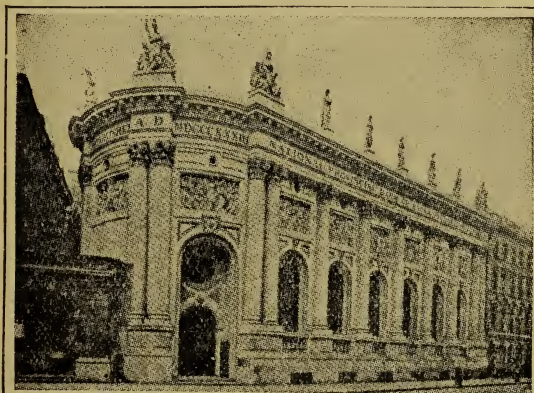
Jan 2

THE NATIONAL PROVINCIAL AND UNION BANK OF ENGLAND,

Established in 1833.

LIMITED.

Authorised Capital	-	£60,000,000
Subscribed Capital	-	£43,447,080
Paid-up Capital	-	£9,309,416
Reserve Fund	-	£8,878,041



HEAD OFFICE : 15, BISHOPSGATE, LONDON, E.C.2.

PRINCIPAL CITY OFFICES :

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COUTTS & CO.

Established 1692, is affiliated with this Bank.

Auxiliary : Lloyds and National Provincial
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Head Office : 54, LOMBARD STREET, LONDON, E.C.4.

The Bank has over 1,500 Branches in England and Wales, and Agents and Correspondents in all the Principal Towns throughout the World.

Authorised Capital	...	...	£20,000,000
Issued and Paid-up Capital	...	...	15,592,372
Reserve Fund	...	...	8,250,000
Deposits, 31st December, 1920	...	...	327,788,370

FREDERICK CRAUFURD GOODENOUGH, Esq., *Chairman.*

SIR HERBERT HAMBLING, *Deputy-Chairman.*

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The Quinquennial Valuation as at 30th June, 1916, *on exactly the same strong $2\frac{1}{2}\%$ Reserve basis as in 1911*, disclosed a surplus of £612,552, after the writing-off of £806,032 as the full measure of war shrinkage of invested funds and excess war mortality.

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After two years of war strain, reserves were set aside on the basis of a strictly net premium valuation at an assumed net interest earning rate of only $2\frac{1}{4}\%$, in addition to which a further sum of £383,575 was reserved as a floating War Contingency Fund.

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that the Directors under war conditions maintained reserves on an even more severe basis than the exceptionally strong standard of 1911.

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or to any Branch Office of the Society.

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Sir RICHARD V. VASSAR-SMITH, Bart.

Deputy-Chairman:

J. W. BEAUMONT PEASE.

HEAD OFFICE: 71, LOMBARD STREET, E.C. 3.

CAPITAL SUBSCRIBED £70,688,980

CAPITAL PAID UP - 14,137,796

RESERVE FUND - 10,000,000

DEPOSITS, &c. - 346,397,553

ADVANCES, &c. - 151,079,173

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IN ENGLAND AND WALES.

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THE NATIONAL BANK OF SCOTLAND LIMITED.

LONDON AND RIVER PLATE BANK, LIMITED.

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Barons Court Station, W.
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59, High Street, Notting Hill Gate, W.
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190a, Sloane Street, S.W.
42, Buckingham Palace Road, S.W.
82, Gloucester Road, S.W.
38, Hill Road, Wimbledon, S.W.
71, George Street, Richmond, S.W.
358, Strand, W.C.
96, Southampton Row, W.C.
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Wilkesden Green Stn., Met. Rly., N.W.
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31, Gracechurch Street, E.C.
51, Fenchurch Street, E.C.
42, Old Broad Street, E.C.
5, Broad Street Station, E.C.
53a, Queen Victoria Street, E.C.
43, Holborn Viaduct, E.C.
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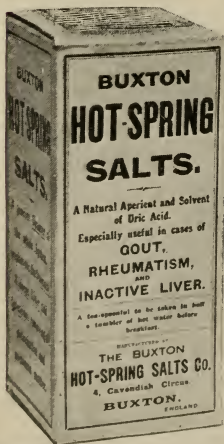
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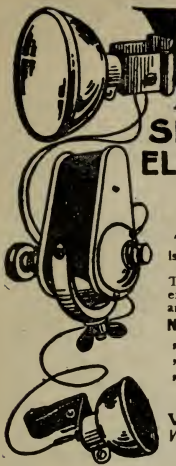
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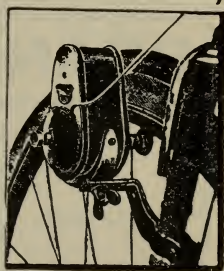
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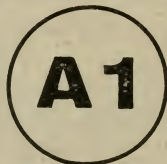
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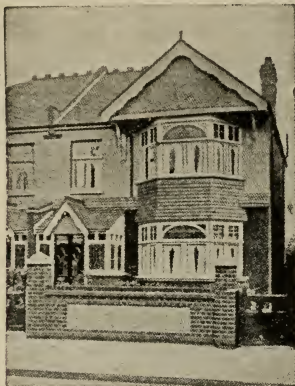
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RESERVE FUND	..	..	£2,893,335
UNCALLED CAPITAL	..	..	£6,687,495
			£11,809,995

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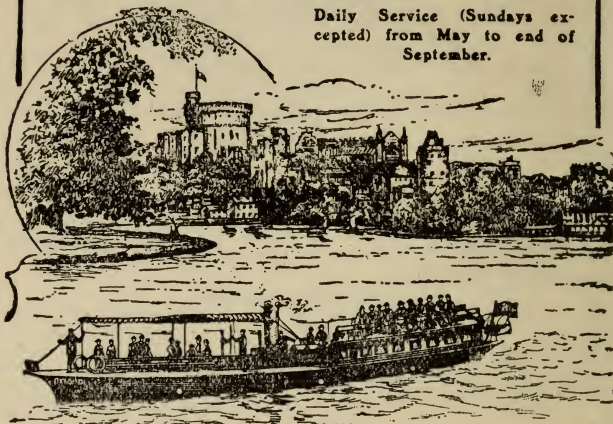
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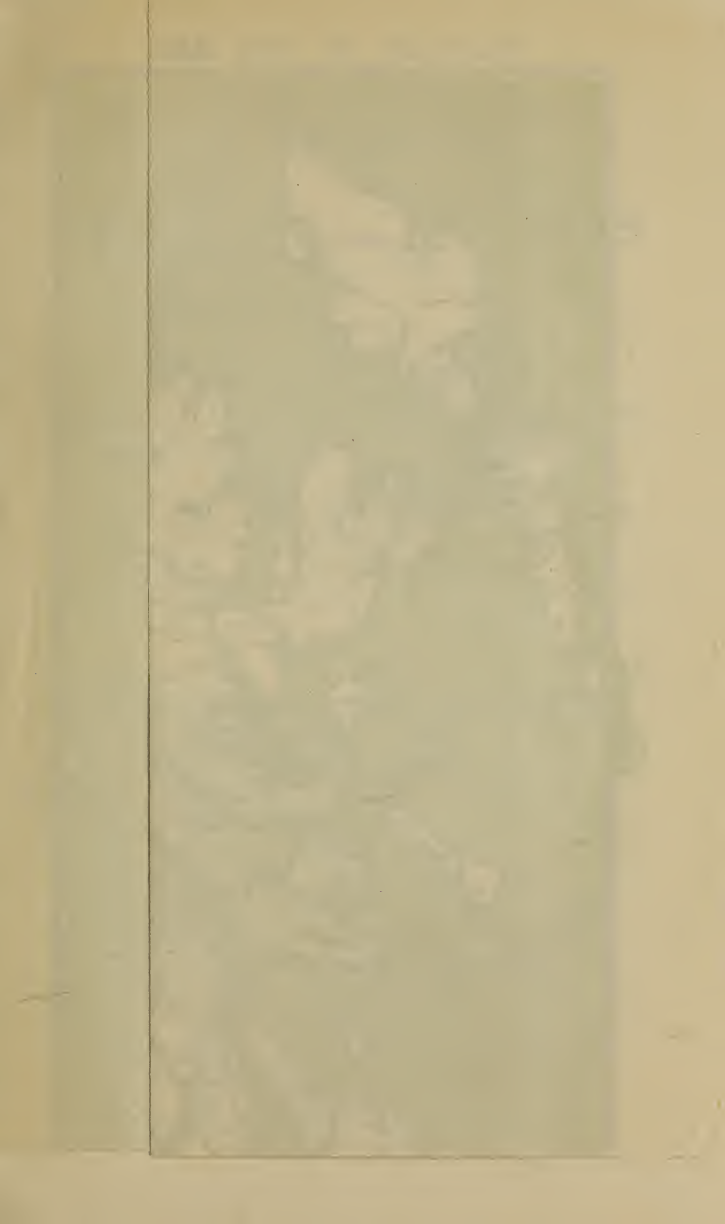
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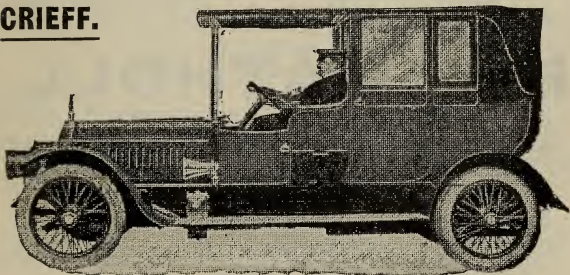
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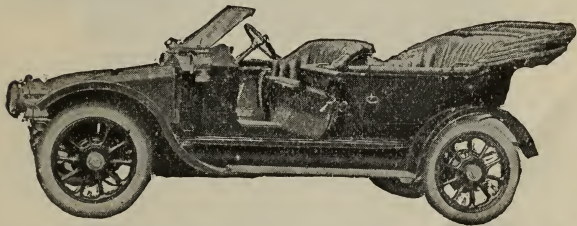
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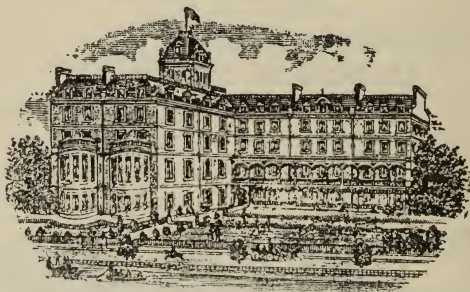
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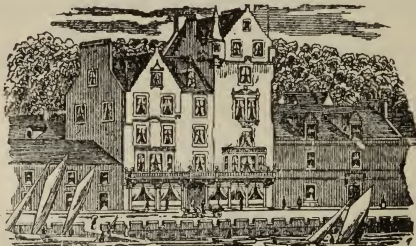


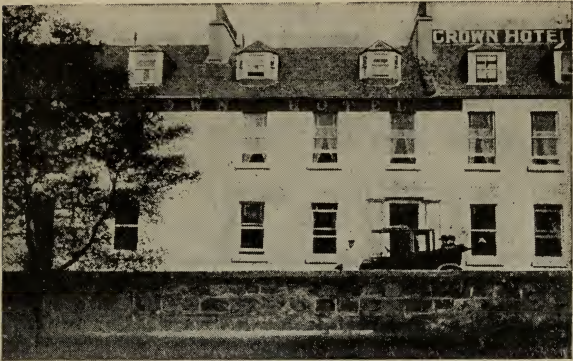
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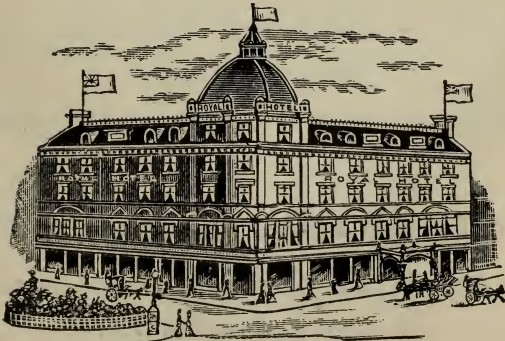
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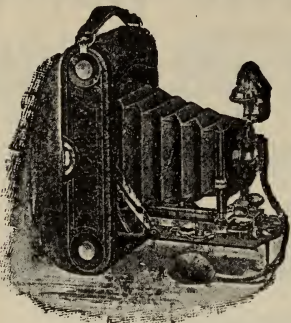
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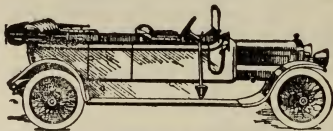
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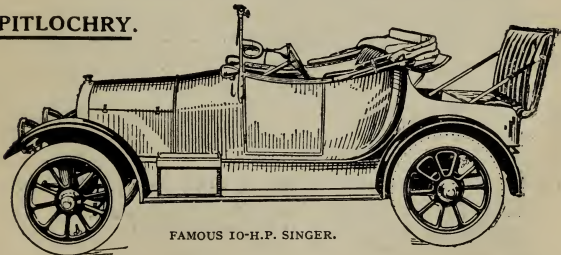
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INTRODUCTORY.

The Highlands Defined—Routes to the Highlands—Rail Steamer and Car Services in Scotland—Scenic Attractions—Sport—Golf—Motoring—Cycling—Road Tour—Useful Hints—A Literary Note—Hotels and Tariffs.

THE Highlands are generally defined to be that portion of North Britain which lies north of a line drawn obliquely from Greenock. to Stonehaven. That definition has in the main determined the southern boundary of the district described in this volume, although the line has not been rigidly drawn. Over the whole of the interesting area thus comprised we have traced the tourist routes, pointing out the chief objects of interest, and indicating the principal tours that can be made from each centre.

In passing we may remark that it is not, of course, altitude alone which distinguishes the Highlands from the Lowlands. There is also a difference in the rocks of the two regions, and that is the cause of other distinctive features. In the Lowlands the rocks consist chiefly of sandstones, and conglomerates; in the Highlands slaty rocks, graywacke, mica schist and various igneous rocks, of which granite is the best known, are common.

More detailed descriptions of the respective areas than are possible in a general volume such as this will be found in our *Guides to Aberdeen, Deeside, etc. ; Inverness and the Northern Highlands ; Oban and the Western Highlands ; and Glasgow and the Clyde.*

ROUTES TO THE HIGHLANDS.

Tourists from England have the choice of three overland routes to the northern side of the border. They are the **West Coast Route**, of which the *London and North-Western* forms the English portion; the **East Coast Route**, of which the *Great Northern* forms the southern part; and the **Midland Route**.

Through carriages and first and third class corridor carriages are run on the principal expresses. Sleeping saloon cars are attached to the night expresses, the charge for a berth being 15s. in excess of the first class fare. Pillows and rugs are supplied to passengers in the ordinary carriages at 1s. each.

Restaurant cars are attached to some of the trains and on the others luncheon baskets, breakfast baskets, tea baskets or trays of tea can be obtained at the principal stations on notice being given to the guard or some other official at the previous stopping station.

Rail, Steamer and Car Services in Scotland.*

In Scotland there are only two classes of carriages—first and third.

The lines which open out the Highlands are the branch of the **Caledonian Railway** which leaves the trunk line a few miles north of Stirling; the **West Highland Railway**, linking Glasgow with Fort William, Banavie and Mallaig; the **Highland Railway**, which connects Perth with Inverness, Skye, and Caithness; and the **Great North of Scotland Railway**. They are supplemented by the steamers belonging to the **David MacBrayne Company**, Glasgow, which, during the tourist season call at nearly every harbour on the West Coast and at almost all the adjacent islands; by the boats of *Messrs. Orme & Co.* and *Messrs. McCallum & Co.*, which connect Glasgow with Oban and the Hebrides; of the *North of Scotland and Orkney and Shetland Company*, which open out the Orkney and Shetland Islands and the north coast of Great Britain; and many others.

Coaches and public motor cars run along many of the roads which wind through the passes and glens, and enable tourists to reach places that, until recent years, were almost inaccessible.

Scenic Attractions.

It has been well said that the Highlands of Scotland present the geographical characteristics of all the tourist countries of the world.

* The War caused so many withdrawals and alterations in travel arrangements that it is impossible to guarantee the current accuracy of particulars given in the following pages, and such references should be verified by time-tables, etc. Especially is this the case with regard to steamer services, most of which were suspended during hostilities and for some time after.

Tourists go to Switzerland in search of the mountain scenery which is offered on a smaller scale by the majestic Grampians and the mighty Ben Nevis. They go to Northern Italy for lakes whose scenic beauty is rivalled by that of Loch Earn, Loch Ness, Loch Maree or Loch Duich. They go to the Continent for river scenery whilst ignorant of the witching Tay, Spey and Findhorn ; to Norway for rushing waters and bounding cataracts that are rivalled in tempestuousness by the Highland falls of Foyers and Rogie ; to the Giant's Causeway for rock scenery which for grandeur has its counterpart in the "Clett" Rock, off Thurso ; to Continental spas while Strathpeffer, the Highland Spa, has glorious scenery, invigorating air and health-giving waters.

In all that a bracing holiday region should give its visitors none excels the Scottish Highlands : "the land of tartan ; of mountain, moor and glen ; of river, loch and sea ; of rugged rock and cliff ; of bounding cataract ; of glades and smiling woods ; of straths and passes ; of battlefields and scenes of darksome tragedy, and of history linking Nature with Romance and Love with Adventure."

Sport.

Besides romantic scenery there is sport, and plenty of it ; sport by land and water. Those who desire more detailed information respecting the facilities for shooting and fishing than can be given in a book for the general holiday-maker are recommended to procure J. Watson Lyall's *Sportsman's and Tourist's Guide*.

Shinty, to which reference is made in the most ancient of tales, is still popular. Putting the stone and tossing the caber are also Highland sports seen to advantage at annual gatherings held in late summer at convenient centres, and there is probably no town without a green for the old Scottish game of bowls. But the Scottish pastime which appeals most strongly to English tourists is the royal game of golf. For the convenience and information of golfers who visit the Highlands we indicate the sites of the numerous courses and give particulars respecting the most notable.

Motoring.

The motorist will find repair shops and garages in all the principal towns, while the more important isolated hotels provide garage and hold stocks of spares and petrol.

Though the undermentioned tour was originally drawn up for cyclists, it will be found to include nearly all places of interest in the Highlands, and may be advantageously followed in fewer stages by motorists.

Cycling.

Members of the Cyclists' Touring Club will find it to their advantage to consult the pages of their own *Scottish Road Book*, but it must be remembered that the great and growing use of heavy motor vehicles is having an injurious effect upon road surfaces. Many of the vehicles are used for carrying the mails, and these make at least one journey each way daily.

Road Tour in Scotland.

The following seventeen days' cycling tour in Scotland was compiled by Mr. W. Kendall Burnett, and is reprinted, by permission, from the *C.T.C. Monthly Gazette*.

First Day.—Edinburgh to Callander ($51\frac{1}{2}$ miles), *viâ* Linlithgow (17), Falkirk ($24\frac{1}{2}$), Bannockburn (33), Stirling ($35\frac{1}{2}$), Bridge of Allan ($38\frac{1}{2}$), Callander ($51\frac{1}{2}$). Surface mainly good and fairly level. Objects of interest—Edinburgh: Holyrood Palace, Castle, etc.; Linlithgow: Palace; Bannockburn: Field of Battle; Stirling: Castle, Wallace Monument; Callander: Falls of Bracklinn.

Second Day.—Callander to Trossachs and Lochearnhead (59 miles, of which 18 on steamer). By road to Loch Katrine ($9\frac{1}{2}$), steamer up loch to Stronachlachar ($18\frac{1}{2}$) (*no road*), road Stronachlachar to Inversnaid on Loch Lomond ($23\frac{1}{2}$); return same way from Inversnaid to Kilmahog, old toll (46), thence to Strathyre (54), and Lochearnhead Station (57), and Hotel (59). (Motorists, and cyclists when the steamer is not running, have to omit the western extension from Trossachs, though motorists can reach Inversnaid *viâ* Aberfoyle.) Surface lumpy through Trossachs, with dangerous hill down to Inversnaid. Excellent road from Kilmahog to Lochearnhead. The scenery through Trossachs is very fine and, indeed, the whole of this day's journey is through a beautiful country.

Third Day.—Lochearnhead to Crieff (50 miles), *viâ* Killin Station ($3\frac{1}{2}$), Killin Village ($7\frac{1}{2}$), Kenmore ($23\frac{1}{2}$), Aberfeldy ($30\frac{1}{2}$), Amulree ($37\frac{1}{2}$), Crieff (50). Again fine scenery. Steep hill up to Killin Station, but good level surface along north bank of Loch Tay to Kenmore.

Fourth Day.—Crieff to Dundee ($39\frac{1}{2}$ miles), *viâ* Methven (11), Perth ($17\frac{1}{2}$), Inchtute ($30\frac{1}{2}$), Dundee ($39\frac{1}{2}$). Objects of inter-

est—Scone Palace, near Perth, on site of Abbey where Scottish kings were crowned ; Tay Bridge at Dundee.

Fifth Day.—Dundee to Aberdeen (67 miles), *viâ* Arbroath (17), Montrose (29), Bervie (42), Stonehaven (52), Aberdeen (67). Capital surface almost throughout. Objects of interest—Arbroath Abbey, Dunnottar Castle (historical), near Stonehaven.

Sixth Day.—Aberdeen to Braemar (58½ miles), *viâ* Banchory (17), Kincardine O'Neil (25), Aboyne (30), Ballater (41), Crathie (49), Braemar (58½). Splendid surface, though a little uneven between Ballater and Braemar through coach traffic. Scenery very fine from Banchory onwards. Objects of interest—Balmoral Castle, of which a splendid view is obtained from the road beside Crathie, Mar Castle and Invercauld House at Braemar, and numerous waterfalls near Braemar.

Seventh Day.—Braemar to Dunkeld (47 miles), *viâ* Spittal of Glenshee (15), Persie Inn (26), Bridge of Cally (29), Blairgowrie (35), Dunkeld (47). A very wild road, with several dangerous hills, but the scenery well repays the labour involved.

Eighth Day.—Dunkeld to Kingussie (58 miles), *viâ* Pitlochry (12), Blair Atholl (19½), Struan (24), Dalwhinnie (43½), Kingussie (58). Road undulating, and poor surface mostly. Note that there is neither inn nor hotel between Struan and Dalwhinnie (a distance of nearly twenty miles of rough riding). Objects of interest—Pass of Killiecrankie (between Pitlochry and Blair Atholl), Dunkeld Palace, Birnam Hill and Wood, near Dunkeld.

Ninth Day.—Kingussie to Inverness (44 miles), *viâ* Aviemore (12), Carr Bridge (19½), Inverness (44). Road varies with season of year, mostly fair, however ; and surface undulating. Passes through some fine scenery.

[From Inverness a good road runs north to **John o' Groats** by way of Beauly, Dingwall, Tain, Meikle Ferry, Dornoch and Wick (158½ miles). The return to Inverness might be made *viâ* Thurso, Tongue and Lairg (155 m.), or even by Scourie and Lairg (220 m.).]

Tenth Day.—Inverness to Fort William (67 miles), *viâ* Drumnadrochit Hotel (14), Invermorriston Inn (27), Fort Augustus (34), Invergarry Inn (41½), Fort William (67). General character of road is good, but there are two steep hills between Fort Augustus and Drumnadrochit. The road skirts Loch Ness and Caledonian Canal most of the way, and the view is very fine. Objects of interest—Inverness Cemetery, Fort Augustus Monastery. From Fort William Ben Nevis (the highest mountain in Great Britain) can be easily

climbed, but a whole day must be allowed for it. The view is glorious on a clear day.

Eleventh Day.—**Fort William to Oban** ($40\frac{1}{2}$ miles), *viâ* Corran Ferry ($8\frac{1}{2}$), Ballachulish ($13\frac{1}{2}$), Duror Inn ($18\frac{1}{2}$), Appin (27), Connel Ferry ($35\frac{1}{2}$), Oban ($40\frac{1}{2}$). Surface a little stony and undulating. The ferry boats are large and carry both motor and cycle. Ballachulish has fine slate quarries, and from here a run can be taken up the famous pass of Glencoe. The view from the heights above Oban is magnificent.

Twelfth Day.—**Oban to Crianlarich** ($42\frac{1}{2}$ miles), *viâ* Taynult ($12\frac{1}{2}$), Dalmally (26), Tyndrum (38), Crianlarich ($42\frac{1}{2}$). Objects of interest—Dunstaffnage Castle (near Oban), Pass of Brander (19 miles from Oban), Kilchurn Castle, and Loch Awe, at Dalmally. Road very variable, scenery good.

Thirteenth Day.—**Crianlarich to Glasgow** (51 miles), *viâ* Ardlui ($8\frac{1}{2}$), Tarbet (16), Luss ($24\frac{1}{2}$), Dumbarton (37), Glasgow (51). Beautiful scenery through Glenfalloch and down Loch Lomond, and very few gradients worth speaking of. Ben Lomond is conspicuous on opposite bank of Loch. At Dumbarton visit Castle (historical).

Fourteenth Day.—**Glasgow to Ayr** (33 miles), *viâ* Kilmarnock (21), Ayr (33). Splendid surface and very level. At Ayr see Burns's Cottage, and at Kilmarnock Burns Memorial.

Fifteenth Day.—**Ayr to Dumfries** (60 miles), *viâ* New Cumnock ($22\frac{1}{2}$), Sanquhar (34), Thornhill (46), Dumfries (60). Good surface and easy gradients. At 42 miles see Drumlanrig Castle; at Sanquhar, castle ruin.

Sixteenth Day.—**Dumfries to Melrose** ($62\frac{1}{2}$ miles), *viâ* Parkgate (9), Beattock (19), Moffat (21), Birkhill (32), Gordon Arms Inn (42), Selkirk (55), Abbotsford ($59\frac{1}{2}$), Melrose ($62\frac{1}{2}$). Good road on the whole, but some stiff hills. Objects of interest—Abbotsford (Sir Walter Scott's house), Melrose Abbey.

Seventeenth Day.—**Melrose to Edinburgh** (37 miles), *viâ* Galashiels (4), Stow (12), Heriot (21), Esbank (31), and Edinburgh (37). Steep hill 15 miles from Edinburgh, and lumpy road near the metropolis. Surface otherwise fair.

USEFUL HINTS.

Time Tables.—A copy of Murray's or Macdonald's Scottish Time Tables is a necessary part of the tourist's equipment. The former is published in Glasgow, the latter in Edinburgh. Both give particulars respecting coaches and steamers, in addition to the train service on all the lines. *Tourists should bear in mind the footnote on page 10.*

Mountaineering.—Tourists who desire to ascend the moun-

tains unaided by a guide should see that their outfit includes a stout stick, a waterproof or Scotch plaid, a well-filled sandwich box, some raisins, as they prevent thirst, a reliable map on a large scale, and a pocket compass. In using the latter it must be remembered that the needle does not point to the true North. Roughly speaking its direction at the present time in Great Britain is to a point some 18° west of north. The chief risk in climbing the Scotch mountains arises from the mists that suddenly blot out the landscape, and even hide the rocks at one's feet. In such a situation a trifling fall may be attended with results as serious as might follow a descent over a lofty precipice. The safest plan is to descend by the side of a stream, being always on guard against following the water in an abrupt descent.

No pedestrian excursion of any extent should be undertaken without a good map and a compass.

Clothing.—When considering the question of suitable clothing, the intending visitor should bear in mind the steamer trips and car drives in which he will probably indulge. On such occasions he will find additional garments very acceptable, and his pleasure spoilt without them. Generally speaking, his ordinary clothing should be warmer than for the south of England.

The Sabbath.—It should be remembered that there is very little travelling in Scotland on Sunday, that day being much more rigorously observed in North Britain than in the country south of the Tweed.

A Literary Note.

So many works of fiction are associated with the Scottish Highlands that we cannot possibly enumerate them all. The interest of a visit to this romantic region is, however, so greatly heightened by a preliminary course of reading that a few remarks by way of suggestion will probably be welcomed.

Sir Walter Scott will always be regarded as the presiding genius of the Highlands, practically a *terra incognita* until the appearance of *The Lady of the Lake*, when began a flow of visitors to the Trosachs and Loch Katrine. The Waverley Novels increased the interest, and sent visitors farther afield. *Waverley*, *Rob Roy*, *A Legend of Montrose*, *The Highland Widow*, *The Heart of Midlothian*, *The Fair*

Maid of Perth, *The Antiquary*, and *The Pirate* all touch districts covered by this Guide.

William Black wrote so many stories of the Highlands and the Western Islands that it is impossible to mention all ; but his eye for scenery and his sense of atmosphere are so unerring that it is worth the while of any one making a prolonged stay in a particular district to ascertain if any novel of Black's covers it. The Island of Mull, more than any other single place, is associated with William Black, and he is commemorated by a lighthouse on Duart Point.

Stephenson's *Kidnapped*, a splendid story in itself, is unsurpassed as a tale of the road. David Balfour and Alan Breck, being shipwrecked off the coast of Mull, journey through many adventures to Edinburgh by the Appin coast, the Moor of Rannoch and Ben Alder (Cluny's Cage).

Barrie and Ian Maclaren have little topographical interest. "Thrums" is Kirriemuir, but few visit Kirriemuir. Perth is the scene of *The Young Barbarians*.

A number of novels dealing with the stirring events of "'45" may be mentioned. We have *The Lone Adventures*, by Halliwell Sutcliffe, Mary Johnston's *The Laird of Glenfernie*, *Claymore*, by A. D. Howden Smith, *The Bright Eyes of Danger*, by John Foster, and *Muckle John*, by Frederick Watson. *For the White Cockade*, by J. E. Muddock, deals with the fate of Lord Lovat.

Oban is the bourne of Jules Verne's *The Green Way*, the story of a journey from Helensburgh by way of the Crinan Canal.

Tales of the Western Highlands are *Queen Jennie*, by May Wynne, *The Lady's Walk*, by Mrs. Oliphant, and *The Imp*, by Wilson Macnair.

Crossing to the Eastern Highlands, Ian Maclaren's *Drumtochty* has been identified with Logie Almond. His *Graham of Claverhouse*, as the name suggests, touches Killiecrankie.

Modern novels of the district are *The Eternal Quest* and *The Minister of State*, by John A. Stewart, *Heather o' the River*, by W. Harold Thompson and *I'd Crowns Resign*, by J. Maclaren Cobban.

The Counties of Banff and Aberdeen are identified with George Macdonald. Huntly is pictured in *Alex Forbes*, *Malcolm*, *The Marquis of Lossie*, *Robert Falconer* and *Sir Gibbie*. *The Heather Moon*, by C. N. and A. M. Williamson will

interest motorists ; those who prefer more deliberation may read *Summer Friendships*, by Dorothy Muir, the story of a caravan trip to Fort William.

The Western islands are seen in *The Merry Men*, by Stevenson ; *The Gift of the Gods*, by Mrs. F. A. Steel ; *The Three Miss Graemes*, by Miss Macnaughtan ; *The Glen*, by Mary T. Boyd ; *The Old Allegiance*, by Hubert Wales ; *Atlantic Gold*, by J. J. Bell, and many others. The Orkneys and Shetlands are graphically depicted in Mrs. A. E. Barr's *Thyra Varrick*, *Paul and Christina*, *Jan Veddar's Wife*, *Sheba Veddar* and *An Orkney Maid*. Other Orkney tales are *The Pilots of Pomona*, by Robert Leighton, and *Garmiscarth*, by J. S. Cloustoun.

HOTELS AND TARIFFS.

The capacity of hotels in the Highlands is taxed to the utmost during the season. To avoid disappointment it is advisable always to write or wire beforehand, and to arrive as early as possible where the accommodation is particularly limited. Some of the best hotels are temperance houses. The tariffs on the succeeding pages have been supplied by the hotel proprietors themselves, but the War led to so many fluctuations that terms are now inserted merely as a guide to the grade of establishment and should in all cases be verified by previous enquiry.

As the use of a full postal address often ensures speedier delivery of letters we append the full descriptions of the less-known resorts.

[ABBREVIATIONS : R., bedroom ; b., breakfast ; l., luncheon ; t., tea ; d., dinner ; a., attendance ; fr., from ; temp., temperance.]

Aberdeen.

Palace, R., single, fr. 6/- ; double, fr. 10/6 ; b., 3/6 ; l., 3/6 ; t., fr. 1/6 ; d., 6/- ; a., nil.

Boarding terms, on application ; October to May only.

Grand, Union Terrace : R., single, fr. 5/- ; double, fr. 9/- ; b. or l., 3/6 ; t., 1/6 ; d., 6/-.

Boarding terms : fr. 94/6 per week. Garage.

Adelphi.

Douglas.

Imperial.

Royal, 3, Bath Street : R., single, 3/6 ; double, 7/- ; b., fr. 2/6 ; l., fr. 3/6 ; t., 2/6 ; a., nil.

Central

The Highlands (b)

Station, R., single, fr. 5/6 ; double, fr. 10/6 ; b., 3/6 ; l., 3/6 ; t., 1/3 ; d., 4/6 ; a., nil.

Boarding terms, on application ; October to May only.

Benson (temp.).

Forsyth (temp.).

Osborne : R., single, 4/- ; double, 6/- ; b., 3/- ; l., 3/9 ; t., 2/-.

Boarding terms : 11/- per day ; 70/- per week.

Aberfeldy.

Palace.

Breadalbane Arms.

Station.

Crown (temp.).

[ABBREVIATIONS: *R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *t.*, tea; *d.*, dinner; *a.*, attendance; *fr.*, from; *temp.*, temperance.]

Aberfoyle (Perthshire).

Aberfoyle (*temp.*).

Baillie Nicol Jarvie.

Achnasheen (Ross-shire).

Achnasheen.

Alford (Aberdeen).

Forbes Arms: *R.*, single, 3/6; double, 6/-; *b.*, 3/-; *l.*, 3/-; *t.*, 1/6; *d.*, 5/-.

Boarding terms: 16/- per day; 105/- per week; 25/- per week-end.

Houghton Arms.

Alyth (Perthshire).

Airlie Arms.

Banff Arms.

Commercial: *b.*, 2/6; *l.*, 2/6; *t.*, 1/6; *d.*, 3/-.

Boarding terms: 10/- per day; 70/- per week.

Ardrihaig (Argyll).

Royal: *R.*, single, 5/-; double, 8/6; *b.*, 3/-; *l.*, 3/-; *t.*, fr. 1/6; *d.*, 5/-.

Boarding terms: 84/- per week; 30/- week-end.

Columba: *R.*, single, 5/-; double, 7/6; *b.*, 3/-; *l.*, 3/-; *t.*, 1/6; *d.*, 5/-.

Arisaig (Inverness-shire).

Arisaig: *R.*, single, 5/-; double, 10/-; *b.*, 3/-; *l.*, 3/-; *t.*, 1/6; *d.*, 4/6; *a.*, 1/-.

Boarding terms: Day, 19/-; week, 105/-.

Aviemore.

Station.

Cairngorm.

MacLaughlan's (*temp.*).

Ballachulish

Ballachulish: *R.*, single, 4/-; double, 8/-; *b.* or *l.*, 3/6; *t.*, 1/6; *d.*, 5/-.

Boarding terms: fr. 18/6 per day. Garage.

Loch Leven.

Macmillan's (*temp.*).

Ballater.

Invercauld Arms.

Lolrston.

Farquharson's.

Alexandra.

Banavie (Inverness-shire).

Banavie.

Banchory (Kincardineshire).

Tor-na-Coille: 84/- per week; 25/- per week-end. Motor Garage.

Banchory: *R.*, single, 3/-; double, 6/-; *b.*, 2/6; *l.*, 3/-; *t.*, 2/6; *d.* (mid-day), 3/-.

Boarding terms: 8/6 per day; 52/6 per week; 17/6 per week-end.

Burnett Arms.

Douglas Arms.

Station (*temp.*).

Banff.

Royal Oak.

Duff House.

Fife Arms.

Rose's (*temp.*).

Crown (*temp.*): *R.*, single, 2/6; double, 4/6; *b.*, *l.* or *t.*, 2/6; *d.*, 3/-.

Boarding terms: 10/6 per day; 70/- per week; 15/- per week-end.

Stuart's (*temp.*).

Seaview (*temp.*).

Beaulie (Inverness-shire).

Prilory.

Birnam (Perthshire).

Birnam: *R.*, single, 5/6; double, 10/-; *b.*, fr. 3/-; *l.*, 3/6; *t.*, 1/3; *d.*, 5/-.

Boarding terms: fr. 15/- per day; fr. 105/- per week; 40/- per week-end.

Blair Atholl (Perthshire).

Atholl Arms: *R.*, single, fr. 5/-; double, fr. 8/-; *b.*, 3/-; *l.*, 3/-; *d.*, 5/-.

Tilt.

Blairstown.

Queen's: *R.*, single, 5/-; double, 9/-; *b.*, 3/6; *l.*, 4/-; *t.*, 1/9; *d.*, 5/-.

Boarding terms: 13/6 per day; 105/- per week; 40/- per week-end.

Royal: *R.*, single, 4/6; double, 8/6; *b.*, 2/6; *l.*, 3/6; *t.*, 2/-; *d.*, 5/-.

Boarding terms: 15/- per day; 100/- per week; 35/- per week-end. Garage.

Victoria.

Station.

Blairstown (*temp.*).

Railway.

Temperance.

[ABBREVIATIONS : *R.*, bedroom ; *b.*, breakfast ; *l.*, luncheon ; *t.*, tea ; *d.*, dinner ; *a.*, attendance ; *fr.*, from ; *temp.*, temperance.]

Boat of Garten (Inverness-shire).

Station : *R.*, single, *fr.* 4/6 ; double, *fr.* 8/- ; *b.* or *l.*, *fr.* 3/- ; *t.*, *fr.* 1/6 ; *d.*, *fr.* 5/6 ; *a.*, 1/6.

Boarding terms : *fr.* 14/- per day.

Bonar (Ross-shire).

Bridge.

Balnagown Arms.

Commercial.

Braemar.

Invercauld Arms.

Fife Arms.

Brechin.

Commercial : *R.*, single, 5/- ; double, 10/- ; *b.* or *l.*, 3/- ; *t.*, 1/6 ; *d.*, 5/-.

Dalhousie.

Brown Horse : *R.*, single, 3/- ; double, 3/6 ; *b.*, 2/6 ; *l.*, 2/6 ; *t.*, 1/6 ; *d.*, 3/6 ; *a.*, 2/-.

Boarding terms : 10/- per day ; 63/- per week ; 22/- per week-end.

Crown : *R.*, single, 3/6 ; double, 6/- ; *b.*, 2/6 ; *l.*, 2/9 ; *t.*, 1/6 ; *d.*, 5/-.

Boarding terms : 12/6 per day ; 70/- per week ; 21/- per week-end.

Jolly's.

Star : *R.* and *b.*, *fr.* 5/-.

Broadford (Skye).

Broadford : *R.*, single, 4/- ; double, 6/6 ; *b.*, 3/- ; *l.*, 3/- ; *t.*, 1/6 ; *d.*, 4/-.

Boarding terms : week, 92/-

Campbell's (*temp.*).

Callander.

Dreadnought : *R.*, single, 5/- ; double, 9/- ; *b.*, 3/- ; *l.*, 3/- ; *t.*, 1/6 ; *d.*, 5/-.

Boarding terms : *fr.* 16/- per day.

Crown : *R.*, single, 3/- ; double, 6/- ; *b.*, 2/6 ; *l.*, 3/- ; *t.*, 2/6.

Boarding terms : 12/- per day ; 84/- per week ; 20/- per week-end.

Ancaster Arms.

Caledonian (*temp.*) : *R.*, single, 4/- ; double, 7/- ; *b.*, 2/6 ; *l.*, 2/6 ; *t.*, *fr.* 1/6 ; *d.*, 4/6.

Boarding terms : *fr.* 12/- per day ; 84/- per week ; 24/- per week-end.

Eagle (*temp.*) : *R.*, single, *fr.* 3/6 ; double, *fr.* 3/6 ; *b.*, 2/6 ; *l.*, 2/6 ; *t.*, *fr.* 1/6 ; *d.*, *fr.* 3/-.

Boarding terms : 10/- per day ; *fr.* 50/- per week ; 20/- per week-end.

Carr Bridge (Inverness-shire).

Carr Bridge.

Comrie.

Ancaster Arms.

Royal.

Bridgend.

Corpach (Inverness-shire).

Corpach.

Coupar Angus (Perthshire).

Royal.

Craigellachie (Banffshire).

Craigellachie. *R.*, single, 4/- ; double, 8/- ; *b.*, 3/- ; *l.*, 3/- ; *t.*, 1/6 ; *d.*, 5/-.

Boarding terms : *fr.* 16/6 per day ; *fr.* 105/- per week.

Crieff.

Hydropathic, Strathearn House.

Drummond Arms : *R.*, single, 5/- ; double, 8/- ; *b.*, 3/- ; *l.*, 3/- ; *t.*, *fr.* 1/6 ; *d.*, 5/-.

Boarding terms : 105/- per week. Garage.

Royal.

Commercial : *R.*, single, 5/- ; double, 10/- ; *b.*, 3/- ; *l.*, 3/- ; *t.*, 2/6 ; *d.*, 5/-.

Boarding terms : 12/6 per day ; 87/6 per week.

Broomfield.

Miller's (*temp.*).

Mitchell's (*temp.*).

Taylor's (*temp.*).

Victoria (*temp.*).

Cromarty.

Royal.

Cromarty Arms.

Commercial.

Victoria.

Dalmally (Argyll).

Dalmally.

Dingwall.

National.

Royal.

Railway.

Caledonian.

[ABBREVIATIONS: *R.*, bedroom; *b.*, breakfast] *l.*, luncheon; *t.*, tea; *d.*, dinner; *a.*, attendance; *fr.*, from; *temp.*, temperance.]

Dornoch.

Highland Railway: *R.*, single, fr. 6/-; double, fr. 10/-; *b.*, 3/6; *l.*, 3/6; *t.*, 1/6; *d.*, 5/6.

Boarding terms: fr. 105/- per week. Garage.

Sutherland Arms: *R.*, single, 5/-; double, 7/-; *b.*, 3/6; *l.*, 3/6; *t.*, 1/6; *d.*, 5/-.

Boarding terms: 17/6 per day; 120/- per week; 44/- per week-end. Garage.

Abden.

Dunkeld.

Atholl Arms.

Royal.

Perth Arms.

Watts (*temp.*).

Edzell (Breachin).

Glenesk.

Panmure Arms: *R.*, single, 3/6; double, 8/-; *b.*, 3/-; *l.*, 3/-; *t.*, 2/-; *d.*, 5/6.

Boarding terms: 15/- per day; 84/- per week.

Elgin.

Palace.

Grand.

City.

Gordon Arms.

Station: *R.*, single, 5/-; double, 10/-; *b.* or *l.*, 3/-; *t.*, 1/6; *d.*, 4/6.

Boarding terms: fr. 94/6 per week. Garage.

Forres.

Moray Arms.

Royal Station: *R.*, single, 4/-; double, 7/-; *b.*, or *l.*, 3/-; *t.*, 1/6; *d.*, 4/-.

Boarding terms: 12/- per day; 84/- per week; 22/6 per week-end. Garage.

Victoria: *R.*, single, 3/-; double, 5/-; *b.*, 3/-; *l.*, 2/6; *t.*, 3/-; *d.*, 4/-.

Boarding terms: 12/6 per day; 84/- per week; 35/- per week-end.

Commercial.

Forsinard (Sutherland).

Forsinard: *R.*, single, 5/-; double, 8/-; *b.*, 3/6; *l.*, 3/-; *t.*, 1/6; *d.*, 6/-.

Boarding terms: week, 105/-.

Fort Augustus.

Lovat Arms.

Chisholm's (*temp.*).

Glen Mhor: *R.*, single, 3/6; double, 4/6; *b.*, 2/6; *l.*, 3/-; *t.*, 1/6; *d.*, 3/6.

Boarding terms: 12/6 per day; 84/- per week; 20/- per week-end.

Fortrose.

Royal Station.

Stewart's (*temp.*).

Fort William.

Station: *R.*, single, 5/-; double, 9/-; *b.*, 3/-; *l.*, 3/-; *t.*, 1/3; *d.*, 5/-.

Boarding terms: 16/- per day; 84/- per week; 32/- per week-end.

Alexandra.

Argyll: *R.*, single, 3/6; double, 6/-; *b.*, 2/6; *l.*, 3/-; *t.*, 2/6.

Boarding terms: 11/- per day; 72/- per week.

Ben Nevis.

Caledonian.

Chevalier.

Imperial.

Macdonald Arms.

West End.

Central.

Palace: *R.*, single, fr. 5/-; double, fr. 8/-; *b.*, fr. 3/-; *l.*, 3/6; *t.*, fr. 1/6; *d.*, 6/-.

Boarding terms: 17/6 per day; 105/- per week. Garage.

Waverley (*temp.*).

Fraserburgh.

Royal: *R.*, single, 3/6; double, 7/-; *b.*, 2/6; *l.*, 3/-; *t.*, 2/6; *d.*, 5/-.

Boarding terms: 11/6 per day; 26/- per week-end.

Saltoun.

Railway.

Bellslea (*temp.*).

Station.

Gairloch (Ross-shire).

Gairloch: *R.*, single, fr. 4/-; double, fr. 8/-; *b.*, 3/-; *l.*, 2/6; *t.*, fr. 1/-; *d.*, 5/-.

Boarding terms: fr. 84/- per week.

Garve (Ross-shire).

Garve.

Hazel Brae, Contin.

[ABBREVIATIONS : *R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *t.*, tea; *d.*, dinner; *a.*, attendance; *fr.*, from; *temp.*, temperance.]

Glencoe

(Ballachulish, Argyll).

Kingshouse : *R.*, single, 4/6; double, 6/-; *b.*, 3/6; *l.*, 3/6; *t.*, 1/9; *d.*, 5/-.

Boarding terms : 11/6 per day;
80/- per week.

Glenisla

(Alyth, Perthshire).

Glenisla.

Glenshee (Spittal of)
(Blairgowrie).

Invercauld Arms.**Golspie (Sutherland).**

Sutherland Arms : *R.*, single, fr. 5/-; double, fr. 8/-; *b.*, 3/-; *l.*, 3/-; *t.*, 1/6; *d.*, 5/-.

Boarding terms : 17/- per day.

Grantown.

Grant Arms : *R.*, single, 5/6; double, 9/6; *b.*, 3/-; *l.*, 3/-; *t.*, 1/6; *d.*, 4/6.

Boarding terms : day, 16/-; week, 105/-; week-end, 12/6.

Palace : *R.*, single, 4/-; double, 6/6; *b.*, 3/-; *l.*, 3/-; *t.*, 1/6; *d.*, 4/6.

Boarding terms : fr. 12/- per day;
fr. 84/- per week; 25/- per week-end.

Strathspey.

Grant's (private) : *R.*, single, 4/-; double, 7/-; *b.*, 2/9; *l.*, 3/6; *t.*, 1/6; *s.*, 2/9.

Boarding terms : 10/6 per day;
70/- per week; 15/- per week-end.

Huntly.**Gordon Arms.****Gordon.****Royal Oak.****Strathbogie.****Inveraray.****Argyll Arms.****George.****Invergarry (Inverness-shire).**

Invergarry : *R.*, single, 5/-; double, 8/-; *b.*, 3/-; *l.*, 3/-; *t.*, 1/6; *d.*, 5/-; *a.*, nil.

Boarding terms : 15/- per day;
105/- per week.

Invergordon (Ross-shire).

Royal : *R.*, single, 4/-; double, 8/-; *b.*, 3/-; *l.*, 3/-; *t.*, 1/3; *d.*, 4/-.

Boarding terms : 15/- per day;
84/- per week; 32/- per week-end.

Invermoriston (Inverness).**Glenmoriston.****Inverness.**

Station : *R.*, single, fr. 5/6; double, fr. 10/-; *b.*, 3/6; *l.*, 3/6; *t.*, 1/-; *d.*, 5/6. Garage.

Caledonian.**Imperial.****Alexandra.****Royal.****Palace.**

Waverley (temp.) : *R.*, single, fr. 4/-; double, fr. 6/-; *b.*, 3/-; *l.*, 3/6; *t.*, 3/-.

Boarding terms : 11/6 per day;
70/- per week.

Washington.**Glenalbyn.**

McDougall's (temp.) : *R.*, single, 2/6; double, 5/-; *b.*, 2/6; *l.*, 2/6; *t.*, 2/6; *d.*, 3/-.

Boarding terms : 10/- per day;
17/6 per week-end.

Naish's.**McGillivray's (temp.).****Invershin (Sutherland).****Station.****Inversnaid (Glasgow).**

Inversnaid : *R.*, single, fr. 5/6; double, fr. 10/-; *b.*, 3/6; *l.*, 3/6; *t.*, 1/6; *d.*, 5/6.

Boarding terms : day, fr. 17/6;
week, fr. 105/-; week-end, 32/-.

Iona.**St. Columba (temp.).****Argyll.****Kingussie.****Star.**

Duke of Gordon : *R.*, single, fr. 4/6; double, fr. 8/-; *b.*, 3/6; *l.*, fr. 3/6; *t.*, 1/6; *d.*, fr. 4/6.

Boarding terms : fr. 15/6 per day;
fr. 100/- per week.

Royal.**Kinloch (Mull).****Kinloch.**

[ABBREVIATIONS : R., bedroom ; b., breakfast ; l., luncheon ; t., tea ; d., dinner ; a., attendance ; fr., from ; tmp., temperance.]

Kinloch-Rannoch (Perthshire).

Buurannoch.
Dunalastair.
Loch-Rannoch.

Kirriemuir.

Airlie Arms.

Kirkwall.

Harbour.

Ayr (temp.) : R., single, 3/6 ; double, 6/- ; b., 2/6 ; l., 2/6 ; t., 1/9 ; d., 3/-.

Boarding terms : day, 9/- ; week, 63/-.

Kyleakin (Skye).

King's Arms.

Kyle of Lochalsh.

Highland Railway : R., single, fr. 4/6 ; double, fr. 10/- ; b., 3/- ; l., 3/- ; t., fr. 1/- ; d., 4/6. Garage.

Airderry : R., single, fr. 3/- ; double, 6/- ; b., 2/6 ; l., 3/- ; t., 1/- ; d., 3/6 ; a., 1/-.

Boarding terms : 13/- per day ; 84/- per week ; 25/- per week-end. Garage.

Lairg.

Sutherland Arms : R., single, 8/- ; double, 12/- ; b., 3/- ; l., 3/- ; t., 1/6 ; d., 5/-.

Boarding terms : 147/- per week.

Loch Awe (Argyll).

Loch Awe : R., single, fr. 6/- ; double, fr. 11/- ; b., 3/6 ; l., 3/6 ; t., 1/6 ; d., 5/6.

Portsonachan : R., single, 4/6 ; double, 8/- ; b., 3/- ; l., 3/- ; t., 1/6 ; d., 4/6.

Boarding terms : fr. 13/- per day ; fr. 90/- per week ; 25/- per week-end. Garage.

Taychreggan.
Ford.

Lochearnhead (Perthshire).
Lochearnhead.

Lochinver (Lairg).

Culag.

Lochgilthead.

Argyle : R., single, 3/6 ; double, 7/- ; b., 3/- ; l., 3/- ; t., 3/- ; d., 4/-.

Boarding terms : 12/6 per day ; 84/- per week.

Loch Katrine (Glasgow).
Stronachlachar.

Loch Shin.

Overscaig : R., single, 3/6 ; double, 7/6 ; b., 2/6 ; l., 2/6 ; t., 1/6 ; d., 3/6 ; a., 3/-.

Boarding terms : 15/- per day ; 105/- per week. Garage.

Lossiemouth.

Stotfield : R., single, 2/6 ; double, 4/- ; b., 2/6 ; l., 3/6 ; t., 1/6 ; d., 5/- ; a., 1/6.

Boarding terms : 15/- per day ; 105/- per week.

Marine : R., single, 4/- ; double, 8/- ; b., 3/6 ; l., 3/6 ; t., 1/6 ; d., 6/- ; a., 1/6.

Boarding terms : fr. 84/- per week.

Macduff : R., single, 4/- ; double, 4/- ; b., 3/- ; l., 3/- ; d., 4/.

Boarding terms : 14/- per day ; 84/- per week ; 21/- week-end.

Fife Arms.

Mallaig (Inverness-shire).

Station.

Nairn.

Station.

Nairn.

Royal Marine : R., single, 5/- ; double, 10/- ; b., 3/- ; l., 3/- ; t., 1/6 ; d., 5/-.

Boarding terms : fr. 15/- per day ; fr. 105/- per week ; fr. 30/- per week-end.

Caledonian.

Star.

Imperial Golf : R., single, 4/- ; double, 6/- ; b., 3/6 ; l., 3/6 ; t., 1/6 ; d., 4/-.

Boarding terms : 16/- per day ; 105/- per week ; 32/- per week-end.

Waverley (temp.).

Newtonmore.

Balavil : R., single, 7/- ; double, 10/- ; b., 3/6 ; l., 3/6 ; t., 1/6 ; d., 5/6.

Boarding terms : 16/- per day ; fr. 105/- per week. Garage.

Newtonmore : R., single, 4/- ; double, 7/6 ; b., 3/- ; l., 3/- ; t., 1/6 ; d., 4/6.

Boarding terms : 12/6 per day ; fr. 90/- per week ; 25/- per week-end. Garage.

[ABBREVIATIONS: *R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *t.*, tea; *d.*, dinner; *a.*, attendance; *fr.*, from; *temp.*, temperance.]

Oban.

Great Western, the Esplanade: *R.*, single, *fr.* 5/6; double, 9/6; *b.*, 3/6; *l.*, 3/6; *t.*, 1/-; *d.*, 5/6.

Boarding terms: *fr.* 105/- per week.

Station, George Street.

Alexandra, Corran Esplanade: *R.*, single, *fr.* 3/6; double, *fr.* 8/-; *b.*, *fr.* 3/6; *l.*, *fr.* 3/6; *t.*, *fr.* 1/-; *d.*, *fr.* 5/-.

Boarding terms: 16/- per day. Garage.

Leopold Mansions, the Esplanade.

Columbia, Steamboat Quay.

Caledonian, 19, George Street.

King's Arms, George Street: *R.*, single, *fr.* 4/6; double, 8/-; *b.*, *fr.* 3/-; *l.*, 3/6; *t.*, 3/-; *d.*, 5/-; *a.*, nil.

Boarding terms: *fr.* 14/- per day; *fr.* 105/- per week; 30/- per week-end. Garage.

Imperial, George Street.

Queen's, George Street.

Commercial Stafford Street: *R.*, single, 3/6; double, 6/-; *b.*, 2/6; *l.*, 3/-; *t.*, 2/6; *d.*, 4/6.

Boarding terms: 12/- per day; 84/- per week.

Craig-ard, on the Cliff.

Argyll, Corran Esplanade: *R.*, single, *fr.* 5/-; double, *fr.* 6/-; *b.*, *fr.* 3/-; *l.*, *fr.* 3/-; *t.*, *fr.* 1/-; *d.*, 4/6.

Boarding terms: *fr.* 14/6 per day.

Crown, Cawdor Place: *R.*, single, 4/-; double, 8/-; *b.*, 3/-; *l.*, 3/-; *t.*, 3/-; *d.*, 4/-.

Boarding terms: 12/- per day; 84/- per week; 25/- per week-end.

Royal: *R.*, single, *fr.* 5/-; double, *fr.* 9/-; *b.*, 3/-; *l.*, 3/6; *t.*, 3/-; *d.*, 6/-.

Boarding terms: *fr.* 14/- per day; *fr.* 98/- per week; *fr.* 25/- per week-end.

George.

Lorne.

Principal Temperance Hotels.

Marine: *R.*, single, 5/6; double, 8/-; *b.*, 3/-; *l.*, 3/-; *t.*, 1/-; *d.*, 4/6.

Boarding terms: 105/- per week.

McPherson's Palace, George Street.

Park: *R.*, single, 7/6; double, 12/-; *b.*, 3/-; *l.*, 3/-; *t.*, 1/6; *d.*, 5/-.

Boarding terms: 15/- per day; 105/- per week.

Palace: *R.*, single, 4/6; double, 6/6; *b.*, 2/6; *l.*, 2/6; *t.*, *fr.* 1/-; *d.*, 3/6.

Boarding terms: 13/- per day; 84/- per week; 22/6 per week-end.

Glencampa.

Victoria.

Waverley.

Moffat's.

Cameron's (boarding).

Perth.

Royal George.

Salutation: *R.*, single, 7/-; double, 12/-; *b.*, 3/6; *l.*, 3/6; *t.*, 3/6; *d.*, 5/-.

Garage.

Queen's.

Royal British.

Station: *R.*, single, *fr.* 5/6; double, *fr.* 11/-; *b.*, 3/6; *l.*, 3/6; *t.*, 1/-; *d.*, 5/6.

Boarding terms: 14/- per day.

Waverley.

Grand (temp.).

Peterhead.

Palace.

Royal: *R.*, single, 3/-; double, 5/-; *b.*, 2/6; *l.*, 3/-; *t.*, 2/6; *d.*, 3/6.

Boarding terms: 10/6 per day; 70/- per week; 19/- per week-end.

North-Eastern.

Waverley.

Pitlochry.

Atholl Palace: *R.*, single, *fr.* 7/6; double, *fr.* 14/-; *b.*, 4/-; *l.*, 4/-; *t.*, 1/6; *d.*, 6/-.

Boarding terms: *fr.* 105/- per week.

Pitlochry Hydro: *R.*, single, *fr.* 6/-; double, *fr.* 10/-; *b.*, 3/-; *l.*, 3/-; *t.*, 1/6; *d.*, 5/-.

Boarding terms: day, 15/-; week, 91/-; week-end, 30/-.

Scotland's: *R.*, single, *fr.* 6/-; double, *fr.* 10/-; *b.*, 3/-; *l.*, *fr.* 3/-; *t.*, *fr.* 1/6; *d.*, 5/-.

Boarding terms: *fr.* 84/- per week.

Moulin.

Fisher's.

Burnlea (temp.).

Reid's (temp.).

House & Estate Agents.

C. C. Stuart & Son.

[ABBREVIATIONS: R., bedroom; b., breakfast; l., luncheon; t., tea; d., dinner; a., attendance; fr., from; temp., temperance.]

Poolewe (Ross-shire).

Poolewe.

Portree.

Caledonian: R., single, 2/6; double, 4/-; b., 2/6; l., 2/6; t., 1/6; d., 3/-; a., 1/-.

Royal: R., single, 5/-; double, 7/6; b., 2/6; l., 3/6; t., 1/6; d., 5/-; a., 1/6.

Boarding terms: 17/6 per day; 94/6 per week; fr. 30/- per week-end.

Portree: R., single, fr. 3/-; double, 5/-; b., 2/6; l., 2/6; t., 1/6; d., 4/6.

Boarding terms: 11/- per day; 77/- per week. Garage.

Sutherland's (temp.).

Marine (temp.).

Rosemarkie (Ross-shire).

Hawkhill Marine.

St. Fillans (Perthshire).

Drummond Arms.

Salen (Mull).

Salen, Aros.

Strathpeffer (Ross-shire).

Ben Wyvis. R., single, fr. 6/6; double, fr. 13/-; b., 3/6; l., 3/6; t., 1/6; d., 6/6.

Boarding terms: 147/- per week.

Highland.

Spa: R., single, 7/-; double, 10/-; b., 3/6; l., 3/6; t., 1/3; d., 6/-.

Boarding terms: fr. 18/6 per day.

Strathpeffer.

Whytes.

Breadalbane House (boarding).

Strome Ferry (Ross-shire).

Station.

Stromness (Orkney).

Mason's Arms: R., single, 5/-; double, 7/6; b., 2/6; l., 3/6; t., 2/6; d., 7/-.

Mackay's.

Tain.

Royal.

Railway.

Tarbert (Harris).

Tarbert.

Thurso.

Ulbster.

Station: R., single, 3/-; double, 5/-; b., 2/6; l., 3/-; t., 1/6; d., 3/6.

Boarding terms: 12/- per day; 70/- per week.

Commercial.

Royal: R., single, 4/6; double, 7/6; b., 3/-; l., 3/-; t., fr. 1/-; d., fr. 4/-.

Boarding terms: 13/- per day; 90/- per week; 24/- per week-end.

Tighnabruaich (Argyll).

Royal.

Tobermory.

Mishnish: R., single, 3/6; double, 6/-; b., 2/9; l., 3/-; t., 1/6; d., 5/-.

Mull.

Tomintoul.

(Ballindalloch, Banffshire).

Richmond Arms.

Gordon Arms.

Argyle (temp.).

The Trossachs.

(Callander, Perthshire).

Trossachs: R., single, 6/6; double, 12/-; b., 3/6; l., 3/6; t., 1/6; d., 6/-.

Boarding terms: fr. 18/- per day; fr. 115/6 per week.

Ullapool (Ross-shire).

Caledonian.

Royal: R., single, 3/6; double, 7/-; b., 3/-; l., 3/-; t., 1/6; d., 5/-.

Boarding terms: fr. 12/- per day; fr. 84/- per week; 30/- per week-end.

Weem (near Aberfeldy).

Weem.

Wick.

Station: R., single, 5/-; double, 9/-; b., 3/-; l., 3/-; t., 1/6; d., 5/-.

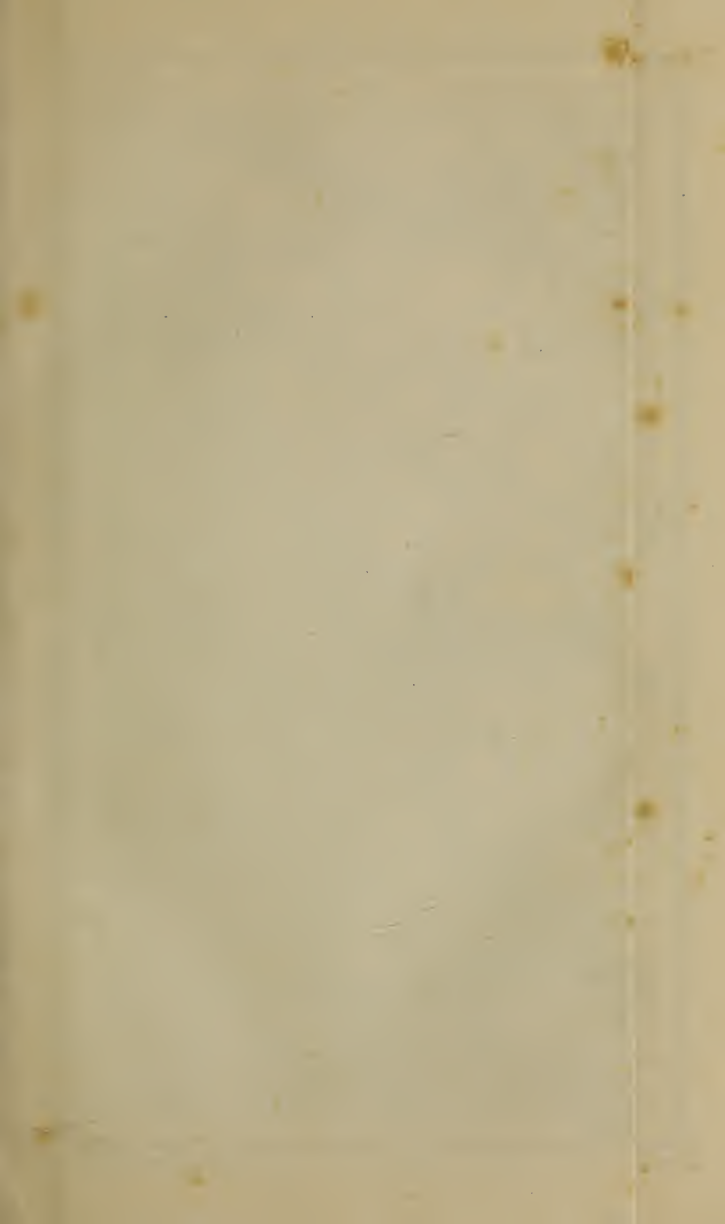
Garage.

Commercial (temp.).

Caledonian: R., single, 4/-; double, 6/6; b., 2/6; l., 3/-; t., 1/6; d., 4/6.

Boarding terms: 15/- per day; 87/6 per week; 22/6 per week-end.

Meredith's.



PERTH AND THE EASTERN HIGHLANDS



Copperplate

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John Bartholomew & Co. Edinb.

PERTH TO INVERNESS.

(a) BY THE HIGHLAND RAILWAY.

Perth—Perth to Crieff, St. Fillans and Lochearnhead—Perth to Aviemore—Aviemore to Inverness *viâ* Carr Bridge and *viâ* Forres—Inverness.

PERTH.

Approaches from the South.—From Glasgow *viâ* the Caledonian Railway on the West Coast Route from England. From Edinburgh (Waverley Station), and *viâ* the Forth Bridge, by the North British continuation of the East Coast and Midland Routes from England; or from Princes Street, Edinburgh, *viâ* the Caledonian Railway.

Early Closing.—Wednesday.

Golf.—Three Courses. *King James VI. Course* (18 holes) is half a mile from the town. Visitors—2s. per day; 5s. for three days; 7s. 6d. per week; 15s. per fortnight; £1 first month; 10s. per month thereafter. *Craigie Hill Course*, a few minutes by tram from the Railway Station. Visitors—1s. per day; 5s. per week; 7s. 6d. per fortnight; 16s. per month. The third course is a *Public Course* of 9 holes (12 holes from September 15 to April 30) on the North Inch. It is free to visitors. There are also two fine courses at *Gleneagles*, 15½ miles south from Perth by Caledonian Railway.

Hotels.—See Introduction.

Post Office.—Near centre of High Street.

Recreation.—Boating, fishing, golf, and swimming (baths for ladies and gentlemen).

Places of Worship.—Usual hours of service on Sundays, 11, 2.15, and 6.30.

Population, 35,851.

PERTH, very prettily situated on the right bank of the Tay, is the best point from which to approach the Highlands as a whole. The city, though of great antiquity, is almost destitute of ancient relics by reason of the destruction of the religious houses by the populace in 1559, after listening to the fiery harangues of John Knox, and by the removal of tangible records of the City's historic glories by the civic authorities in the early years of the nineteenth century. The buildings destroyed by the religious fanatics comprised the Blackfriars Monastery where James I. was killed; the Carthusian Monastery which he founded, and where he and his Queen, and Margaret, the Queen of James IV., were buried; the Greyfriars Monastery, which stood on the present churchyard of that name, and the Carmelites

or Whitefriars House, situated a little west of the city. The nineteenth-century demolition included the removal of Earl Gowrie's Palace, the scene of the famous Gowrie conspiracy of 1600, to make room for the County Buildings; the destruction of the Cross erected in 1668 in place of one demolished by Cromwell, and the clearing away, in 1818, of the Parliament House, where the ancient Diets of Scotland were held, the historic building being replaced by the Freemasons' Hall.

Adjoining the imposing **Railway Station** is the *Station Hotel*, in which Queen Victoria invariably breakfasted on her way to Balmoral. The principal streets bear the names of Victoria, South, High and Mill, and run from west to east towards the Tay. At right angles to these are John Street and George Street, containing some of the banks and the best shops. Tay Street, facing the river, is a remarkably fine promenade.

The chief features of the city can be viewed in the course of an hour's walk. Those who have about that time to spend in it should, *before leaving the station*, ask to be directed to King's Place, a thoroughfare which skirts the city side of the **South Inch**, a large recreation ground. This road runs in a straight line to the river and there the visitor should turn to the left. Then, by taking the first turning to the left and the first to the left again, he will have before him the entrance to the old **Greyfriars' Burying Ground**. Following the promenade again, he will at once pass the **County Buildings**, which, as already stated, occupy the site of old Gowrie House, in which, in 1600, James VI. was seized by conspirators, who had enticed him thither, and was on the point of being carried off in a vessel when he was rescued by his attendants.

By going for a short distance up South Street, a thoroughfare adjacent to the County Buildings, one may reach, by St. John's Street on the right, the principal ecclesiastical building in Perth, **St. John's Church**. In it John Knox officiated. Founded in the fifth century, it has a nave and transept dating from the thirteenth century and a choir of fifteenth-century design. From the end of St. John's Street a return can be made to the river promenade, and then by way of Tay Street to the **Bridge** of nine arches, built by Smeaton in 1771. Near it is the **Museum** of the Perthshire

Society of Natural Science. (*Open daily 12 to 5, admission 3d.; Saturdays, 2d.*)

From the Bridge, Charlotte Street, in a line with the promenade, may be followed to the North Inch, and thence North Port, the first thoroughfare on the left, leads to Curfew Row, where, at a distance of about a hundred yards from the main thoroughfare, may be seen, marked by a tablet, the supposed home of the *Fair Maid of Perth*. Readers of her story, as told by Sir Walter Scott, will regard the **North Inch** with special interest as the scene of the memorable combat between the clan Chattan and the clan Quhele (Kay). The spacious greensward is now a public recreation ground. From its south-western corner Atholl Street leads to the tram lines and **St. Ninian's Church**, which serves as an Episcopal Cathedral. By following the tram lines along Methven Street the visitor is led to the great thoroughfare which, as York Place, South Street, and under other names, runs east and west, and if followed westward will lead to an entrance to the Railway Station.

The best view of Perth is obtained from **Kinnoul Hill**, about three-quarters of an hour's walk eastward from the station. It is 729 feet high, and is situated on the left bank of the river. To reach it cross the bridge alluded to above.

EXCURSIONS FROM PERTH.

1. To **Moncreiffe Hill**, which rises about three miles to the south-east. The summit is 725 feet above sea-level. The route lies across the South Inch, along the Edinburgh high-road for about two miles, and then along a cart-road to the left.

2. To the ruins of **Elcho Castle**, about four miles south-east of the city. They may be reached by the river.

3. To **Huntingtower Castle**, two and a half miles out on the Crieff road.

4. To **Scone Palace**, two and a half miles to the north-east, a modern castellated mansion, the residence of Lord Mansfield. The public are not admitted. It occupies the site of the old Abbey of Scone, which formerly held the Coronation Stone of the Scottish Kings, now enclosed in the Coronation Chair in Westminster Abbey.

5. To **Newburgh and Dundee**, by pleasure steamer.

6. To **King's Seat, Dunsinane**, the scene of a portion of Shakespeare's *Macbeth*. It is eight miles distant.

7. To **Crieff and Strathearn** by the railway which connects

with the Oban-Callander line at Balquhiddel Junction as described below. The holiday resorts on this route are the towns of Crieff and Comrie, and the villages of St. Fillans and Lochearnhead.

PERTH TO LOCHEARNHEAD.

Before proceeding northward from Perth to Inverness, a few pages must be devoted to the country westward, reached by the Caledonian Railway to Lochearnhead.

Crieff.

Golf.—A splendid 18-hole course. Visitors—1s. per day; 4s. per week; 7s. per fortnight; 12s. 6d. per month. Ladies—1s., 3s., 5s. and 8s. 6d. respectively.

Hotels.—See Introduction.

Post Office.—In Comrie Street. Open 9 a.m. to 7 p.m.; Sundays, 9 to 10 a.m.

Population.—6,088.

Recreation.—Golf, bowls, tennis, cricket, and football clubs. All open to visitors. Boating and fishing in the Earn and half a dozen other waters. There are also a Social Club, and a Free Library and Reading Room.

Crieff, 18 miles west of Perth, claims to be the most picturesquely situated hill town of Scotland. Charles Reade wrote in his memoirs that "the habitable globe possesses no more delightful spot." It was dubbed by some imaginative visitor, "the Scottish Montpelier," and of this title the inhabitants are extremely proud. It has become a very popular health resort, for in addition to its picturesque situation, on the southern face of a wooded hill called the Knock, near the foot of the Grampians, it is sheltered from cold winds, has a gravelly sub-soil, and is the centre of a district full of historical, antiquarian, and general interest. In point of size Crieff is the second town in Perthshire.

At the door of the Town Hall, in High Street, are the ancient stocks, and near them is the Cross of the Burgh of the Royalty of Drummond, an antiquarian relic erected where it now stands in 1856. Also in High Street, surrounded by an iron railing, is the noted **Cross of Crieff**. It is a memorial cross, not a market cross, bears Runic characters and is supposed to date from the ninth century. At the west end of the town is the **MacRosty Park**, a public recreation ground containing a bandstand and tea rooms.

The **Knock of Crieff** (911 feet), to the north of the town, commands a view of nearly the whole of Upper and Lower

Strathearn. There is another delightful prospect from the **View of Monzie** (*monie*), which is reached from the Knock-walk.

EXCURSIONS FROM CRIEFF.

Brakes run to **Sma' Glen** (a rugged, deep and narrow valley, small only in name); the quaint village of **Amulree** (visitors at the hotel can fish Loch Freuchie and the Braan); **Braco** (near the famous Ardoch Roman camp); **Mill o' Fortune**, and **Muthill**, a pretty village containing a tenth-century tower and the ruins of a fifteenth-century church. They also run round Monzie and past **Drummond Castle**, the seat of the Earl of Ancaster. The mansion contains a fine collection of portraits. The old castle was built in the fifteenth century, and stands apart from the modern house. The gardens are very attractive. (*Closed to the public on the letting of the house.*)

Other objects of interest in the neighbourhood of Crieff are **Ochertyre Grounds** (2 miles), the **Falls of Turret** (4 miles), and the **Falls of Barviok**, two and a half miles. Here the stream falls six hundred feet in a course of a little over two hundred yards.

Excursions can be conveniently made by train to Lochearn, Balquhiddy, Loch Tay, Loch Awe and other tourist centres on the Oban line.

The distance by rail from Crieff to Comrie is six miles. The line runs along the north bank of the river *Earn*, and two miles from Crieff passes close under the hill of **Toma-chastle**, on which is an obelisk to the memory of General Sir David Baird, who overthrew Tippoo Sahib at Seringapatam at the close of the eighteenth century.

Comrie.

Hotels.—See Introduction.

Population.—1,745.

Post Office.—Open 9 a.m. to 7 p.m.; Sundays, 9 to 10 a.m. for telegrams and callers for letters.

Recreation.—Golf (a 9-hole course for gentlemen and a 6-hole course for ladies), tennis, bowls, angling in several waters.

Comrie is in the Earn valley. On the south the nearer hills are low and are covered with trees or grass; on the north and west they are bold and rugged and rise to a height of 3,000 feet. While the climate is genial in winter and spring, it is bracing during the warmer months through breezes from the uplands. The town has a reputation for cleanliness and neatness. The best views are obtained from **Dunmore**

and the **Druidical Stones**. The former is a hill, 837 feet high, to the north. The ascent begins at the end of Dundas Street. The summit is crowned by a monument to the first Lord Melville.

EXCURSIONS FROM COMRIE.

1. The **Devil's Cauldron** is a deep wood-clad ravine into which the river *Lednock* dives. It is $1\frac{1}{2}$ miles north of the town by the direct road. It may also be reached from the Melville monument on Dunmore Hill by a zigzag path.

2. **Glen Lednock**, a beautiful wooded valley. At the upper end, five miles from Comrie, is **Spout Rollo**, where the stream throws itself over a huge rock.

3. **Strowan** (4 miles), where may be seen the ivy-clad ruins of the ancient **Church of St. Rowan**, the cross which marks the site of the old market-place, and **Strowan House**, a noble mansion.

4. **Roman Camp** and **Glen Artney**. The Roman Camp is passed on the way to Glen Artney. It was the scene of a memorable fight narrated by Tacitus. Hard by is the site of Victoria, the Roman predecessor of Comrie. King Arthur gave his name to Glen Artney, and it was the starting point of the stag in the adventurous hunting described in the *Lady of the Lake*. About eight miles from Comrie is **Glenartney Lodge**, a seat of the Earl of Ancaster. In these days it is the deer-stalking centre, which in earlier years must have been lower down.

From Comrie to St. Fillans is six miles by road or rail. Nearly midway are the entrance gates to **Dunira**, an estate which originally belonged to Henry Dundas, first Viscount Melville and Baron Dunira, who ruled Scotland for many years in the days of George III., and is commemorated by the monument on Dunmore Hill, near Comrie. The estate is now the property of Sir George Dundas, Bart. For twenty years it was leased by the first Earl Cairns, the great English Chancellor. The mansion is modern. Within two miles of it there are thirty miles of walks, some of which are cut out of the solid rock.

Having reached Dunira the visitor is fairly in the pass made famous by the Ettrick Shepherd's poem *Bonny Kilmeny*. About two miles nearer St. Fillans, but on the south side of the river, is the green hill of **Dunfillan** (600 feet), on which St. Fillan, the patron saint of Robert Bruce, is said to have prayed so assiduously as to leave the marks of his knees in the rocks. At the foot of Dunfillan, a few feet from the

Dundurn burn, is **St. Fillan's Well**, formerly believed to possess miraculous healing powers. Half a mile short of St. Fillans, a rock on the north side of the road is locally known from its shape as "The Crocodile."

St. Fillans.

Distances by road.—Oban, 65 miles; Perth, 29½; Stirling, 37.

Hotel.—See Introduction.

Post Office.—Open 9 a.m. to 7 p.m.; Sundays, 9 to 10 a.m. for telegrams and callers for letters.

Recreation.—Angling (in the Earn and Loch Earn), lawn tennis, boating on Loch Earn.

Public Library.

This pretty village of cottages and villas lies along the eastern end of Loch Earn and the outlet of the river. The houses extend in a long line on the narrow strip between the mountains and the water. During summer there is a wealth of flowers and foliage around the houses, and the place has a delightful air of cleanliness, neatness and prosperity. The village is surrounded by hills and mountains, and the scenery of the vicinity is remarkably fine. J. B. Baddeley wrote: "We know not what the real Arcadia may be like, but no spot in Britain so thoroughly embodies our most cherished conceptions of it as St. Fillans. It is the quintessence of undesigned loveliness. Every feature is attractive, both in itself and in its relation to others. The hotel is in keeping with its surroundings, and the rocky knoll to the south is a most seductive place for a ramble."

In an enclosure opposite the hotel are twin oak trees called the **Goose Oaks**, because they were planted in 1818 over the remains of a goose that was said to have lived for 106 years, and to have warned the Neishes, the clan then occupying the site of St. Fillans, of the approach of hostile M'Nabs.

Saint Fillan, to whom the village owes its name, lived in the eighth century, and was the son of a nobleman and an Irish princess. After being abbot of a monastery on the Holy Loch he wandered about the West Highlands and built churches at Strathfillan, Killin, and Dundurn. He died at the last-named, and his original chapel remained there until about 1500, when it was replaced by the building now in ruins. A new episcopal church was erected in 1897.

Loch Earn

is about seven miles long and averages a mile in breadth. On both sides are hills and mountains that are in great part clothed with rich woods. The loch can be fished by visitors at the hotel at St. Fillans or that at Lochearnhead, at the western end. Near the St. Fillans end of the loch is the little wooded **Neish's Isle**.

There is a road on each side of the lake ; that on the south commands the better view, while the other has the advantage of being more level. The railway to Lochearnhead follows the north bank. About two miles along the northern road is **Glen Tarkin**, a couple of miles up which is a huge boulder much like a mushroom in shape. That part which rests on the ground is seventy feet in circumference, while ten feet higher the stone is a hundred and ten feet round.

About two miles from the western end of the lake is **Ardveich Castle**, and on the southern side of the water is **Ardvorlich House**, the Darnlinvarach of the *Legend of Montrose*. Behind the house rises **Ben Vorlich** (3,224 feet). Nearer Lochearnhead are **Edinample Castle** and **Falls**, the former a seat of the Earl of Breadalbane. Both are at the mouth of **Glen Ample**.

Lochearnhead.

Distances by road.—St. Fillans, $7\frac{1}{8}$ miles ; Comrie, $12\frac{3}{8}$; Crieff, $19\frac{1}{8}$; Killin, $7\frac{3}{8}$; Crianlarich, $16\frac{7}{8}$; Balquhiddel Station, $2\frac{1}{8}$; Callander, $13\frac{1}{4}$.

Lochearnhead is an attractive hamlet that makes an admirable centre for excursions by rail or road, as a glance at the map will show. There is good trout fishing and boating on Loch Earn.

The *Hotel* is prettily situated half a mile from the lake and quite close to Lochearnhead station.

Besides the castles just named in connection with Loch Earn, other places of interest in the immediate vicinity of Lochearnhead are :—

Glen Ogle, three to four miles long, through which the railway runs north-westward to Killin Junction. It vies in wildness with Glencoe, and was called by Queen Victoria "the Khyber Pass of Scotland."

The **Kirk of Balquhiddel**, an ivy-clad ruin, haunted by warlocks, witches, and wraiths is about two miles west of *Kings House* platform on the line to Callander (trains stop by



F. W. Hardie,]

ST. FILLANS.

[*Aberdeen*



Dundee.

DUNKELD.

Valentine & Sons, Ltd.,

arrangement with stationmaster at Lochearnhead). To the east of the chancel are the **Grave of Rob Roy**, and also the graves of his wife and one of his sons. Two flat stones that were formerly pointed out as Rob Roy's tombstones belong to a time far before that in which he lived. His paternal lands belong to Lord Moray. The adjacent Lochs Veil and Doine help to supply Glasgow with water.

Edinample Falls, on the south side of the loch, about two miles from the hotel, are reached by following the Callander road. At Balquhiddier Free Church (1 mile) take the road to the left. Cross the bridge to which it leads and then go over the wall and down to the lower part of the burn, as the falls can be wholly seen only from their lower end.

On the left of the bridge is the tomb of the Campbells of Monzie. It looks like a small, plain chapel.

From Lochearnhead the tourist can proceed northward *via* Killin Junction, and then westward, passing Loch Awe, to **Oban**, the route being fully described on pp. 118-119; or he may proceed southward to **Callander** (p. 113).

PERTH TO INVERNESS.

Proceeding northward from Perth, past Scone Palace (p. 27), we follow the Caledonian line as far as **Stanley Junction** ($7\frac{1}{4}$ miles), where the Highland Railway proper begins. The Caledonian line proceeds eastward through Forfar to Aberdeen.

The river *Tay* at this spot and for some miles above is renowned for its trout and salmon fishing. Anglers should communicate with Mr. Malloch, High Street, Perth. At Stanley the Tay Salmon Syndicate has the fishing.

A quarter of a mile from the Junction is **Campsie Linn**, the scene of one of the closing incidents in *The Fair Maid of Perth*.

The line now closely follows the beautiful valley of the Tay. Beyond Murthly Station a glimpse is had of **Murthly Castle**, a splendid building near the river. Not far from it is the old castle, still habitable. After passing, on the left, the **Malakoff Arch**, erected to add picturesqueness to the view from the new Murthly Castle, the train runs through a tunnel, and, on emerging, is fairly in the Highlands. On the left is **Birnam Hill**, with its Shakespearean associations.

The Highlands (c)

It is 1,324 feet high, and the railway proceeds by a steep gradient along its face to—

Dunkeld.

Hotels.—See Introduction.

Post Offices.—Bridge Street, Dunkeld, and Perth Road, Birnam. 9 a.m. to 7 p.m.; Sundays, 9 to 10 and (for letters to callers) 12.30 to 1.

Population, with Dowally, 1,081.

Reading Room and Library.—Near the station and in Dunkeld.

Recreation.—Tennis, bowls, golf (9-hole course at Birnam), angling. (Visitors at the Birnam Hotel can fish $1\frac{1}{2}$ miles of the Tay and its tributary, the Braan. There are also waters open to visitors at the Atholl Arms Hotel, Dunkeld.) The Birnam Highland Games on the last Thursday in August.

The station is really in the village of **Birnam**, the fashionable suburb of Dunkeld, and separated from it by the Tay. The principal building in Birnam is the *Hotel*, near the station.

Dunkeld and Birnam are charmingly situated and are the centre of many delightful walks and drives. Dunkeld is a quiet country town, its most interesting object being the **Cathedral** (*admission*, 3*d.*), begun 1127, completed 1501. It was wrecked by the Reformers in 1560, and lay in ruins until 1600, when Stewart of Ladywell repaired and re-roofed the choir. In 1691 the Cathedral was repaired by the Atholl family, and fitted as the Parish Church, a purpose it still fills. In 1908 the choir was restored after the original design through the munificence of the late Sir Donald Currie. It contains the tomb with an effigy in armour of “the Wolf of Badenoch” and a monument erected in 1872 to the 42nd Highlanders who fell in the Crimean War and in the Indian Mutiny. One of the Bishops of Dunkeld was Gawain Douglas, son of Archibald Bell the Cat, who in *Marmion* declares :

“Thanks to St. Bothan, son of mine,
Save Gawain ne’er could pen a line.
So swear I, and I swear it still,
Let my boy-bishop fret his fill.”

Adjoining the Cathedral are the grounds of **Dunkeld House**, the property of the Duke of Atholl. Within the park, at a spot quite near the churchyard, is a remarkably fine larch tree, one of two that grew side by side and were known as “the mother larches” as they were said to be the first of the kind grown in Britain. They were brought from the Tyrol in 1738.

About $1\frac{1}{4}$ miles from the Cathedral, by the Aberfeldy road (on the south or Birnam side of the river) are the grounds of

the **Hermitage**, or "Ossian's Hall" (*open to the public*), near which are the **Lower Falls of the Braan**, hard by a little bridge. From these pedestrians may make their way to the **Rumbling Bridge** and the **Upper Falls** (*see below*), by passing through the door at the south end of the bridge and following first the path and then the lane to which it leads.

EXCURSIONS FROM DUNKELD AND BIRNAM.

1. **Birnam Hill** (1,324 feet). Pass under the railway by the bridge, north of the station, and beyond the bridge along the path to the left. The summit seen from Birnam affords the best near view, but is not the actual top, which is reached from the lower point by a wide walk through a fir plantation.

2. **Craig-y-Barns**, a rocky height clothed with woods through which are beautiful walks. The route to the summit is indicated by posts. The entrance is at Cally Lodge on the Blairgowrie road.

3. The **Rumbling Bridge** and the **Falls of the Braan** ($2\frac{1}{2}$ miles) and **Inver** (1 mile). To reach the bridge and the falls, leave Dunkeld or Birnam by the Aberfeldy Road. Beyond Dunkeld Bridge take the first turn on the left—the Crieft high-road. Turn down the first lane on the right (nearly $2\frac{1}{2}$ miles from Dunkeld). The best view-point is provided by some boulders in the bed of the stream, reached by a steep path near the bridge. The **Upper Falls** of the Braan are almost under the bridge. From the Upper Falls to the **Lower Falls** pedestrians may reverse the course indicated above, or may proceed, as is necessary for vehicles, as follows: Returning towards Dunkeld take the first road on the left. It leads down to Inver Bridge. Cross the bridge and rather more than a quarter of a mile from it a gate is reached on the left, at the entrance to the grounds of the Hermitage. By following first a cart-track and then a footpath for about half a mile you come to the little bridge and the Hermitage, against which are the falls. **Inver** was the birthplace of Neil Gow, the celebrated Scottish violinist (1727-1807). His cottage has been repaired and is pointed out to visitors.

4. **Aberfeldy**, 18 miles. The usual route is by the road near the right bank of the Tay, passing Inver, **Dalguise**, **Balnaguard**, and **Grandtully**, the last-named village containing, say some, the original of "Tullyveolan, the Castle of Baron Bradwardine" in Scott's *Waverley*. The return may be made by crossing the Tay by General Wade's Bridge and proceeding along the north bank through **Tulliepourie** and Logierait, crossing the *Tummel* by the new bridge, and thence follow-

ing the great north road through **Guay** and the **King's Pass**; or by way of Loch-na-Craige, Glen Cochill, and Scotstown, to Kinloch Lodge, and thence down Strathbraan by way of Trochrie, the Rumbling Bridge, and Inverbraan. **Logierait** was a hunting seat of the early Stewart kings, and the stable of its present inn was a dungeon from which Rob Roy once made a memorable escape.

5. **Kenmore, Loch Tay, and Killin.** By train from Dunkeld to Aberfeldy (17 miles), leaving the former about 10 a.m. and arriving at the latter about 11 a.m.. Thence by motor to Kenmore, skirting the Tay and the policies of **Taymouth Castle**, the seat of the Marquis of Breadalbane. The story goes that the first Earl of Breadalbane was instructed in a dream to build his new stronghold on the spot where he should first hear the blackbird sing on his way down the strath. The green of the model village of **Kenmore**, at his park gates, saw the execution of the chief of the MacGregors and other "limmers" who stood in his way. Kenmore (6½ miles) should be reached about noon, in time for the steamer to **Killin**, at the south-west end of Loch Tay.

About 10 miles south-west of Dunkeld is the village of **Logiealmond**, of which realistic glimpses are given by the Rev. D. M. Forrester in *At the Edge of the Heather*.

The village is said to have given the Rev. John Maclaren Watson suggestions for some of his best Drumtochty characters, reminiscent of the time when he ministered there in youth.

On leaving Dunkeld station the train passes from the Murthly property to the vast domains of the Duke of Atholl. The line soon crosses the *Braan*, and passengers have a fine view on the right of Dunkeld Bridge and Cathedral and of the River Tay. The first station is at **Dalguise** (20½ miles from Perth). Just beyond the station the Tay is crossed by a beautiful lattice bridge, having a span of three hundred and sixty feet, and little more than a mile farther is **Guay**. Then we reach **Ballinluig Junction**, where on the left is the meeting of the waters of the Tay and the Tummel.

* On Sundays there is a mail car service between Ballinluig and Aberfeldy and Kenmore.

Leaves Ballinluig about 10.30 a.m., Aberfeldy about noon, arrives Kenmore about 12.30 p.m.

In the opposite direction, leaves Kenmore about 8 a.m., Aberfeldy 8.40, arrives at Ballinluig about 9.30.

Main route continued on p. 39.

* See footnote, p. 10.



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[Dundee.

BIRNAM FALLS.

Highlands.



[Dundee.

THE BRIDGE OF CLUNY.

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Ballinluig to Aberfeldy.

From Ballinluig a branch line, nine miles in length, runs westward through picturesque scenery along the course of the Tay to Aberfeldy. A mile from the junction is **Logierait**, on the bank north of the Tay. It was once of importance, but is now only noted for its whisky. A statue of the late Duke of Atholl marks the site of a Royal Castle which was used by Robert III. as a hunting lodge. The village was the seat of a Court of Regality in which the Lords of Atholl administered feudal justice. The ancient prison once held that famous outlaw, Rob Roy. Opposite the village there is a ford across the Tay, which is also crossed by a chain-boat.

About midway along the Strath is **Grandtully** station, and farther, on the left, is **Grandtully Castle** (*see* p. 35). At Grandtully is a public roadway bridge over the Tay.

Aberfeldy.

Angling.—Visitors at the Breadalbane Arms Hotel may have salmon and trout fishing on the Tay and trout fishing on Loch-na-Craige, 3 miles distant. The local Angling Club issues permits for its waters. Free salmon and trout fishing on the Tay is offered by the Weem Hotel, a mile from Aberfeldy Station.

Distances by road.—Perth, 32 miles; Crieff, 23; Dunkeld, 17; Killin, 22; Tummel Bridge, 13.

Golf.—A 9-hole course along the banks of the river. Visitors—1s. per day; 2s. 6d. per week; 5s. per month; 7s. 6d. season.

Hotels.—*See* Introduction.

Park, with football, cricket, tennis and bowling clubs open to visitors on payment of a small subscription.

Population.—1,592.

Post Office.—9 a.m. to 7 p.m.; Sundays, 9 to 10 a.m. and (for letters to callers) 12.45 to 1.30.

Reading Room and Library, open 9 a.m. to 10 p.m. Billiard Club.

Aberfeldy, a clean little town, pleasantly situated amidst grand scenery, is one of the best health resorts in the county. Robert Burns was here in 1787, coming over the hills from Crieff by Amulree and Glenquaich. Of the lovely scenery in the neighbourhood he sang in his *Birks of Aberfeldy*. The song is to the air of an older lyric, "The Birks of Abergeldie." The birches at the latter place, on Deeside, are famous, but curiously there are none at the Falls of Moness.

To get a general idea of the town turn to the left on leaving the station. The visitor soon comes to the Square, which should be crossed diagonally to the *Breadalbane Arms*. Continue along the main thoroughfare through the town to

the Episcopal Church, a small building on the left. There turn to the right. By following the road past attractive villas and alongside the river the visitor reaches the **Bridge**, one of the works of General Wade (1723-33). Near it is a **Monument to the Black Watch**—the town being one of the places where that gallant regiment was originally enrolled. In completing the perambulation of the town, **Victoria Park**, a large public recreation ground, offering facilities for various pastimes, is passed. The road bordering it leads to the vicinity of the railway station.

The three **Falls of Moness**, where Burns wrote the above-mentioned song, are a short distance south of the town. The entrance to the path leading to them is opposite the *Breadalbane Arms*. (*Admission 6d.*) About two hours are occupied in making the circuit of the falls. Not far from the entrance the path crosses a stream by a wooden bridge, and then goes across a road and the stream again. The lowest fall is a mile from the entrance, and is inferior to the others. The next is a quarter of a mile farther, and the third half a mile beyond that. A rustic bridge, a little above the last fall, leads back by a gentle descent.

SHORT WALKS FROM ABERFELDY.

1. To **Weem**. An avenue of poplars leads from the farther end of Aberfeldy Bridge to the village of **Weem**. Visitors at the *Weem Hotel* have the privilege of entering the park and gardens of **Castle Menzies**, a fine old baronial mansion, and also of using the walks on the **Rock of Weem**, which rises behind the hotel. The summit of the rock is eight hundred feet above the valley, and commands beautiful views. **Castle Menzies**, which bears the date 1571, is situated at the foot of the Rock. Nearly half way up is **St. David's Well**, the original stonework of which, a memorial of the Menzies family, is now in the mausoleum of Sir Robert Menzies.

2. To the summit of **Farragon**. It lies to the north of the Rock of Weem, and has an elevation of 2,559 feet. The ascent will occupy about a couple of hours.

3. To **Dull**, a village four miles west, on the north side of the Tay. The Rock of Dull commands a wide prospect.

4. To the **Torr**, a small tract of moorland above Aberfeldy. The highest point affords the best view of the town from the south.

MOTOR DRIVES FROM ABERFELDY.

1. To **Kenmore**, and by steamer on **Loch Tay** to **Killin**. Motors run daily during the summer to Kenmore ($6\frac{1}{4}$ miles) in connection with the steamer which sails from the pier at that village along Loch Tay to Killin, and the Caledonian trains thence to Oban, by the route described on p. 117.

2. To **Kenmore**, **Acharn** and **Lawers**. A mail motor car runs from Aberfeldy to Kenmore, Acharn and Lawers daily.

3. To **Fortingall** and **Glenlyon**. A mail motor car leaves Aberfeldy early in the morning for Fortingall and Glenlyon Post Office.

Fortingall has a famous yew tree, reputed to be the oldest specimen of vegetation in Europe, and the remains of a Roman camp. The yew tree is said to have been flourishing when Solomon was building his temple and the Greeks were besieging Troy. Fortingall is, moreover, the traditional birth-place of Pontius Pilate, whose father, at the time, was ambassador from Cæsar Augustus to King Metellanus, who was holding court in the locality. A bell of the early Celtic Church is preserved in the little kirk rebuilt by the late Sir Donald Currie.

Main Route Resumed (*from p. 36*).

From Ballinluig Junction the main line follows the east bank of the *Tummel*. On the lower spur of a hill on the left is a monumental Celtic cross to the sixth Duke of Atholl. One and three-quarter miles from the station we pass, on the left, *Moulinearn Inn*, an important house in pre-railway days. Here, in the rebellion of 1745, Prince Charles breakfasted while on his way to the North, and almost a century later (1844) Queen Victoria partook of "Atholl brose" (a mixture of oatmeal, honey, and whisky), while on her way to visit the Duke of Atholl at Blair Castle.

At a distance of $28\frac{3}{4}$ miles from Perth, we reach—

Pitlochry.

Angling.—Good fishing for trout and salmon in Loch and River Tummel.

Boating on the Tummel.

Distances by road.—Inverness, $88\frac{1}{2}$ miles; Kingussie, $44\frac{1}{2}$; Perth, $27\frac{1}{4}$; Blair Atholl, 7; Dunkeld, 13; Aberfeldy, 13.

Golf.—An 18-hole course of a sporting character; on high ground with turf similar to that of seaside courses. Visitors—1s. per day; 4s. per week; 7s. per fortnight; 12s. 6d. per month.

Hotels.—See Introduction.

Post Office.—9 a.m. to 7 p.m.; Sundays, 9 to 10 a.m.

Pitlochry is situated in the very centre of Scotland. It

stands on the sunny slopes of the Grampians, on the north bank of the river Tummel, and is an agreeable combination of town and country. It is the chief of the great summer resorts on the southern part of the Highland Railway. The popularity of Pitlochry as a summer resort dates from the visit of Queen Victoria to Blair Castle in 1844. Sir James Clarke was then much struck with the salubrity of its climate and its bracing air, and recommended it strongly to many of his patients. The vicinity is exceedingly lovely, the valleys of the Tummel and the Garry affording some of the finest examples in Great Britain of soft glen scenery. Private lodgings are generally obtainable, but during the height of the season early enquiry is advisable.

The town consists mainly of one long street, forming part of the road made by General Wade to the Northern Highlands across the Grampians. In the centre of a large block of buildings known as Alba Place is the Post Office. On the opposite side of the road is *Fisher's Hotel*, an extensive building standing in its own beautiful grounds. Near "the Bridge" is the old mansion of the Pitlochry property, now commonly known as **Prince Charlie's House**, as it was occupied by the Prince on his way to Culloden. At the eastern end of the village is the entrance to the extensive grounds of the *Atholl Hydropathic*, one of the finest of such institutions in Scotland. The building was erected at a cost of £100,000. One of the features of the "Atholl" season is the Highland Lawn Tennis Championship meeting.

Pitlochry is the centre of fine grouse moors and deer forests, and many neighbouring streams offer excellent troutng.

Main route continued on p. 45.

EXCURSIONS FROM PITLOCHRY.

1. To **Moulin**, a quaint, picturesque and ancient village which is becoming increasingly popular with visitors. It is situated about three-quarters of a mile to the north-east in a retired and beautiful spot at the foot of Ben Vrackie. The Parish Church, reconstructed in 1874, stands on a site which has been so occupied from time immemorial. In the churchyard are several curious tombstones, and an ash tree to which culprits were chained while waiting sentence by the Council of Lairds, the old-time administrators of justice.

2. To the summit of **Ben Vrackie** (2,757 feet), north of

Pitlochry. Ladies need not hesitate to attempt the ascent ($3\frac{1}{2}$ to 4 hours up and back). The descent can be made to Killiecrankie station, from which Pitlochry may be reached by rail or road through the Pass of Killiecrankie. There is no inn at Killiecrankie, but there is a refreshment room a few yards from the station.

3. The **Black Spout** ($1\frac{1}{2}$ miles). A picturesque waterfall in a densely wooded ravine. Proceed by the main road to the south-east until just before the second burn is reached ; there turn to the left.

4. **Queen's View and Loch Tummel Inn**. A delightful drive through romantic scenery (*see* p. 43).

5. The **Pass of Killiecrankie** and the **Falls of Tummel**. The road to the pass crosses the railway a short distance from the village, runs parallel to the railway through a finely wooded glen for fully 2 miles, and again crosses the railway a short distance beyond Tyngate (House of the Harp String), the centre of Scotland. Two hundred yards beyond this point a footbridge crosses the railway and gives a short cut for pedestrians to the entrance of the pass on the right and to Garry bridge on the left. The carriage-road goes farther, and then turns sharply to the left.

Just beyond the Bridge a small gate on the left and a footpath lead to the **Falls of Tummel**, about a mile westward. The falls can also be reached by a road going off from the left side of the high-road to Killiecrankie. They are among the best in Scotland. The height is not great, but the whole river plunges over the precipice. Half a mile beyond the Falls, the river is spanned by the Coronation Bridge, by which pedestrians can reach the road on the south side of the Tummel and return to Pitlochry *via* Cluny Bridge or the ferry at Port-na-craig.

Near the footbridge over the line, mentioned above, a small gate guards a path through the **Pass of Killiecrankie**. No lover of beautiful scenery should miss the Pass. The sides are covered with trees, among which birches are numerous, and through the defile flows the Garry. Queen Victoria wrote in her journal : "We passed Pitlochrie . . . and then came to the Pass of Killiecrankie, which is quite magnificent ; the road winds along it, and you look down a great height, all wooded on both sides ; the Garry rolling below it. I cannot describe how beautiful it is." Not always was the pass a source of delight. According to Macaulay, in the days of William III. it was "deemed the most perilous of all those dark ravines through which the mairauders of the hills were wont to sally forth. The only path was rugged and narrow ; two men could hardly walk abreast."

Through this dark defile, General Mackay led the royalist force which encountered the rebellious Highlanders under Claverhouse (Viscount Dundee) on the plain about half a mile north of Killiecrankie station, July 27, 1689. It will be remembered that King William's soldiers were routed, but Dundee fell mortally wounded and his death was the ruin of the rebel cause. He was buried in the old church at Blair Atholl.

Opposite Killiecrankie Cottage, at the top of the Pass, is the **Soldier's Leap**. A fugitive royalist, pursued by one of Dundee's Highlanders, is said to have cleared the river here at a bound.

The footpath through the Pass rejoins the high road a short distance from Killiecrankie Station. (Tea Room against the station.)

6. **Falls of Bruar**, ten miles from Pitlochry, and about two miles from Struan Station.

7. To **Kirkmichael** (12½ miles). Morning mail car. Time occupied, two and a half hours. A public conveyance also runs from Kirkmichael to Pitlochry morning and afternoon.

Kirkmichael is a pretty village on the left bank of the *Eardle*, eight hundred feet above the level of the sea. It is about seven miles from the bridge of Cally, and thirteen miles from Blairgowrie.

8. **Dunkeld and Rumbling Bridge**, near the falls of Braan.

9. **Tummel Bridge** (14 miles, 2½ hours). By mail cart.

10. To **Kinloch-Rannoch** (21 miles).

11. By rail and steamer to **Killin** and back.

OTHER EXCURSIONS FROM PITLOCHRY.

For excursions by private or hired motor cars the following runs are suggested :—

1. To **Blairgowrie** by Dunkeld and Caputh, passing the Beech Hedge at Meikleour. Returning by Brig of Cally and Kirkmichael.

2. To **Killin** *viâ* Weem, Kenmore and Lawers. Returning *viâ* Taymouth Castle, Aberfeldy and Grandtully Castle. This run goes through some of the finest scenery in Scotland, as does also the following.

3. To **Perth** by Aberfeldy, Amulree, Sma' Glen and Crieff. Returning through Bankfoot and Dunkeld.

4. To **Dundee** *viâ* Coupar Angus. Returning by Perth and Dunkeld.

5. To **Kinloch-Rannoch** as below. Returning by Struan, Falls of Bruar, Blair Atholl and Pass of Killiecrankie.

Pitlochry is the best starting-place for a pedestrian excursion to Kinloch-Rannoch and the West Coast *viâ* Kings House and Glencoe.

Pitlochry to Kinloch-Rannoch.

In no other part of Scotland will the tourist find a high-road equal in length to that between Pitlochry and Kinloch-Rannoch which will conduct him through scenery at once so beautiful and so varied.

The first three miles lead to the **Old Bridge of Garry**. Having crossed the bridge, the route turns westward and follows the north bank of the *Tummel*, passing the mansion of Bonskeid. We cross the mouth of the **Glen of Fincastle**, a little beyond which, at the foot of Loch Tummel, is a lofty projecting rock, reached through a wicket, that affords a magnificent prospect known as the **Queen's View**.

Loch Tummel is about three miles long by half a mile broad, and contains pike and large trout, which "run like salmon."

Opposite the view-point is a ferry by which the river can be crossed, and Pitlochry can be regained by following the river along its south side to the Falls, and thence along the western bank of the Tummel to **Cluny Bridge**, a short mile from Pitlochry. There is no inn on this route.

From the Queen's View the road runs parallel with the lake, and ten and a half miles from Pitlochry reaches *Loch Tummel Inn*, a favourite resort of anglers. Three and a half miles beyond the hotel is **Tummel Bridge**, from the southern end of which a road strikes off to Aberfeldy, Fortingall and Kenmore. Pedestrians and cyclists bound for one of these places may save a couple of miles by using *Bohally Ferry*, rather more than a mile eastward of the Bridge. At the southern end of the Bridge is an *Hotel*.

The coach-road to Kinloch-Rannoch does not cross the Bridge, but continues along the northern bank of the river, in the bed of which is a succession of rocks that at one spot form some really good rapids. A short mile from the Bridge is the junction of the Struan road (*see p. 47*).

Kinloch-Rannoch is a flourishing little village at the lower end of **Loch Rannoch**. (Motor coach between Kinloch-Rannoch and Struan station, 13 miles, *see pp. 47-48*). Loch Rannoch is a lovely sheet of water, a mile wide and nine and a half miles long. It is bordered by gently-sloping eminences in regular and unbroken outline, on the north; whilst on its

44 EXCURSIONS FROM KINLOCH-RANNOCH

southern side, along which lies the country road to the head of the lake, the hills are higher and steeper. On the southern side of the lake is the **Black Wood of Rannoch**, famed for its grand specimens of Scotch firs, and said to be a portion of the primeval forest of Scotland. The loch is indented by richly wooded points of land. On the shores of the loch are some beautiful shooting lodges.

The water is famous for *salmo-ferox* of large size; it also contains small trout in abundance. Upon it are boats belonging to the landlords of the three hotels at Kinloch-Rannoch. The guests have the privilege of fishing the loch and also part of the Tummel which flows from it. Near its western extremity is the mouth of the *Ericht*, which carries the surplus waters of a lake of the same name. Into the head of Loch Rannoch flows the *Gauer*, which has its origin in Loch Lydoch, situated in the midst of the Moor of Rannoch. It is one of the best trouting lochs in the country, but it can be fished only by permission of Lady Menzies, the Marquis of Breadalbane, and other proprietors, or by leave of the shooting tenants.

EXCURSIONS FROM KINLOCH-RANNOCH.

1. To **Struan** (*see* p. 47), 15 miles. By motor car.
2. The ascent of **Schiehallion** (3,547 feet). This will occupy from two to three hours.

Schiehallion can also be ascended from Tummel Bridge. About an hour longer will be required than when Kinloch-Rannoch is the starting-point.

3. **The circuit of Loch Rannoch.** The road is almost level and is shaded nearly all the way. The distance round the lake is twenty-two miles.

4. To **Rannoch Station** on West Highland Railway (18 miles). About a two hours' journey by public motor car leaving Kinloch-Rannoch every afternoon. The road, an excellent one, runs along the north side of the lake, and affords fine views of Schiehallion. A mile short of the western end of the lake it crosses the Ericht at **Camasericht**, so called from its situation at a "bend of the Ericht." Here is a refreshment house. At the head of the lake *Rannoch Lodge* is passed, and a mile westward, on the Gauer River, *Dunan Lodge*. Beyond is unattractive moorland to **Rannoch Station**. Refreshment rooms within one minute's walk of station.

5. To **Pitlochry** (*see* p. 39).



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THE PASS OF KILLIECRANKIE,

[London,



Valentine & Sons, Ltd.,

LOCH TUMMEL : QUEEN'S VIEW.

[Dundee.]

Main Route Resumed (*from p. 40*).

From Pitlochry, the line runs up the **Pass of Killiecrankie** (*see p. 41*), of which a glimpse can be obtained from the carriage window. A tunnel shuts out the most beautiful part. The hills on both sides are clothed with woods, and the foliage is so profuse as often to hide the river tumultuously forcing its way over the rocks and eddying through the pools. At the northern end of the Pass is the pretty station of **Killiecrankie**, $32\frac{1}{2}$ miles from Perth, and $3\frac{1}{4}$ from Pitlochry. On the right, half a mile north of the station, is *Urrard House*, into which Dundee is said to have been carried after he had received his mortal wound. The upright stone, about twice the size of a milestone, usually pointed out as the spot where Dundee fell, is the spot where General Halliburton, who was in charge of Mackay's baggage, met his death. The stone can be seen from the train.

In another three miles the line reaches—

Blair Atholl.

Angling.—The *Atholl Arms Hotel* has 4 miles of salmon and trout fishing on the River Garry, a tributary of the Tummel.

Golf.—Excellent 9-hole course. Visitors' fees—Gentlemen: 1s. 6d. per day; 5s. per week; 10s. per month. Ladies: 1s., 3s., and 7s. 6d. respectively.

Hotels.—*See Introduction.* The *Atholl Arms* adjoins the station. The *Tilt* is about a quarter of a mile distant. Its 'bus meets the trains. For both houses turn to the right from the station.

Population.—1,580.

Post Office.—Close to the station. Weekdays, 9 a.m. to 7 p.m. Sundays, 9 to 10 a.m. and (for callers' letters), 11.10 to 11.50.

This pleasant village affords excellent headquarters to tourist and sportsman. It stands at an elevation of four hundred and fifty feet above the sea, and has a climate even more bracing than that of Pitlochry, though the scenery is less beautiful.

The chief attraction to the tourist is **Blair Castle**, the principal entrance to which is a short distance along the road to the right from the station.

Tourists, accompanied by a guide from the lodge by the gate, are allowed to visit the grounds between 9 a.m. and 6 p.m. The fee is 1s. for one, and 6d. for each of the rest of the party. No charge is made for children accompanying adults.

The Castle, the principal residence of the Duke of Atholl, is very old and has many historic associations. In 1644 it was garrisoned by Montrose; stormed by Cromwell in

1653; occupied by Claverhouse in 1689; besieged by the rebels in 1746. It was afterwards dismantled and deprived of its battlements and upper storeys. In 1869 it was restored. Queen Victoria was more than once a guest within its walls, and her *Journal* contains an account of her first visit in 1844. The grounds, which comprise some 300,000 acres, are beautifully laid out, and contain some fine trees, though the woods were much injured by a great storm in 1893. Duke John planted about twenty-seven millions of larch alone, besides other trees.

Near the Castle the drive crosses the *Banvie Burn*, the banks of which are exceedingly picturesque.

Close to the Castle also is the old **Church of Blair**, which contains the grave of Dundee. The grave is marked by a tablet erected by the Duke of Atholl.

About three-quarters of a mile east of the Castle is the **Old Bridge of Tilt**. Running along the west side of the river may be seen the carriage route up **Glen Tilt** (passes for driving through the glen are granted by the Duke of Atholl), while on the east side lies the path usually followed by pedestrians. This path at first strikes off to the **Fender Bridge**, situated a short distance above the confluence of the *Fender Burn* with the *Tilt*. Near the Bridge are the pretty **Falls of the Fender**.

EXCURSIONS FROM BLAIR ATHOLL.

1. The **Hill of Tulloch, or Tulach**, "The Knoll" (1,541 feet). This height, about a mile south-west of Blair Atholl, was ascended by Queen Victoria and the Prince Consort in 1844. The Queen greatly praised the view from the summit. A fair pedestrian can get to the top and back to the station in a couple of hours.

2. The **Falls of Bruar**, nearly four miles westward. (They are only about two miles from Struan station.)

3. To **Braemar by Glen Tilt**. There is a carriage road as far as the *Forest Lodge* (8 miles), and a fearfully rough bridle-path thence to the upper waters of the Dee at *Bynack Lodge* (18 miles from Blair), from which there is a carriage road to Braemar (30 miles from Blair). Those who desire to ride from Bynack must wire to Braemar for a carriage to be in waiting, or ponies can be engaged at Blair Atholl. After August 12 carriages must be out of the glen by two o'clock, and must therefore enter before noon. Pedestrians can pass through at any time. Cyclists occasionally take this route, but between

the Forest Lodge and Bynack the machine and the rider must change places. But rough as is the route in its central portion, it is, as a whole, easier and less rough, as well as shorter by a couple of miles, than the route from Aviemore to Braemar.

Glen Tilt is entered at Blair Atholl from the high-road near the Tilt Hotel, and the route lies by the side of the stream to the old Bridge of Tilt, a distance of half a mile; then carriages proceed along the western side of the stream, while pedestrians, stopping short of the Old Bridge, ascend to the Fender Bridge, from which they will descend to the carriage-road, regaining it about a mile from the Fender.

Leaving Blair Atholl, the train skirts the grounds of Blair Castle, and having crossed the mouth of the *Bruar Water*, draws up at—

Struan,

forty miles from Perth, a village which during the last few years has been steadily increasing in popularity as a summer resort. It is the best point at which to alight for Kinloch-Rannoch (p. 43). The coach route is described below.

EXCURSIONS FROM STRUAN.

1. The **Falls of the Bruar**. (*Free to the public.*) From the station follow the high-road towards Blair Atholl for rather more than a mile, to where it crosses the Bruar. A little way up the stream are the lower bridge and one of the falls, and from this spot there is a good path on each side of the burn to the upper bridge, which is about a mile from the main road, and just beyond the highest and best of the falls.

The falls are three in number. The lowest bounds over rocks varying in height from twelve feet downwards, and passes under a natural arch into the deep, dark pool beneath. The middle fall makes a single leap of about fifty feet. The upper fall consists of three cascades, having a combined height of two hundred feet.

The banks of the Bruar are clothed with fir plantations, the result of the "Humble Petition of Bruar Water to the noble Duke of Atholl," penned by Burns.

2. The **Falls of Garry**. About half a mile down the river.

3. The **Salmon Leap**, near the station.

4. To **Kinloch-Rannoch**. Distance, 13 miles. A motor car leaves Struan every afternoon for Kinloch-Rannoch, the journey occupying about $1\frac{1}{2}$ hours.

"Solitude is the keynote of the journey. For miles the road leads through treeless, pastureless land over which sheep wander, and the only sounds heard are the wail of the

plover, the bleating of lambs and their mothers and the calls of the grouse on frightened wings whirring over the moor."

The first half of the route lies through **Glen Erochy**, and has therefore a westerly direction. Rather more than five miles from Struan the road crosses the *Erochy Water* and runs in a southerly direction through **Trinafour** (6 miles). About a mile farther is the highest point of the route (1,089 feet), and from its vicinity a private road, which considerably shortens the distance, runs almost due south to the main road between Pitlochry and Kinloch-Rannoch, joining it at a point two and three-quarter miles from the latter village. The improved route can be followed by pedestrians. The high-road bears to the left, and when it joins the Rannoch road the traveller must turn to the right. (For the Rannoch-Pitlochry road, see pp. 42, 43).

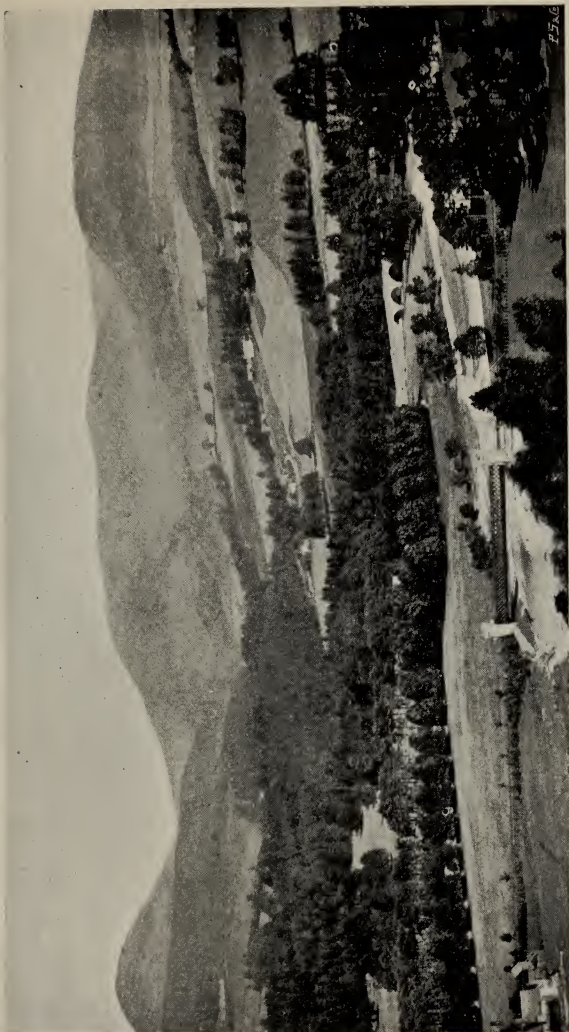
From **Struan** the line begins a steep ascent, the gradients for several miles being 1 in 70 and 1 in 80, and the country becomes extremely bare and desolate. **Loch Garry**, a splendid trouting water, but strictly preserved, is passed on the left. Just beyond **Dalnaspidal** station (51 miles from Perth), the summit level of the railway is reached. This is 1,484 feet above the sea. The point coincides with the boundary between the counties of Perth and Inverness, and is marked by a notice-board giving the height of the pass. Independently of this indicator, passengers may know when they have gained the summit. The laboured puffing of the engine ceases, the speed of the train increases and the water flow is north instead of south.

Dal-na-spidal means "the field of the spital or 'hospice,'" and the name is thought to indicate that the spot was once the site of a hospice.

After leaving Dalnaspidal, the line runs through the **Pass of Drumochter** ("the upper ridge"), a narrow gap in a long range of hills. On the west are two mountains, the **Badenoch Boar** (2,432 feet) and the **Atholl Sow** the former in Inverness-shire, the latter in Perthshire. Just before reaching Dalwhinnie station (58 miles from Perth, and 1,169 feet above sea-level), there will be seen on the left the upper portion of—

Loch Ericht,

some sixteen miles long, and situated partly in Perth and partly in Inverness. It is one of the wildest and most magnificent lakes of Scotland. In many places it is extremely

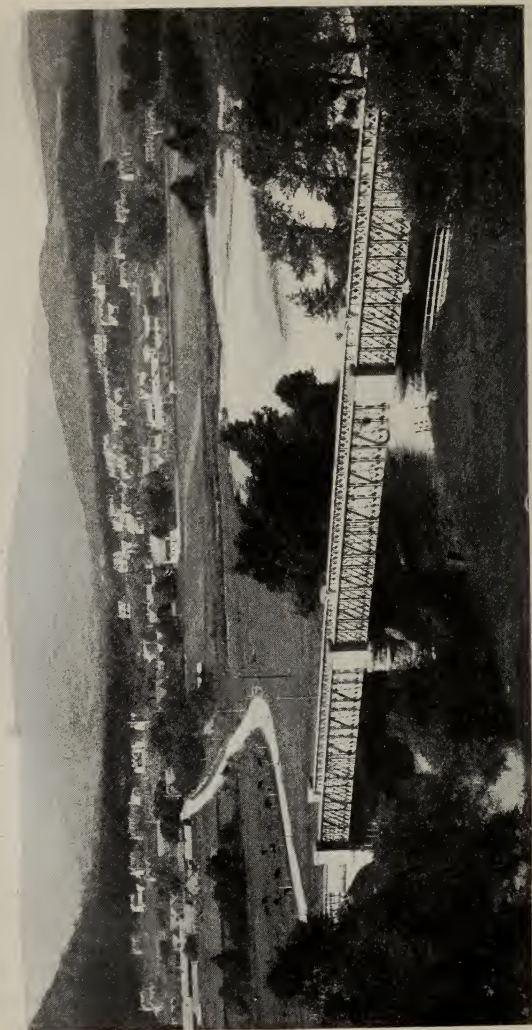


Valentine & Sons, Ltd.,

GLEN TILT.

[Dundee.

P5A6



[Dundee.

KINGUSSIE.

Valentine & Sons, Ltd.,]

deep, and is throughout dark and weird. It is the home, *par excellence*, of the bull trout (*salmo ferox*), and therefore a great attraction to anglers. Small trout also abound. Its water, though very cold in the hottest days of summer, seldom freezes. It may be fished by visitors at the *Loch Ericht Hotel* and the *Truimbank Private Hotel*, Dalwhinnie, the landlords of which have boats upon it, and provide experienced boatmen. The best baskets are made during the spring and early summer.

From Dalwhinnie the line descends **Glen Truim** for seven or eight miles, and then enters the valley of the *Spey*. At 68 $\frac{1}{4}$ miles from Perth is—

Newtonmore,

the growth of which in recent years has been phenomenal, so rapidly has it developed as a summer resort. It has commodious private residences, boarding houses and hotels. One of its attractions is a fine golf course of 18 holes. Another consists of the facilities for angling, there being good trout fishing in the *Spey* and smaller streams.

Three miles farther north is—

Kingussie.

Angling.—Free fishing for salmon and trout in the *Spey*; pike in Loch Gynach or Guinach, 1 mile.

Bowls and Tennis.

Distances by road.—Inverness, 44 miles; Pitlochry, 44 $\frac{1}{2}$; Perth, 71 $\frac{3}{4}$.

Golf.—An 18-hole course, 5,000 yards long. Visitors—1s. 6d. per day; 5s. 6d. per week; 8s. 6d. per fortnight; 15s. per month; £1 5s. per season. Family tickets: per month, £2 (limited to four persons); £2 10s. (limited to six persons); per season, £2 10s. for four persons; £3 for six.

Hotels.—See Introduction.

Library and Reading Room.—Victoria Hall.

Post Office.—Spey Street, 9 a.m. to 7 p.m.; Sundays, 9 to 10 a.m. Letters for callers at 2 o'clock.

Population.—1,171.

Refreshment Room at Station.—All trains stop 5 minutes to enable breakfast, luncheon, tea or dinner baskets to be handed to passengers who have ordered them.

The name (pronounced King-yew-sie) is derived from the Gaelic equivalent of “the end of the pine-wood.”

The town is the centre of a wide district of great beauty. It is situated midway between the Atlantic Ocean and the North Sea, and is a capital point from which to explore some of the most magnificent Highland scenery. Another recommendation is its salubrity, for it is one of the healthiest places in the Highlands. It is 764 feet above sea-level, but the

The Highlands (d)

disadvantages which might attend such an elevation are prevented by the neighbouring mountains. It is bordered on one side by the magnificent range of the Grampians, and on the other by the Monadhliath (*monaleeah*) Mountains. The former keep back biting blasts from the east, while the latter largely intercept the rain clouds from the Atlantic. Pine woods abound in the vicinity, and the air of the place is highly beneficial to sufferers from chest complaints. A complete drainage system has been carried out, and a plentiful supply of excellent water is conducted into the village.

In the vicinity of Kingussie there are many splendid walks, unhampered by restrictions. Near the town are **Gynach Glen and Loch**, both highly popular resorts. The *Gynach* is a tributary of the Spey. The loch lies between Craig Beg and Craig Dhu, a good mile from the principal street. Part of the way lies through a delightful wood. The loch is about a mile in circumference.

Craig Beg is a pine-clad height having an elevation of 1,593 feet. Its summit is but a mile and a half from the town and commands a fine view of the Grampians, the Monadhliath Hills and the lower Valley of Badenoch. The way to it is along the western side of Gynach Glen for about a quarter of a mile and then by a path that strikes off to the left.

EXCURSIONS FROM KINGUSSIE.

1. To **Loch Laggan** (18 miles). Coach leaves every morning and afternoon in summer, the journey taking about 2½ hours. The route is part of that followed in the next excursion.

2. To **Tulloch** (31 miles), for **Fort William** (49 miles). Mail coach to Tulloch station, on West Highland Railway, every morning except Sundays.

From Kingussie the road takes a south-westerly direction, along the course of the Spey. Passing through **Newtonmore**, it continues along the north side of the river, having **Craig Dhu** (2,581 feet), the "black crag," on the right, and passing **Cluny Castle** (9 miles), the seat of the chief of the Macphersons. Chiefs of the Macphersons have also contested with the Mackintosh the headship of the clan Chattan, whose pipes, preserved in the Castle, are said to be those used in the battle on the North Inch at Perth (see p. 27).

Two miles beyond the Castle is **Laggan Bridge**, half a mile from which is a comfortable hotel.

This hamlet is connected with Dalwhinnie Station, on the Highland Railway, by a wild but drivable road, about eight miles long. It is also connected with Fort Augustus, twenty-four miles distant, by a road of which eleven miles only are drivable, and on which there is no inn. It is over the Corriarrick Pass, 2,507 feet high.

At Laggan Bridge, the road crosses the Spey and follows the *Mashie*, one of its tributaries. In the angle formed by the Spey and the Mashie is the British fort of **Dundalair**, having thick walls of slate, and said to be one of the most perfect British strongholds in Scotland. The Mashie is only followed for a short distance, and soon after it is left the road reaches its highest point and then descends to **Loch Laggan**, a beautiful sheet of water 820 feet above the sea, and some seven miles long, by about two-thirds of a mile wide. It contains an abundance of small trout, and a great many *salmo ferrox*. The north side may be fished by residents at the *Loch Laggan Hotel* (18 miles from Kingussie). Around the lake are lofty, well-wooded mountains, and on its surface are two small islets, named respectively *King's Isle* and *Dog's Isle*, from the tradition that Fergus, "the first of the Scottish kings," lived on one and kept his dogs on the other. Not far from the centre of the south side of the lake is **Ard-verikie**, the shooting lodge of Sir John Ramsden. It is a most magnificent structure, built to replace a residence of the same name destroyed by fire in 1873.

From the hotel a track runs in a north-easterly direction to the Corriarrick road to Fort Augustus (21 miles), which it strikes at the end of three miles; and running in a south-easterly direction there is a wild track to Dalwhinnie.

For some six or seven miles beyond Loch Laggan the road passes through a rich but uninteresting pastoral district and then through a more diversified tract to **Tulloch**. The railway thence to Fort William is described on pp. 123-24.

3. To **Insh Church** (p. 54) and **Tromie Bridge**. Out and return, 15½ miles. Follow the high-road which runs parallel to the railway to **Kineraig** (6 miles), cross the railway to Insh Church (6½ miles), thence follow high-road, which after rounding **Loch Insh** runs southward at a distance of three-quarters of a mile or so from the Spey to **Tromie Bridge** (12½ miles), and then past the ruins of **Ruthven Barracks** to the bridge across the Spey and the road running thence across the line at Kingussie Station. The Ruthven Barracks supplanted the residence of the Comyns, lords of Badenoch. They were erected in 1718 to overawe the Highlanders. In 1746 they were captured by a band of insurgents on their way to Culloden, and were then set on fire. After the battle a considerable number of the adherents of Prince Charles

rallied at Ruthven, and remained there till commanded by the Prince to disperse.

4. **Glen Feshie** (16 miles *viâ* the Manse of Insh, 10 miles *viâ* Tromie Bridge). Those who elect to make the circular tour should go *viâ* the Manse Road as it gives the better view in approaching the Glen. The routes are identical to Tromie Bridge (3 miles). The Manse Road lies through the village of **Insh**, and beyond that is the *Manse of Insh*, where one of the two rather rough driving roads up the **Glen** branches off from the turnpike.

By the alternative route, turn to the left after crossing Tromie Bridge. Two or three hundred yards beyond it, the road to Glen Feshie strikes off to the right up a steep brae. Two or three miles from the summit of the hill is **Baileguish**, where vehicles must go through a tributary of the *Feshie*. The spot is a thousand feet above sea-level and commands a magnificent view of the Glen. Having crossed the stream, keep straight on for more than a mile. Then a road is reached running along the Glen.

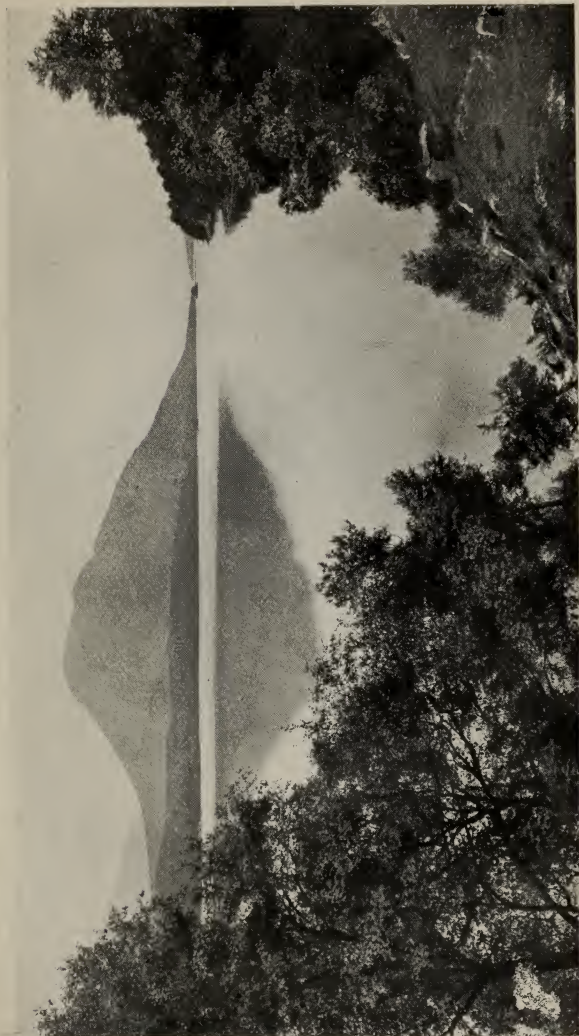
5. **Loch-an-Eilan**. A favourite excursion with those bound upon a picnic. The spot is generally reached by taking train to Aviemore station, thence by road (3 miles). By road from Kingussie the distance is 14 miles. The Loch is described on p. 54.

Leaving Kingussie, the ruins of Ruthven Barracks are seen on the right. Behind are the Glen Feshie mountains, which, as the train proceeds, give place to a view of the **Ben Macdhui** group, the most mountainous portion of Scotland. Its principal peaks exceed 4,200 feet in height.

The railway continues along the Spey, which winds through a succession of rich meadows, along which are pools abounding in water-fowl and covered by tall reeds and water-lilies. To protect the line from inundations extensive and costly embankments are necessary for several miles.

When $2\frac{1}{4}$ miles from Kingussie there may be seen in a small larch plantation on the left a *Monument to James Macpherson*, the translator or compiler of the ancient Gaelic poems attributed to Ossian. Close by is the palatial **Balavil House** ("the town on the brae"), occupying the site of the old Castle of Raits, originally a stronghold of the Comyns, and for a time in the possession of the Macpherson just mentioned. Nearly opposite is **Milton Cottage**, one of the mansions on the Invereshie estate.

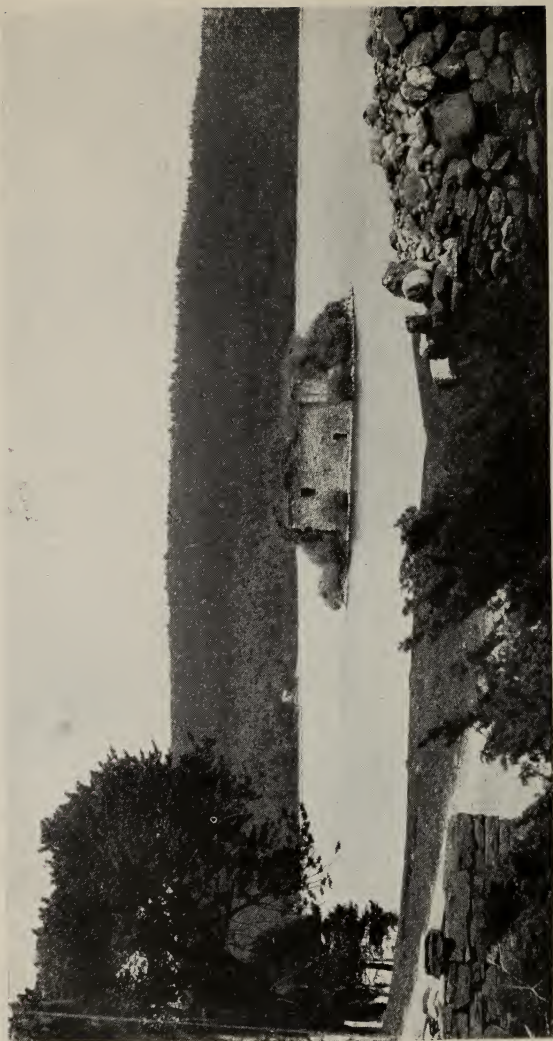
About a couple of miles farther the line passes on the right



[Aberdeen.

LOCH LAGGAN.

F. W. Hardie.]



[Dundee.

LOCH-AN-EILAN.

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Loch Insh, a beautiful sheet of water about a mile long by three-quarters of a mile wide. Permission must be obtained for fishing the loch. Just beyond the lake is **Kincraig**, $77\frac{1}{2}$ miles from Perth. It is the nearest station for Feshie Bridge and Glen Feshie. In the village is a 9-hole golf course.

Having left Kincraig, the traveller will see on the left **Loch Alvie**, and opposite is **Tor Alvie**, or the Hill of Kinrara. Upon it are two monuments, a lofty pillar in memory of the last of the old Dukes of Gordon, and a cairn in memory of Highland soldiers who fell at Waterloo. The summit of the hill commands a magnificent view of Strathspey.

Then the line passes the clachan of **Lynwilg**, in which is a comfortable inn that may serve as headquarters for pedestrians wishing to explore the Grampians, and where vehicles may be obtained for drives in the vicinity. A mile and three-quarters beyond the hamlet is a thick wall, or dry-stone dyke, coming down the mountain side and crossing the line. It is the boundary between the districts of Badenoch and Strathspey, between the counties of Inverness and Elgin, and between the properties of the Duke of Richmond and of the Seafields. On the left is the cliff called **Craigellachie**, the trysting-place of the Grant clan, whose slogan or war-cry was "Stand fast, Craigellachie."

At $83\frac{1}{4}$ miles from Perth is—

Aviemore,

the largest junction on the Highland Railway and an excellent centre for tourists. It is a good starting-place for the summits of the Grampians, and also has attractions of its own. Previous to the opening of the direct route to Inverness, *via* Carr Bridge (p. 59), it consisted mainly of a general shop, a post office, and a few cottages, but there are villas and hotels now for the accommodation of visitors. For the recreation of its visitors there are a bowling green and a golf course (9 holes), boating and fishing. The golf course belongs to the Rothiemurchus Club.

Terms for visitors—1s. per day; 3s. 6d. per week; 6s. per fortnight; 8s. 6d. per month; 12s. 6d. per season.

EXCURSIONS FROM AVIEMORE.

1. To **Loch-an-Eilan** and **Loch Gamhna** *viâ* Inverdrue and the Croft, returning *viâ* Polchar and Inverdrue.

Loch-an-Eilan, "the Lake of the Island," is about three miles south of Aviemore Station. On a small island are the ruins of a stronghold of the Wolf of Badenoch (Earl of Buchan), the scourge of the northern counties. One of the turrets was for several years the nesting-place of a pair of ospreys, or fishing eagles, but they have now disappeared. Between the Loch and Inverdrue Church rises a birch-clad hill called Ord-Bain, or the white hill, because it is formed of limestone. **Loch Gamhna** is a small loch at the upper end of Loch-an-Eilan. It is adorned with water-lilies, which visitors must leave untouched. **Polchar** was for many years the summer and autumn residence of Dr. Martineau, in memory of whom a roadside column was erected in 1913.

2. To **Lynwilg**, **Kinrara House**, and **Tor Alvie**.

Lynwilg and **Tor Alvie** have been briefly noticed on p. 53. **Kinrara House**, at the foot of the Tor, was the favourite residence of the mother of the last Duke of Gordon. Her grave is marked by a granite monument on the site of St. Eada's Chapel. On the opposite side of the Spey is **South Kinrara House**. After having been purchased by Mr. Adam Black, the well known publisher, it was enlarged and improved.

3. A Circular Drive by **Kineraig**.

The outward route passes through **Lynwilg** and by **Loch Alvie** and **Loch Tor**. **Kineraig** has a station, originally called Boat of Insh, on the Highland Railway. The ferry, which gave the place its curious name, has been displaced by a bridge. Half a mile from the station is **Insh Church**, which is believed to date from Culdee times. It still has a bronze bell of that period. **Loch Insh** is "the home and hold of the big pike—of the small ones too!—of the Spey." The north-eastern corner of the Loch is about midway between **Kineraig** and **Feshie Bridge**, in the romantic **Glen Feshie**.

4. To **Carr Bridge** (7 miles), described on p. 59.

5. **Round by Boat of Garten**, an excursion which takes the visitor past Carr Bridge. The **Boat of Garten** is a railway junction, and a growing summer resort. The return is made past **Kincairdine Church**, a very old building with a "squint" or leper window, and a rude stone font. Two miles from Aviemore station the route passes over **Coylum Bridge**, the centre of very picturesque scenery.

6. To **Loch Eunach**. The outward route may be made *viâ* Inverdrue, and the return journey *viâ* Loch-an-Eilan. **Loch Eunach** is a long, narrow sheet of water about nine miles

south of Aviemore. It is 1,650 feet above sea-level. Above it towers the rocky side of **Sgoran Dubh** (3,658 feet). The Loch contains char, *salmo ferox*, and trout.

Glen Eunach is the best starting-point for the ascent of **Braeriach** (4,248 feet), **Cairn Toul** (4,241 feet), and **Sgoran Dubh**, already referred to.

7. To **Glenmore Lodge**. The outward journey may be made *viâ* Inverdrue and Glen More, the return *viâ* **Nethy Bridge**, near the mouth of the Nethy.

8. The **Ascent of Cairngorm** (14 miles to the summit, 4,084 feet). Carriages can proceed as far as Glenmore Lodge, and from that the summit is only five miles.

9. **Through the Larig Ghru Pass to Braemar** (30 miles). The route lies along the course of the Drue to the hamlet of **Coylum Bridge** (2 miles), where is the last permanently-occupied habitation that will be seen until the keeper's cottage is reached in Glen Derry, ten miles short of Braemar. A short distance beyond the summit of the pass, which has an elevation of 2,750 feet, are ice-cold pools, called the Wells or **Pools of Dee**, twelve miles from Aviemore. Thence the path is followed across and down the left bank of the *Dee*, nearly to the opening of **Glen Geusachan**. There it leaves the river and enters **Glen Lui**, in which is **Derry Lodge**, at the junction of the *Derry Burn* and *Lui Water*. Some four miles from the lodge the road, after bearing away from the Lui, again runs along the bank of the Dee.

The central portion of the route is extremely rough. The walk can be shortened by driving for a few miles, and by wiring to Braemar for a carriage to be in waiting at Derry Lodge. Guides can be engaged. Finger-posts have been erected by the Right of Way Society.

AVIEMORE TO INVERNESS VIÂ CARR BRIDGE.

From **Carr Bridge** (7 miles) the line begins to ascend the southern slope of the Monadhliath mountains. At the deep **Pass of Slochd Muich**, there is a remarkable echo. Emerging from the Pass, the train reaches an open, trackless expanse of furze and heather. In excavating the enormous cutting on this portion of the route, there were discovered at a depth of 25 feet below the surface three successive crops of pine-trees, showing that in prehistoric times the region was tree-clad, although now there is not a twig to be seen. A viaduct, a quarter of a mile in length, carries the line across the *Findhorn*, a river that has always been famed for its salmon and trout fishing. On two miles of the stream, visitors at the *Freeburn Hotel* have the privilege of fishing both for salmon

and trout, from the opening of the river in February until it is closed on October 10. The station is at **Tomatin**, the very heart of the Mackintosh country. Three miles farther will be seen on the right **Loch Moy**, with the magnificent residence of The Mackintosh of Mackintosh in the vicinity, the gateway of the grounds being directly opposite **Moy** station. Approaching **Daviot** station an unrivalled panorama of mountain scenery comes into view. On leaving the station, the Great Glen of Scotland opens on the left and far away in the north-west rises the huge mass of **Ben Wyvis** (3,400 feet). Soon there may be seen towards the north, across the river Nairn, a wooded ridge, a site of great historic interest, for it is the battlefield of Culloden (p. 70). The route passes in the immediate neighbourhood of **Culloden House**, and joins the main line from Forres about two miles from Inverness.

AVIEMORE TO INVERNESS VIÂ FORRES.

This is the old route. Beyond Aviemore the country becomes more picturesque. Emerging from the birch woods in its vicinity, we pass on the left the old military barracks, long a stage inn, now occupied as a shooting lodge. Not far from the station, but not in sight from the line, is the lakelet of **Bellatteran**, known to botanists as a habitat of the *Nuphar minima*, the smallest and rarest British water-lily.

At 88½ miles from Perth, and 5¼ from Aviemore, the train reaches **Boat of Garten**, the junction of the Highland Railway with the Strathspey branch of the Great North of Scotland system.

The Highland line continues along the west bank of the Spey, and after passing the farm of **Tullochgorum**, a name familiar to Scots as that of a celebrated "reel," and of what Burns declared to be "the best Scotch song that Scotland ever heard," we reach **Broomhill** (92½ miles), and then—

Grantown-on-Spey.

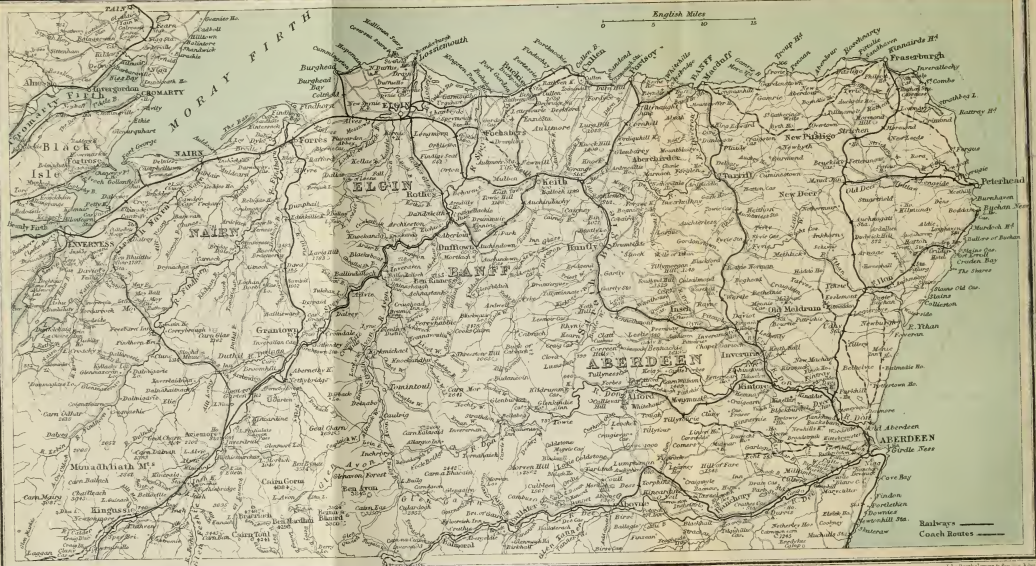
Angling.—Permits for salmon and trout fishing in the Spey are issued by the *Grantown and District Angling Association*.

Distances.—Aberdeen, 92 miles; Edinburgh, 144; Glasgow, 159; Inverness, 48; London, 534; Perth, 96.

By road.—Aberlour, 22 miles; Aviemore, 15; Forres, 22; Inverness, 33; Nairn, 23.

Golf.—An 18-hole course and one of 9 holes. The latter is for ladies, who, however, may play on the larger course on payment of the same fees as gentlemen. Charges for 18-hole course—Day, 2s.; week, 6s.; two weeks, 10s.; month, 15s.; season, £1 1s.

THE NORTH-EAST OF SCOTLAND



Hotels.—See Introduction. Numerous private lodgings.

Population.—1,451.

Post Office.—High Street, 8 a.m. to 7 p.m. Sundays, 9 to 10 a.m. Spey Bridge P.O. at the Great North of Scotland station.

Stations.—*Highland*, three-quarters of a mile from the centre of the town, and the *Great North of Scotland*, at Spey Bridge, 1½ miles. Hotel 'buses meet trains.

Grantown, the capital of Strathspey, is a police burgh, and is situated in the midst of varied and pleasant scenery at an altitude exceeding 700 feet above the sea. It possesses a bracing climate, the salubrity of which is increased by extensive pine-woods. The town stands on gravelly soil, has an abundant supply of water, and claims to have a less rainfall than either Braemar or Ballater, both of which have been proclaimed the driest spots in Scotland. It traces its prosperity to an incognito visit of Queen Victoria and Prince Albert in 1860. Since that event it has become so favourite a resort that, during the summer, every house in the town and every farmhouse in the neighbourhood is occupied by holiday-makers, the more prudent of whom engage their quarters early in the year. The town is mainly built of granite, and is well-kept. Within a mile of it flows the river Spey, through a level and fertile tract, while in the background are lofty heather-clad mountains.

The river contains salmon, pike, sea and river trout. Finnockes abound in the early part of the season and in the upper reaches char may be found.

At the head of an avenue proceeding from the Square at the northern end of the main street is the **Seafeld Memorial Church**, erected in 1886 by the late Lady Seafeld in memory of her husband and her son. The pulpit is mainly constructed of old wood carvings. Another piece of ancient carved woodwork is in front of the Seafeld gallery.

EXCURSIONS FROM GRANTOWN.

1. **The Ladies' Walk** (half-mile) is on an eminence overlooking the Spey. It commands some of the most charming views obtainable in the vicinity of Grantown. Pedestrians passing to or from the Great North of Scotland station may include the Ladies' Walk in their route.

2. **Inverallan Churchyard** (1½ miles), on the left bank of the Spey. The churchyard formerly contained the Parish Church. Inside the gateway is **St. Figat's Stone**, on each side of which is a rudely sculptured Latin cross.

3. **Glen Beg and Ben More.** Follow the Dulnan road for

about a mile, then turn to the right, and passing under the railway, proceed up the Glen. The road ends at the offices of the farm of Glen Beg, about one and a half miles from the railway. Thence a path on the left leads to the summit of **Ben More** (1,545 feet), commanding one of the finest views in the district.

A path on the right of the Glen just beyond the railway leads across the Moor to Wester Dreggie farmhouse and Grantown.

Just short of a footbridge in the Glen there is a track on the right to the above path.

4. **Castle Grant**, two miles from the centre of the town.

Follow the North Road from the Square. The Castle is the family seat of the Earls of Seafield, the head of the Clan Grant. The entrance is by an imposing gateway and lodge, from which proceeds a beautiful avenue. The view of the **Cromdale Hills**, on the right, is much admired. The Castle does not come into sight until it is nearly reached. It is a massive, plain, square building, more imposing than elegant. The oldest portion dates from the fifteenth century. In the entrance hall is a collection of mediæval weapons.

From the roof of the Castle is obtained a magnificent view of the valley of the Spey, the Forest of Abernethy, and the Cairngorm Mountains. On the west of the Castle is a fine lime-tree avenue.

Visitors who do not desire to return at once to Grantown may leave the Park at a lodge situated at the spot where the railway crosses the road, or at a point half a mile farther north and a mile and a half short of the spot at which the main road is left by visitors to Lord Huntly's Cave.

5. **Lord Huntly's Cave** ($3\frac{1}{2}$ miles). Follow the Forres road past the Castle Grant gateway until just beyond the third milestone. There take a footpath on the right guarded by a stile. This path leads to the Glen, at the bottom of which, on the left-hand side, is a cave. It derives its name from the tradition that it was the hiding-place of the second Marquis of Huntly, who espoused the cause of Charles I., but fled at the approach of his brother-in-law, the Earl of Argyll, commander-in-chief of the Scottish forces.

The return to Grantown may be made by following the path down the Glen for about a mile and then taking a by-road on the right that joins the main road some two miles north of the town.

6. To **Dulnan Bridge** (3 miles); the ruins of **Muckerach Castle** (4 miles); **Duthil Parish Church** (7 miles); and **Carr Bridge** (10 miles). The road runs from the southern end of

the town, and for about one and a half miles lies between the Highland Railway and the Spey. Then it passes under the line, and after skirting Gaich Wood comes to **Dulnan Bridge**, a charming spot, where the brawling *Dulnan* stream—next to the Avon the largest tributary of the Spey—rushes along its deep rocky bed. The road continues on the north side of the river, and half a mile from the bridge passes *Muckerach House*, and a little farther, **Muckerach Castle**, built by Patrick Grant in 1598. The lintel stone of its doorway has been built into one of the walls of the Doune mansion. It bears the date of erection of the castle, the owner's arms, and the words, "In God is al my traist." Only a portion of the original structure remains.

The road continues to the old church and churchyard of **Duthil**. In ancient times the district was known as Glen-carnoch ("Glen of Heroes"), from the number of illustrious dead who were laid to rest under cairns, many of which still remain. The churchyard has been the burial-place of the Grants for three hundred years. The history of the church goes back to the thirteenth century.

The road crosses the *Duthil Burn* before reaching the attractive little village of **Carr Bridge**. Some fifty yards from the Bridge, near the hotel, is the arch of the old bridge, built by the Earl of Seafield some 200 years ago. The two arches are seen to best advantage when viewed from below. A mile from the hotel is Carr Bridge Station, on the Highland Railway. The return to Grantown may be made by rail *viâ* Boat of Garten, or by following the old North Road southwards for three miles, and then, turning sharply to the left, following the Aviemore road to Grantown.

7. To **Castle Roy** (5 miles); **Nethy Bridge** (6 miles); **Abernethy Forest** (8 miles); and **Loch Garten** (10 miles). To the Spey Bridge by the New Road, and having crossed it, turn to the right and follow the road southward. For further particulars *see* p. 108.

8. To **Bridge of Brown** (10 miles); and **Tomintoul** (14 miles).

The road from Grantown south-eastward to Tomintoul is rough, but the scenery is very interesting. The **Bridge of Brown** is in a most romantic spot. At the point where the stream is spanned, the water flows through a rocky channel some two feet wide at the surface of the stream, and eight or ten feet wide at the upper surface of the rocks some forty feet above the water. This part of the stream is known as the **Linns of Brown**.

Tomintoul is the chief place in the extensive parish of Kirk-michael, in Banffshire. It is the highest village in Great Britain, its elevation being 1,150 feet above sea-level. It

has a bracing air, the district abounds with trout streams, and the place is making a name for itself as one of the health resorts of the North. There are two hotels.

There is a motor car service between Tomintoul and Ballindalloch (16 miles), on the Great North Railway, twice daily; the journey occupies $1\frac{1}{2}$ hours.

For routes between Tomintoul and Deeside, *see* pp. 89 and 93, and for route between Tomintoul and Strathdon, *see* p. 98.

9. **Loch-an-Dorb**, the "lake of black water," to the north-west of the town, may be reached by tramping across the moor, by a carriage-road, by which it is ten miles from Grantown, or by rail to Dava station, on the Highland Railway, and thence by a walk of three miles. It is a fine sheet of water. On an island in its midst is a Castle that has been the scene of many stirring historic events. In 1303 it was captured by Edward I. of England. Some forty years later it became the prison of William Bullock, a favourite of David Bruce. Being suspected of tampering with the English, he was starved to death. The northern part of the lake belongs to the Earl of Moray, the southern to the Seafield Trustees. On the eastern side is **Craig Tiribeg** (*Cheerepeck*), 1,586 feet above sea-level, on which bonfires are lighted to celebrate great events in the Grant family.

10. **Advie** (*see* p. 107).

11. **Other mountains and hills near Grantown.**

Achosnaich (1,400 feet). To the westward of the Highland Railway, about a mile north of the town.

Dreggie Hill (1,250 feet). A short distance to the west. Affords a view of all the chief heights of the Cairngorm range.

Craigmore (1,200 feet). Some three miles south of Spey Bridge.

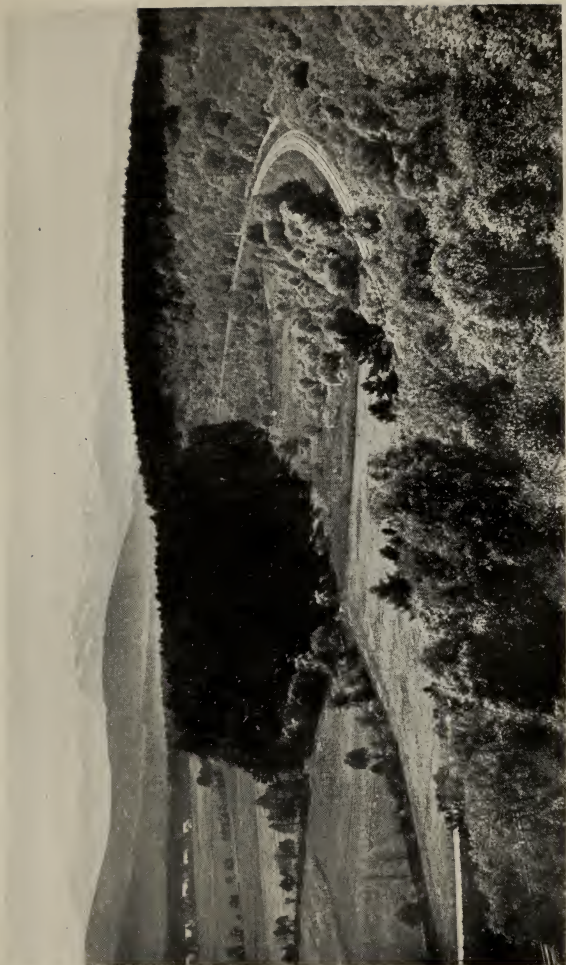
Cairnluicht (1,390 feet). About half a mile north of Castle Grant park. Affords a good view northwards.

Cromdale Hills (over 2,000 feet). Cross Spey Bridge, turn to the left, and follow the road running parallel with the railway. In about two miles, take road on right by the edge of a wood, leading to Burnside farm.

Cairngorm (4,084 feet). Drive *viâ* Nethy Bridge to Glenmore Lodge (18 miles) or by rail to Aviemore.

Ben Macdhui (4,296 feet). *See* p. 52.

From Grantown the Highland Railway diverges from the valley of the Spey. Passing the policies and woods of Castle Grant, it runs up a rocky defile in which is Lord Huntly's Cave (p. 58). Having surmounted the gorge, the line emerges



Valentine & Sons, Ltd.,

THE CAIRNGORMS, FROM NEAR GRANTOWN.

[Dundee.]



Valentine & Sons, Ltd.,]

[Dundee.

THE FINDHORN, NEAR RANDOLPH'S LEAP.



Valentine & Sons, Ltd.,]

[Dundee.

CAWDOR CASTLE.

on the bleak and extensive moorland district of **Brae Moray**, and at 104½ miles from Perth reaches **Dava**, 8½ miles from Grantown. Some five miles farther it crosses the *Divie* by a fine viaduct 106 feet high, and another mile brings us to **Dunphail**, from which the richly-wooded banks of the *Findhorn* are in sight on the west. Dunphail is a good point from which to approach the most charming part of the Findhorn Glen (p. 63). Three miles beyond Dunphail the line enters the beautiful **Altyre** estate (Sir William Gordon-Cumming), and later there may be seen on the left **Darnaway Castle**, the ancestral residence of Lord Moray. As the train proceeds, glimpses are obtained of the Moray Firth and the mountains of Ross and Sutherland, the view northward extending in fine weather as far as the bluff cliffs of the Ord of Caithness. At **Rafford** the line runs through a deep cutting and then along an embankment seventy-seven feet high, after which it passes within sight of the old **Tower of Blervie**, on a hill-face to the east, and then of a large hydro-pathic establishment on the slope of **Cluny Hill**, the summit of which is crowned by the Nelson Monument. A short distance beyond is—

Forres.

“How far is’t call’d to Forres?”—*Macbeth*.

Angling.—Tickets for salmon, grilse, sea-trout and finnock fishing in the lowest 5 miles of the Findhorn, between Red Craig and the sea, are obtainable from the Secretary of the *Forres Angling Association*.

Boating, bathing, and sea-fishing at Findhorn, about five miles north of the town, to which coaches, starting from the Town Hall, run three times a day. Single fare, 1s.

Bowls and Lawn Tennis Clubs.

Distances by rail.—Perth, 119½ miles; Inverness, 25; Aberdeen, 83; Edinburgh, 167; Glasgow, 181; London, 562.

By road.—Aberdeen, 78½ miles; Elgin, 12; Grantown, 22; Inverness, 26½; Nairn, 10½; Perth, 121.

Early Closing.—Wednesday.

Golf.—A good inland course of 18 holes. Visitors’ fees—Gentlemen: day 1s.; week, 3s.; fortnight, 6s.; month, 10s. Ladies may play at any hour at charges one-half of those for gentlemen.

Hotels.—See Introduction.

Museum.—Open daily except Saturdays. In summer, 10 a.m. to 5 p.m.; winter, 10 a.m. to 3 p.m. In June, July, August and September the Museum is open on Saturday afternoons from 2 to 5. Admission, 3d.

Population.—4,932.

Post Office, at the junction of Castle Bridge with the High Street.—9 a.m. to 7 p.m.; Sundays (for callers’ letters), 9 to 10 a.m. and 2.50 to 3.50 p.m.

Refreshment Rooms at Station.

Forres, dating from very ancient times, is a clean, cheery-

looking town. It stands on gently rising ground on the eastern bank of the Findhorn, and is largely resorted to by sportsmen and tourists, the former for the salmon and trout fishing, the latter by reason of the exquisite scenery and the sweet and balmy climate of the district. The average annual rainfall is under twenty-three inches, while that of London is twenty-four inches. In the centre of the principal street is a **Market Cross**, erected in 1844, resembling the Scott Monument in Edinburgh. Behind is the **Court House**, of Elizabethan design, built in 1839. Near the railway station is the **Agricultural Hall**, and the **Museum** is one of the special attractions of the town.

At the eastern end of the town, about $1\frac{1}{4}$ miles from the station, is one of the most remarkable stone obelisks of old-world date in Britain. Known as **Sweno's Stone**, it is about twenty-three feet high and bears carvings of warriors, birds, animals, and Runic knots. It is generally believed to record the final defeat of the Danes in 1014.

At the same end of the town is the **Nelson Monument**, crowning the summit of **Cluny Hill**. The view from the top is beautiful and extensive, embracing portions of nine or ten counties.

Open, May 1 to October 31. Week days, 10 to 1 and 2.30 to 6; Sundays, 2 to 5. Admission 1*d.* From November 1 to April 30, apply to caretaker, 7, Urquhart Street. Fee, 4*d.* each, for three or under; 3*d.* each for more than three.

The passing traveller, who has but an hour to spend in the town, can visit both the Monument and the Stone.

EXCURSIONS FROM FORRES.

1. **Darnaway Castle**, one of the seats of the Earl of Moray, about four miles south-west of the town, or two and a half miles from Brodie station. It is reached from the town by crossing the Suspension Bridge that spans the Findhorn. The castle was mainly built 1802-12, and is in the Italian style. In the modern edifice is included Randolph's Hall, a portion of the old Castle, built by the first Earl, the friend of Bruce and afterwards Regent of Scotland. It has a carved oak roof, and contains interesting relics and portraits. The Castle, embosomed in a forest of oak and pine, is not open to the public, but there is a carriage-way alongside the grounds. The usual charges for driving are:—Single-horse carriage, 15*s.*; pair, £1 1*s.*

2. **Culbin Sandhills** (5 miles), on the west side of Findhorn Bay. Since the latter part of the seventeenth century the

sands have overwhelmed a tract some four thousand acres in extent, formerly known as the Garden of Moray. Many of the dunes are a hundred feet high.

3. **Kinloss Abbey**, near Kinloss Junction station, three miles by rail. The Abbey was founded by David I., 1141. Edward I., in 1303, and Edward III., in 1336, lodged within its walls. At the Reformation it was sold and served as a quarry for all the houses and walls in the neighbourhood, so that two fine Saxon arches and a portion of a chamber having a groined roof are now nearly all that is left.

4. **Pluscarden Abbey** (8 miles). *see* p. 110.

5. **Brodie Castle** ($4\frac{1}{2}$ miles) close to Brodie station. The Castle, the seat of Brodie of Brodie, is of great antiquity. The splendid park is always open to the public, but special application must be made for admission to the Castle. It contains valuable paintings by old masters and beautifully carved woodwork.

6. **Burgie Tower**, two miles south of Kinloss station. The tower once belonged to Kinloss Abbey. The ruins display several architectural peculiarities. Visitors can always obtain admission.

7. **Blervie Tower**, three and a half miles south-east of the town. An ancient tower five storeys high, commanding a charming view. The fireplace in the hall is dated 1398. The Tower is always open to the public.

8. The **Findhorn Glen**. One of the finest glens in Scotland. Mr. St. John, in his *Wild Sport of the Highlands*, wrote: "I do not know a stream that more completely realises all one's ideas of Highland scenery than the Findhorn." And again: "Hemmed in by birch-grown banks and precipitous rocks, every angle of the Findhorn river presents a new view and new beauty, and at last one cannot restrain the exclamation, 'Surely there is no other river in the world so beautiful.'"

The most charming part is between **Sluie** (6 miles) and **Regulas** (8 miles from Forres). On account of the winding of the stream, the length of the Glen between the places named is three miles. The path along the eastern bank is always open to the public, but Wednesday is the only day of the week on which admission is granted to Randolph's Leap. Visitors who proceed to the Glen in hired carriages are either set down at Sluie and picked up at Regulas, or vice versâ. (Usual charge for dog-cart, 12s. 6d.; single-horse wagonette, 18s.; carriage and pair, £1 10s.). Pedestrians may shorten the walk by taking train to Dunphail (*see* p. 61). From the station they must walk back by the high-road to the bridge over the Divie at Regulas ($1\frac{1}{2}$ miles).

When about opposite the bridge, which is in a road close at hand on the left, a short cut should be taken to it. Cross the bridge, and a wall a little beyond it (there are steps over the wall). Then follow a path which leads past Randolph's Leap back to the bridge.

Randolph's Leap is a narrow rocky gorge in the grounds of Regulas House, a short distance above the confluence of the Divie with the Findhorn. It takes its name from Randolph, the first Earl of Moray and the builder of Randolph's Hall at Darnaway Castle. From the bridge follow the path above the east side of the Findhorn to Sluie, where the high-road may be reached, or the river bank may be followed to a point only three miles from the town.

Those who prefer to make the outward journey on foot and return by rail should take the high-road which runs towards the south from a point between the railway and the centre of the town. This should be followed through the fine **Forest of Altyre** to the lodge at the entrance to the grounds of **Altyre**. There turn to the right, and in a few yards the path by the river will be reached and will lead to Lord Moray's grounds at the lodge of Sluie (where admittance is given by the gatekeeper), and the path leads thence to the bridge described above.

The Altyre estate includes some of the most romantic scenery in the North, and the house contains an almost unrivalled array of ancient weapons and instruments of torture.

At Forres the line turns westward, shortly crossing the Findhorn. Glimpses are obtained of the Culbin Sandhills, away on the right. In $3\frac{1}{2}$ miles is Brodie station, near which, on the right, is **Brodie Castle** (p. 63). Then comes a part of **Hardmoor**, the "blasted heath" of Shakespeare, on which Macbeth is supposed to have met the witches, the traditional spot being a pine-crowned knoll on the left known as **Macbeth's Hill**. On the same side of the line, but about a mile farther westward, are the ruins of **Inshoch Tower**, once the stronghold of the Hays of Lochloy. At a distance of $128\frac{3}{4}$ miles from Perth we reach—

Nairn.

Golf.—The *Nairn Club* has an 18-hole course, $3\frac{1}{2}$ miles in length, upon the sea-shore. The full course is one of the four best in Scotland, being of a very varied character, with splendid turf, greens kept in model order and hazards of bunkers, whins and running streams. Other features are a commodious club-house, a resident professional and a club-maker's shop. Entrance fee, gentlemen—£2 2s.; annual subscription, £2 2s. Ladies—entrance fee,

10s. 6d.; annual subscription, £1 1s. Visitors—From May 1 to June 30—Gentlemen, 5s. per day; 10s. per week; Ladies, 2s. 6d. per day; 5s. per week. From July 1 to October 31—Gentlemen, 5s. per day; £1 per week; £3 per month; Ladies, 2s. 6d. per day; 10s. per week. Reduced fees in winter. Boys and girls under 16 may obtain season tickets for 10s. 6d.

Dunbar Course, eastward of the town, 9 holes. Visitors—2s. per day; 10s. per week; 30s. per month.

Hotels.—See Introduction. Numerous private lodgings and furnished houses. Hotel 'buses ply between the town and the station.

Population.—4,661.

Post Office, extreme south end of High Street.—9 a.m. to 7 p.m.; Sundays, open for telegraph business, 9 to 10 a.m.

Recreation.—Golf, bowls, cricket, rowing, and tennis clubs, all open to visitors. Sea-bathing and sea-fishing. Highland games are held during August.

Nairn is beautifully situated on the southern shore of the Moray Firth, at the mouth of the river *Nairn*. The Firth immediately opposite the town is nine miles wide. Of late years Nairn has become a favourite bathing-place, and has been dubbed "The Brighton of the North." The climate is bracing and dry. The sands extend four miles, and have a nice slope towards the water. There are no currents. For those who prefer indoor bathing there is a large swimming bath. Various medical baths may also be obtained. The town has an abundant and constant supply of pure water from springs in the Cawdor Hills.

The High Street runs north and south. The railway station is beyond the southern end. About the middle of the street are the **Town and County Buildings**, containing the Sheriff's Court, etc. The buildings include a tower containing a clock and surmounted by a spire which forms a useful landmark. At the north end of High Street are the fishermen's quarter and the way to the harbour and pier. Between High Street and the seashore are long, wide thoroughfares bordered by modern villas, mostly detached, many of which have been built to be rented by summer visitors.

Near the town are attractive walks. That by the seaside westward of the Marine Hotel is most popular, but for scenery the walks by the riverside are the finest. 

EXCURSIONS FROM NAIRN.

1. **Height of Balblair**, a quarter of a mile to the west, the site of the Duke of Cumberland's last encampment before proceeding to the battlefield of Culloden.

2. **Geddes Churchyard**, three miles, *viâ* Church Street, Victoria Jubilee Bridge, and the right bank of the river. In the north wall is a tombstone, dated 1667, of interest to antiquaries.

The Highlands (e)

3. **Rait Castle**, half a mile south of Geddes churchyard. An archæological puzzle. On the summit of the hill a short distance to the right are the vitrified remains of **Fort Finlay**.

4. **Auchindoune** ($7\frac{1}{2}$ miles). Near it is the hill of the Doune, the site of a vitrified fort, and commanding a most magnificent view. Half a mile from Auchindoune is **Barivan Churchyard**, containing the remains of the old **Parish Church of Cawdor**, "the most interesting chapel of the Catholic church in Nairnshire." There are also many curious gravestones.

3. **Auldearn**, a village $2\frac{1}{2}$ miles east of Nairn, was the scene of Montrose's brilliant victory over the army of the Covenanters in 1645.

6. **Cawdor Castle and Burns**, 5 miles south-west. Coaches run on Thursdays and Saturdays from Nairn. Close to the Castle is a comfortable inn.

Open.—In the absence of the family, Cawdor Castle is open to visitors holding orders of admission, obtainable at the Estate Office, Nairn.

Cawdor Castle, the seat of the Earl Cawdor, is built on the rocky bank of a mountain burn which flows into the river Nairn. It was formerly supposed to have been the scene of the murder of Duncan by Macbeth, Thane of Cawdor, but its foundation dates only from 1454. Being in good repair, it enables the visitor to form a very fair idea of the strongholds of former northern potentates. The square keep is approached by a drawbridge over the fosse. In the interior are great stone mantelpieces with quaint devices; tapestries, bought at Arras in 1682, and representing among other subjects the adventures of Don Quixote; mirrors that have been in use for a couple of centuries, and other old-world furniture. Among the designs which attract special attention is one on the drawing-room mantelpiece, representing a fox smoking a pipe. This relic of ancient Scottish art bears date 1510, some seventy-five years previous to the introduction of tobacco by Sir Walter Raleigh. One of the traditions relating to the erection of the Castle is that the then Thane consulted a proficient in the "black art" as to the best site. The soothsayer directed him to raise the walls round the first tree at which an ass laden with gold should stop. The thane obeyed, and the hawthorn tree where the animal halted is still to be seen in a dungeon, the iron chest in which the gold was carried being preserved beside it.

A walk through the grounds leads to the **Cawdor Burns**, famed for the delightful woodland walks that lie between and above them. By following for a couple of miles a path high above the easterly branch—the *Hermitage Burn*—the high-road will be reached, and the return can be made to

Nairn by a shorter route than that which runs through Cawdor village.

7. **Kilravock Castle**, 3 miles west of Cawdor and 7 miles from Nairn.

The Castle, which is not usually shown, consists of a square tower built in 1460 and other buildings of later date. The modern additions are said to be from designs by Inigo Jones. It has always been in the possession of the Rose family.

Near Kilravock is the **Loch of the Clans**, where are curious examples of crannogs or lacustrine dwellings.

8. **Fort George**. On the shore of the Moray Firth, 8 miles by road or 7 by rail and $1\frac{1}{2}$ by road. The Fort, covering 15 acres, was constructed shortly after the Battle of Culloden. It is now obsolete as a fortress, but serves as the depôt of the Seaforth Highlanders and a permanent barracks for an infantry battalion.

A ferry boat plies between the Fort and **Chanonry Point** in the Black Isle.

Other places of interest easily accessible from Nairn are Cromarty (p. 161), to which there are occasional steamer trips; Culloden Moor, 10 miles; Clava (Stone Circles), 11 miles; Castle Stuart, 12 miles; Dalcross Castle, $8\frac{1}{2}$ miles; Brodie Castle, 6 miles (p. 63); Fortrose, 9 miles (p. 161); Rosemarkie, 10 miles (p. 161). The last two can be reached by way of Fort George and the ferry thence to Chanonry Point, which is about $1\frac{1}{2}$ miles from Fortrose, and that place is a mile west of Rosemarkie.

About 5 miles from Nairn is **Gollanfield Junction**, from which a branch line runs coastward to the village of **Campbelltown** on the Inner Moray Firth. The terminus there has been named Fort George, but the Fort is about $1\frac{1}{2}$ miles distant.

From the vicinity of Gollanfield Junction the line runs for $4\frac{1}{2}$ miles through the Earl of Moray's estate of **Petty**, which is becoming highly cultivated. Before leaving the estate the line reaches **Dalcross** station, from which may be seen, on a ridge to the south, the shell of **Dalcross Castle**, built in 1620 by the eighth Lord Lovat, and sold, less than a century later, to the Mackintosh family, in whose possession it remains.

About a mile beyond, on the right, is **Castle Stuart**, an old residence of the Earl of Moray. It was built in the first quarter of the seventeenth century, and is "a fine example of the castellated mansion intermediate between the baronial keep and the plain modern house."

Soon after passing this, the line enters the Culloden estate and the scenery again becomes distinctly Highland. One of the most noticeable features is **Glen More**, containing the lochs connected by the Caledonian Canal. The prospect attains its greatest beauty at **Allanfearn** station, 12 miles from Nairn and about 3 miles east of Inverness. The village is a mile from the station; and **Culloden Battlefield** (*see p. 70*) between 3 and 4 miles. Having passed Allanfearn there is nothing of special interest except the large barracks of the Cameron Highlanders—the old 79th—before the train draws up at Inverness.

INVERNESS.

Angling.—An eighth part of the portion of the river Ness, known as the *Four Cobles Water*, is owned by the Corporation and is thrown open to the public between February 11 and October 15 for brown trout only. Every eighth "lawful" day, beginning February 11, any person may fish any part of the "Cobles" water for any kind of fish.

Cab Fares.—Between the Exchange, High Street, and—

Steamboat Wharf, Muirtown	1/6	Ness Islands	1/6
Tomnahurich Cemetery Gate.	1/6	Kessock Ferry	2/-
Top of Cemetery	2/-	Culloden Moor Monument . .	6/-

Fares by time.—Making calls, shopping, etc., 1s. 6d. for first half hour, and 9d. for every additional quarter.

For drives in the country, 3s. 6d. for first hour, and 1s. for every additional 20 minutes.

Fare and a half from 10 p.m. till 12 midnight. From midnight till 5 a.m., double fare. From 5 to 8 a.m., fare and a half. Double fare on Sundays.

Distances.—Aberdeen, 108 miles; Edinburgh, 192; Fort William, 63; Glasgow, by rail 207, by water 213; London, *via* Forth Bridge 587, *via* Carlisle 594; Perth, 144.

Early Closing (October to June), Wednesdays.

Golf.—An 18-hole course, 3 miles long, prettily situated three-quarters of a mile from the station and having excellent greens. 2s. per day, 10s. per week, 25s. per month.

Guide Book.—See the *Guide to Inverness and Strathpeffer*, in this series, for fuller details than can be given here.

Hotels.—See Introduction.

Museum, in Castle Wynd, near Town Hall. Open daily, except Thursday afternoon, 10 to 1, 2 to 5, 6 to dusk. Admission free.

Population.—22,216.

Post Office.—Queensgate, only a short distance from the Station. 9 a.m. to 7 p.m.; Sundays, 9 to 10 a.m. and during season (for callers' letters), 4.30 to 5 p.m.

Public Baths.—In Montague Row, on the western side of the river. Follow Tomnahurich Street, which is in a line with the Suspension Bridge, and at the western end of it is Montague Row, on the right.

Public Library and Reading Room, near the Town Hall.—9 a.m. to 10 p.m.

Tennis.—Club. Grounds in Bishop's Road.

Theatres.—*Royal*, Bank Street; *Music Hall*, Union Street.

Inverness, the capital of the Highlands, occupies a beautiful site at the head of the Moray Firth and at the north-eastern end of the Great Glen which contains the Caledonian Canal. Through it flows the river *Ness*, dividing the town into two



W. & A. S. 1891

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INVERNESS, FROM THE CASTLE.

[Dundee.]



F. W. Hardie,]

[*Aberdeen.*

THE CUMBERLAND STONE, CULLODEN MOOR



D. Whyte,]

[*Inverness.*

CAIRN ON BATTLEFIELD, CULLODEN.

unequal portions, the larger part being on the eastern bank. It is a well-built town, the shops and street architecture comparing favourably with those of any other town in the United Kingdom. The buildings are mostly modern. The **Railway Station** is in the centre of the town, more than a mile from the wharf used by the Canal steamers. In the centre of the square in front of the station is a **Monument** in memory of officers and men of the 79th Regiment (Cameron Highlanders) who died in Egypt, 1882-87.

Visitors who have only an hour or two in the town should make their way to **Castle Hill**, near the **Suspension Bridge**. The hill is now surmounted by the **County Buildings**, which may be freely entered, but was for ages crowned by a Castle. The buildings, erected in 1835, cost £10,000. Here also is a **Monument to Flora Macdonald**, by Andrew Davidson, of Inverness.

The **Exchange**, from which cab fares are reckoned, is an open space in front of the **Town Hall**, which is situated hard by the Suspension Bridge, at the foot of Castle Hill. In front of the Exchange is the **Forbes Fountain**, presented in 1880 by George Fiddes Forbes of Millburn. To the left of the Town Hall entrance is the **Town Cross**, the lower part of which is of uncertain age. The upper part was given by Sir Robert B. Finlay, sometime M.P. for the burgh, at whose cost the Cross was placed on its present site in 1900. At the base is a curious blue lozenge-shaped stone, called the *Clach-na-Cuddin*, "the stone of the tubs," and formerly regarded as the palladium of the burgh. It derives its name from having been the resting-place for the water-pitchers of bygone generations of women as they passed from the river. Scott speaks of it as "the charter stone of the burgh." It is said to have been used by the earlier Lords of the Isles at their coronation, but how it came into the possession of the inhabitants of Inverness is unknown.

Another object of interest in this vicinity is the building at the junction of High Street and Castle Street, to the left of the Town Hall. The upper portion is the headquarters of the Young Men's Christian Association, and in the shop on the ground floor General Sir Hector Macdonald served his apprenticeship as a draper.

Almost opposite the Town Hall is the **Town Steeple**, erected towards the end of the eighteenth century. Originally the

gaol and other public buildings were attached to it. In 1816 it was much twisted by a shock of earthquake, and only with much difficulty was it restored to its proper position. The last house on the right of Bridge Street (as one goes towards the bridge) is **Queen Mary's House**. It is so called from the tradition that Queen Mary lived in it in 1562, when the Governor of the Castle refused her admission until ordered by Lord Gordon to open the gates.

On the western bank of the river, nearly opposite Castle Hill, is **St. Andrew's Cathedral**, the most imposing ecclesiastical structure in the place. Its style is Decorated Gothic, from designs by Alexander Ross, LL.D., a local architect. Farther along on the same side is the **Northern Infirmary**.

About three-quarters of a mile up the river are the wooded **Islands**, a unique and lovely feature which no visitor should miss. They are connected with each other and with the roadway on either bank by suspension bridges, and are a favourite resort in the summer evenings.

Unique and lovely also is the Cemetery on **Tomnahurich Hill**, an isolated thickly wooded height rising 222 feet above the level of the sea, and standing not far from the Islands. When time is limited a cab should be taken to the top of the cemetery and then sent to wait at the exit from the Islands on the south side of the river.

From the summit of Tomnahurich Hill one obtains an excellent view of the town as a whole and of the surrounding country.

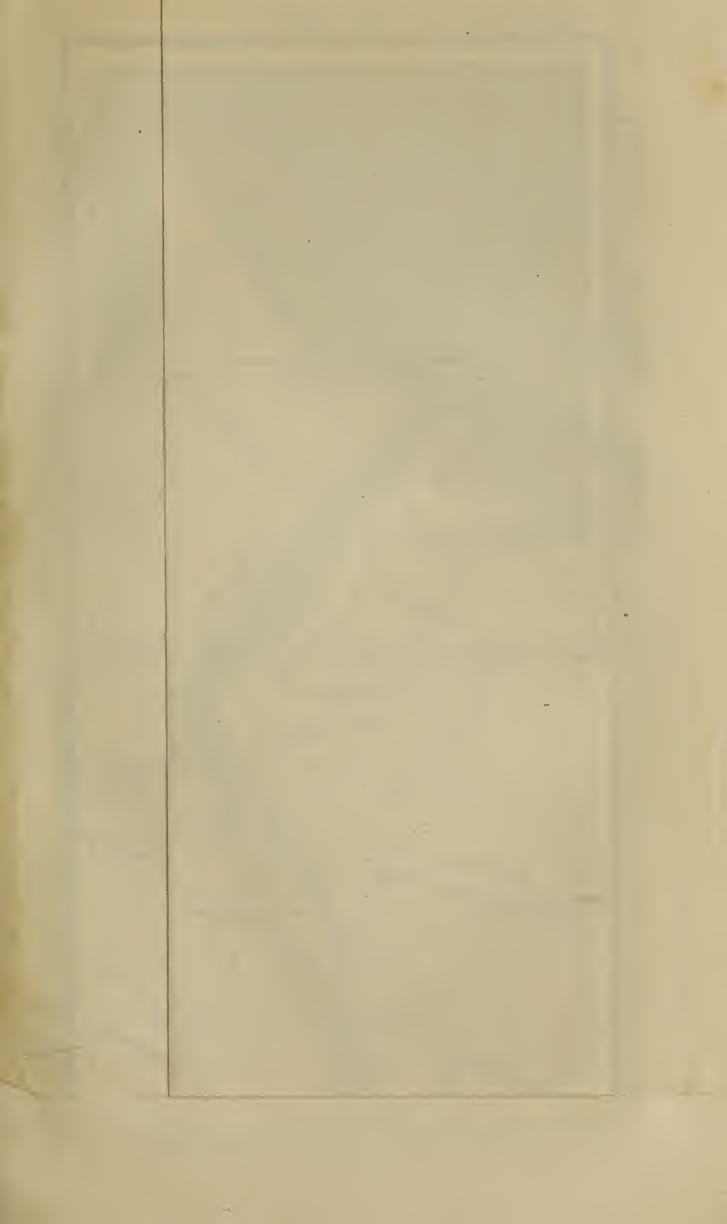
Another good view-point is **Craig-Phadrich**, a wooded height on the farther side of the Canal and about a mile from the Cemetery. On the top is a vitrified fort, possibly the home of King Brude, who is said to have been visited by St. Columba and converted to Christianity.

EXCURSIONS FROM INVERNESS.

The following interesting tours may be made by road or from Inverness station to various places on the Highland Railway.

1. To **Culloden Moor**, about 6 miles by rail or by road. Culloden Moor Station is about a mile from the Battlefield. During the season coaches leave Inverness daily for the Battlefield.

By road the way out of Inverness is by the old South Road



PLAN OF INVERNESS



at the eastern end of High Street. It runs through the hamlet of **Culcabock** ($1\frac{1}{2}$ miles) and passes **Inshes House** ($2\frac{1}{2}$ miles). Almost opposite the entrance to that mansion the road to Culloden branches off to the left.

Culloden Moor is five hundred feet above sea-level. Much of it is covered with plantations that have been formed since the battle, for in 1745 the Moor was treeless. A cairn marks the spot where the contest was fiercest. The public road passes amidst the graves of the slain, which consist of a number of grass-covered mounds, rising slightly above the adjoining heather. Headstones were erected by the late Mr. Duncan Forbes, of Culloden, to indicate the resting-places of the different clans. The ash-tree whence Prince Charles Edward beheld the battle still stands, a mile to the west. A boulder, known as the **Cumberland Stone**, rests by the roadside about a quarter of a mile east of the principal group of graves. It owes its name to the tradition that from it the Duke of Cumberland issued his orders.

Culloden House, "a stately mansion in the style of the English palaces of the eighteenth century," surrounded by plantations, stands in the valley to the north of the moor; but the old house, in which Prince Charles lodged the night before the battle, has been replaced by a newer building, and this has been deprived of much of its interest by the dispersal under the hammer, in 1897, of its relics of 1745 and antique furniture.

2. **The Stone Circles at Clava** (6 miles). These are about three-quarters of a mile from the Cumberland Stone (*see above*). They may be reached by crossing the Nairn by a bridge immediately below the Cumberland Stone. They are considered to be "the most splendid series of circles and cairns on the eastern side of the island."

3. To **Fortrose**. By rail, $26\frac{1}{2}$ miles. The line branches off from Muir of Ord station (p. 160). For particulars of Fortrose, *see* p. 161.

4. To **Cromarty** (p. 161) *viâ* Fortrose by rail, as above, and then by mail car (p. 161), or *viâ* Fort George (p. 67).

5. To **Bona Ferry, Loch Ness** (7 miles). Walk or drive. If the former, the ferry can be crossed and the return made along the other side of the Ness. On the western side of the upper strip of Loch Ness is **Dochfour House**, a modern mansion in the Italian style. From the vicinity of the ferry a grand view can be obtained of **Loch Ness**, extending for twenty-four miles. This trip need not, of course, be taken by those who will sail along the Canal or who have reached Inverness by it.

6. To **Beaully Priory**, 10 miles by rail (p. 72). Two miles

distant are the **Falls of Kilmorack**, a scene of considerable beauty. The Falls are in the *Glass*, as the stream is there called. To see them to advantage pass through a gate just beyond the Kilmorack burying ground, and cross a field. Or, turn to the left *below* Kilmorack burying ground, cross the river by a wooden bridge, then turn sharp to right by a mill lade and go up the riverside. In about half a mile the river and falls will be seen to the best advantage. There is a picturesque little mill just under the cliff at the burying ground. The falls are where the river, after entering the open valley, through a narrow passage between lofty cliffs, widens into a basin, and then dashes over some rocky ledges. They are not high, but the grouping and general effect is most pleasing.

Beaully Priory was founded in 1230. The ruins, surrounded by trees, are at the farther end of the village, three-quarters of a mile from the station. In 1901, Lady Mackenzie of Gairloch restored the Chapel, which has been used since 1470 as a burying ground of her family. The gate of the enclosure is generally open. When it is locked, the key may be obtained at a neighbouring cottage.

7. To **Novar**, 25 miles by rail, for the Black Rock or Devil's Gorge (p. 163).

8. To **Strathpeffer**, 24 miles by rail (p. 161).

9. To **Drumnadrochit**, 14 miles, in Glen Urquhart (p. 159), by mail motor car. At the mouth of the Glen is Temple Pier, at which MacBrayne steamers call (see No. 11).

10. **North Kessock**, on the north shore of Beaully Firth, is a favourite place for picnics. Brakes run hourly from Academy Street to the ferry. The water passage is by steamer, fare 3d.

11. **Daily Trips by MacBrayne Steamers.***

To Fort Augustus and back.

To Invermoriston (for Glenmoriston) and back.

To Foyers and back.

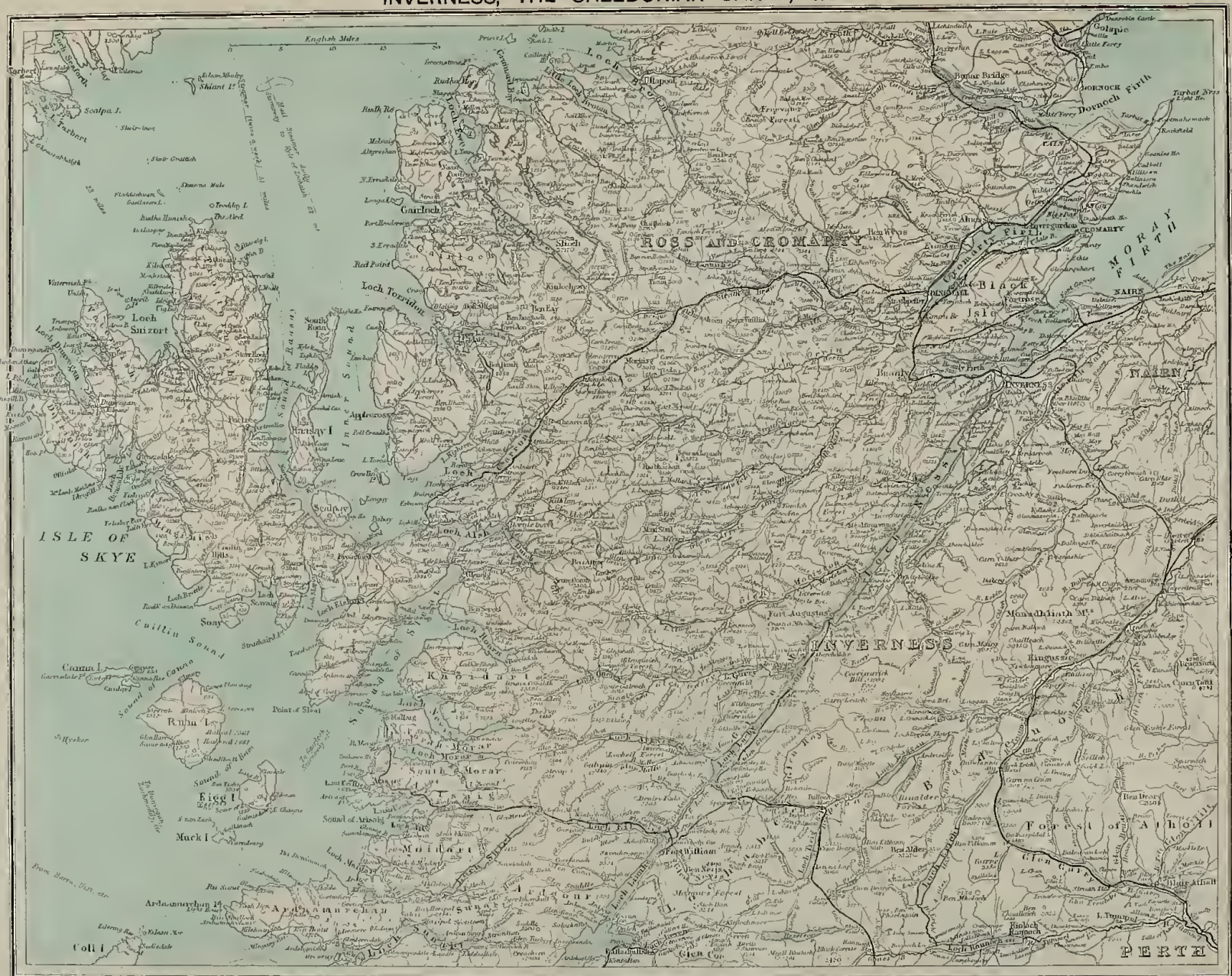
To Temple Pier (for Glen Urquhart and Glen Affrick) and back.

12. **Circular Tours** by rail and MacBrayne steamers. These are too numerous to be given in detail. For full particulars the tourist is referred to the *Programme* issued by D. MacBrayne, Ltd., 119, Hope Street, Glasgow, which will be sent post free on application, or may be obtained at the branch offices.

13. To **Glen Affrick**, returning by Loch Ness steamer. Rail to Beaully, 10 miles, thence by road to Struy, Invercannich (27½ miles), and Temple Pier (43 miles); thence by steamer to Inverness. Total distance, 58 miles.

* See footnote, p. 10.

WARD, LOCK, & CO., LTD., Warwick House, Salisbury Square, LONDON



A mail-cart leaves Beauly daily for Invercannich (Glen Affrick Hotel), returning the following morning. It can be utilized to reach any point on the route. After leaving Beauly, the hotels *en route* are at Struy, Invercannich and Milton, about a mile short of the Temple Pier.

The route lies through **Kilmorack** (p. 72), keeping well above the river. A stretch of the stream just beyond Kilmorack contains craggy, wooded islets and is known as the **Druim** (*dreem*). The largest of the islands is called **Eilean Aigas**. It was long the hiding-place of Simon, Lord Lovat, and was the summer residence of Sir Robert Peel a short while before his death.

Beyond the Druim the valley soon opens again, and on opposite sides are seen **Aigas House** and **Eskadale**, the latter a hunting lodge belonging to Lord Lovat. The valley has a barren appearance until we reach **Erechless Castle**, a modernized tower, and **Struy**, the point of union of the two valleys—Strathglass and Glen Farrar—and their respective streams. The *Farrar* is crossed at Struy, and thence the road, taking a south-westerly direction, ascends the left bank of the *Glass* to **Invercannich**. This part of the route lies through scenery of a more pastoral character. (The best part of **Glen Affrick** lies between two and four miles from Invercannich.) At Invercannich the road crosses the *Glass*, and runs in an easterly direction, down **Glen Urquhart**, to the romantic village of **Milton** (*Drumnadrochit Hotel*), a short distance from Temple Pier. The road is a good one, and lies through grand mountain scenery. It passes **Loch Meiklie**, a mile long, about the centre of the Glen. Near the lower end of the Glen are the **Falls of Divach** (*geevach*), on the rapid stream of the *Caltie*. They are reached by passing **Balmacaan**, a residence belonging to the Earl of Seafield. Opposite Temple Pier is Urquhart Castle (p. 159).

14. To the West Coast.

(a) **Loch Maree and Gairloch**. The route is described in the reverse direction on p. 176.

(b) To **Kyle of Lochalsh**, by the Dingwall and Skye railway, 82 miles (p. 178).

(c) By steamer to Fort William or Oban. The route is described in the reverse direction on pp. 155-159.

(d) **Through Glen Affrick**. Inverness to Invercannich, 27½ miles; to Loch Affrick, 40; to Aultbeath, 48½; to Croe Bridge, 58½; to Balmacara Hotel, 70½; Kyle of Lochalsh, 77½. (For Kyle of Lochalsh, see p. 178.)

This is one of the grandest mountain tours in Scotland. The road has been described above as far as **Invercannich**, at the point where the Affrick joins the Cannich. Following

the road along **Glen Affrick** for two miles, we reach **Chisholm's Pass**, a defile of exceeding grandeur and beauty, in which the river makes a tortuous way over its rocky bed, often three hundred feet below the road, which winds through a forest of birch. Four miles from Invercannich is the best view-point. Here the road descends close to the water near the small cascade called the Dog Fall.

At seven miles from Invercannich we reach **Loch Beneveian**, and some five miles farther, **Loch Affrick**, situated at the south base of **Mam Soul** (3,862 feet). On the slope above the south shore of the Loch is the Chisholm's shooting lodge. From this point the view of the Loch and the Glen beyond, with Ben Attow in the distance, is one of the finest lake scenes in the Highlands. A little short of the Loch the carriage-road ends, but there is a good bridle-path on the north side of the water to **Aultbeath**, the site of a few cottages, and the end of the bridle-path, which is succeeded by a rough public footpath.

Half a mile beyond the keeper's cottage, the route crosses a burn, by the side of which it then runs up **Glen Grivie**. It soon crosses *Glen Grivie Burn*, and then goes up the glen for nearly four miles to **Loch Beallach**, from which it ascends to the **Beallach** (or Pass) of **Kintail**, a gorge between **Ben Attow** (3,383 feet) on the left, and **Seuir-na-Cairan** on the right. There is a rapid descent to Loch Duich. At a distance of four miles from the summit of the Pass, the rough foot-track strikes the high-road to Kyle of Lochalsh * at **Morvich**. Almost immediately after striking the carriage-road, the traveller crosses the bridge over the *Croe Water*, and proceeds along the north shore of **Loch Duich**. The inlet is hemmed in by steep hills on every side, and is one of the finest sights in the country. Beyond **Croe Bridge** is the village of **Inverinate**, and about midway of the Loch is **Inverinate Bridge**, a most delightful spot. At **Dornie**, the outlet of Loch Long is crossed by a ferry. On the western shore is a fine hotel called *Aird-ferry*.

* A mail coach leaves Glenshiel daily, passing through Dornie, Ardelve and Balmacarra and arriving at Kyle of Lochalsh in time for the morning train for the South.

PERTH TO INVERNESS VIA ABERDEEN.

Perth to Aberdeen—Aberdeen—Deeside, with Ballater, Balmoral and Braemar—The Buchan Line—Peterhead—Fraserburgh—Cruden Bay—Alford Valley—Banff—Moray Firth Coast Line—Keith to Elgin by G.N.S. and Highland Railways—Elgin—Elgin to Inverness.

THE line from Perth to Aberdeen belongs to the Caledonian Company; from Aberdeen to Elgin it is the main line of the Great North of Scotland Railway; thence to Inverness it is a part of the Highland Railway.

The route from Perth to **Stanley Junction** ($7\frac{1}{4}$ miles) is described on p. 33. Some three miles beyond it crosses the *Tay*, and then passes Cargill and Woodside to **Coupar-Angus Junction** ($15\frac{1}{2}$ miles). “Angus” is the old name for the county of Forfar, and was added to the name of the town at this junction to distinguish it from Cupar in Fifeshire. The town is now regarded as being in Perthshire, which contains the larger and more modern portion.

Main Route continued on p. 76.

From the junction a branch line, five miles in length, runs north-westward to—

Blairgowrie.

Angling in the *Ardle*, the *Blackwater*, of which the upper part is known as the *Shee*, and the *Ericht*, formed by the union of the *Ardle* and *Blackwater*. Visitors at the Marlee Hotel may fish *Loch Drummellie* or Marlee, 2 miles from Blairgowrie.

Golf.—A 9-hole course. Visitors—1s. day, 4s. week, 7s. fortnight, 10s. month.

Hotels.—See Introduction.

Population.—4,122.

Post Office, in the High Street.

Blairgowrie is situated on rising ground on the west bank of the *Ericht*, at the head of Strathmore, and is a favourite summer resort of tourists, who are attracted by the beautiful scenery and the excellent fishing.

The great amount of land which is here devoted to growing raspberries is a feature which cannot fail to excite

the surprise of the visitor. More than two-thirds of the raspberry ground of Scotland is in Perthshire, and the greater part of it is in and around Blairgowrie. Most of the fruit is bought by manufacturers of jam.

Coach or motor runs on certain days during summer from Blairgowrie to Braemar, 35 miles.

Daily a motor runs from Blairgowrie to **Bridge of Cally** and **Kirkmichael** (p. 42).

Main Route Resumed (*from p. 75*)

At **Alyth Junction** (21 miles from Perth), a branch proceeds on the right to **Dundee** (18 miles distant), while another goes off on the left to **Meigle** (1 mile), where are many sculptured stones or monuments, and Alyth.

Main Route continued on p. 77.

Alyth.

Golf.—A 9-hole course. Special platform for golfers at Pitcrocknie.

Hotels.—*See* Introduction.

Population.—1,860.

Alyth, five miles from the junction, is a featureless but thriving town on the south slope of the Grampian district. It is only of interest to tourists as the centre of some good excursions, and as the nearest station to *Glenisla Hotel*, convenient for fishing the best parts of the *Isla*, which is open to the public and is a first-rate trouting stream.

EXCURSIONS FROM ALYTH.

1. **Airlie Castle** ($5\frac{1}{2}$ miles N.E.). Grounds open on Tuesdays and Saturdays. The Castle is prettily situated at the junction of the picturesque Melgum and Isla. It is the subject of the ballad *The Bonnie Hoose o' Airlie*.

2. **The Slug of Auchrannie**, two miles from Airlie Castle, is in a fine sandstone gorge.

3. **Reekie Linn** (5 miles). Follow the old road over the **Hill of Alyth** (966 feet). At a fork three miles from the town, take the right-hand branch, and a mile farther turn up a lane through a farm-gate. At the end of the lane pass through a wicket, from which the linn is but a short distance. The river, in three plunges, falls sixty feet.

4. **Kirkton of Glenisla** (10 miles). This excursion may be a continuance of that to Reekie Linn. Opposite the lane referred to in No. 3 is a road on the left. Follow that to its



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[Dundee.

THE SLUG OF AUHRANNIE.



Valentine & Sons, Ltd.,]

[Dundee.

GLAMIS CASTLE.



Valentine & Sons, Ltd.,]

[Dundee.

THE BIRTHPLACE OF SIR J. M. BARRIE, KIRRIEMUIR.

junction with a high-road from Alyth, and then follow the latter for four miles. It leads up a hill called the **Druim Dearg** ("Red Ridge"), 1,487 feet high. Near the summit a track on the right leads down to **Kirkton of Glenisla**, where there is a comfortable hotel. Glenisla is the habitat of many flowers and ferns—among the latter the rare holly fern.

5. **Mount Blair** (2,441 feet). From Alyth to the summit is fourteen miles. Proceed, as in No. 4, as far as the track near the summit of Druim Dearg. There is then a choice of two routes. For the Kirkton Hotel follow the track; otherwise keep to the main road, as by so doing a mile is saved. Beyond a stone bridge enter a lane leading to the buildings of a farm called Alrich, thence make for the middle of the eastern shoulder of Mount Blair, from which there is an easy climb to the summit. The descent, other than on the track of the ascent, may be to the Spittal of Glenshee, for which a start should be made in a north-westerly direction, or to Blairgowrie, in which case the summit must be left in a south-westerly direction. About a couple of hours' walking will take the tourist to the Spittal of Glenshee Hotel, while Blairgowrie is about fifteen miles from the summit of Mount Blair, and some twelve miles from the point at which the high-road is reached. A motor runs in the afternoon from Cally Bridge to Blairgowrie.

The *Glenshee Hotel*, by the way, is a resort of anglers, for visitors at the Hotel can fish Loch-na-Neane, 7 miles distant, up to the beginning of August, and sometimes can get permission to fish Loch Vrotachan, 6 or 7 miles away.

6. **Braemar** (35 miles). Proceed to Kirkton of Glenisla Hotel, as above, thence to the ruins of **Forter Castle** (supposed by some to be "the Bonnie Hoose o' Airlie"), a property of the Earl of Airlie, four miles beyond Glenisla, and the shooting-lodge of **Tulchan**, five miles farther. Follow the Isla a mile beyond the lodge, and then follow a path by the Glas Burn on the left that leads to the ridge of **Monega Hill** (2,917 feet). The descent is made into **Glen Clunie**; when that is reached the tourist should be only eight miles from his destination. For Braemar, see p. 91.

Main Route Resumed (*from p. 76*).

Beyond Alyth Junction may be seen a ruined watch-tower on **Kinpurney Hill** (1,134 feet), on the right. At six miles from the junction the line reaches **Glamis station** (*Glaams*), a mile from which, on the right, is **Glamis Castle** (Earl of Strathmore), a magnificent baronial pile, which for seven centuries has looked across the richly wooded

valley of Strathmore to the Grampians. During the time the family is in residence the Castle is open to small parties of the public on Fridays only, but permits must be obtained of the Factor.

The Castle was in turn the headquarters of the Covenanters' army and of the forces of the Young Pretender. The latter deemed it one of the fairest castles he had seen, and he knew the stately palaces of France and Italy. It was rebuilt after a fire in 1800. A beautiful avenue and a wonderful crypt are notable features, and the popular belief is that there is a secret chamber known only to the Earl, his heir-apparent when he comes of age, and his factor. The association of the Castle with Shakespeare's *Macbeth* is well known. The place also awakens memories of a Lady Glamis, falsely accused by a discarded suitor of practising the art of witchcraft against the life of James V., and dragged to death at the stake on the Castle Hill of Edinburgh, nearly four centuries ago.

Five and a half miles from Glamis station is **Forfar Junction**, from which lines proceed to Forfar, Dundee, Brechin, and Edzell (*see pp. 79-80*) and Kirriemuir.

Main Route continued on p. 79.

Kirriemuir ("Thrums"—the birthplace of Sir J. M. Barrie) is a small town six miles from Forfar, pleasantly situated on the southern slopes of the Braes of Angus. It offers fair hotel accommodation, is within easy reach of trout streams, and has a 9-hole golf course. It is on the route between Forfar and Braemar or Ballater, a distance in either case of thirty-four miles. Coach to Glen Clova once a day and also once a day to Glen Ogil and to Lintrathen in connection with the Caledonian Railway.

Clova, 15 miles north of Kirriemuir, has a comfortable inn, and is the centre of the mountain district known as the **Braes of Angus**. In the neighbourhood may be found the holly fern.

Clova to Braemar. Follow the carriage-road to *Brae-downie Farm* (3 miles) and there cross the river, beyond which the road comes to an end. Continue up the valley by the side of the stream. A mile and a quarter from the bridge is a cart-track from a ford; follow this to a shooting lodge called *Bachnagairn*, seven miles from Clova, and then go through the fir plantation and proceed to the top of the ridge. In descending keep to the left of the stream. A rough carriage-road will be entered at the extremity of **Loch Callater**, between five and six miles from Braemar.

Clova to Ballater. Proceed as above to Braedownie Bridge. Do not cross it, but follow the cart-track for three-quarters of a mile and there strike up Mount Capel, on the right. The path is more distinct in its upper than its lower part, and is indicated by poles and occasional cairns. On either side is a swamp. Descend to the far end of **Loch Muick**, a little beyond which is a road leading to Ballater. About three and a half miles from the Loch the road passes within sight of the **Linn of Muick**. For Ballater, which is six miles from the falls, *see* p. 88.

Main Route Resumed (*from* p. 78).

About a mile beyond Forfar may be seen, on the right, the remains of **Restennet Priory** (thirteenth-century). Farther eastward is **Guthrie Castle**, built in 1468, and much enlarged in modern times. Seven miles from Forfar the line reaches **Guthrie Junction**, from which a branch proceeds southward to **Arbroath**, eight miles distant. Four and a half miles beyond the junction is **Farnell** station. Then the towers of **Kinnaird Castle**, the seat of the Earl of Southesk, appear on the left. 47 $\frac{1}{4}$ miles from Perth is the **Bridge of Dun Junction**, from which a branch line runs westward to Brechin and Edzell.

Main Route continued on p. 81.

Brechin.

Angling.—In the Cruick.

Golf.—18- and 9-hole courses.

Hotels.—From one-third to half a mile from the station, *see* Introduction.

¹Buses meet the trains.

Population.—9,836.

Brechin (*breek-hin*), pleasantly situated on the *South Esk*, is a centre of the linen trade. The **Cathedral**, founded in the tenth century, was restored, at a cost of over £12,000, in 1901. It contains some perfect specimens of Early English architecture, and is of great interest. At the south-western corner is a round tower, nearly a hundred feet high, similar to the round towers of Ireland. On the west side is a doorway six feet from the ground. Above the entrance is a crucifix, and on either side the figure of a saint. In the churchyard are some remarkable tombstones.

Five minutes' walk from the Cathedral is **Brechin**.

Castle, which held out for three weeks against Edward I. It was then in possession of Sir Thomas Maule, and is still the residence of the head of the Maule family, the Earl of Dalhousie. The grounds are open only to holders of permits granted by the Factor.

The line from Forfar to Brechin (*see* p. 79) is called the direct route.

EXCURSIONS FROM BRECHIN.

1. The **Caterthun Hills** (5 miles N.W.). On these are concentric rings of loose stones, believed to be remains of British forts. The largest collection, known as the *White Caterthun*, is on the left-hand side of the road. Right of the road is the *Brown Caterthun*. Similar remains are on the next height, Lundie Hill.

2. **Aldbar Castle** (3 miles south).

Brechin is mainly of importance to tourists and other holiday makers in Forfarshire because from it there is a branch line to—

Edzell,

a small village six miles northward, in the valley of the *North Esk*, famed for its exceeding beauty. The village contains two hotels, has a fine public hall and library, a capital golf course of 18 holes (visitors, 1/- a day; 20/- per month), and is but a mile from the *West Water*, a good trout stream which can be fished under permit granted by Lord Dalhousie's Factor. Farther away are open streams. The village is a popular resort of summer visitors from all parts of Britain. James Inglis, author of *Oor Ain Folk*, *The Humour of the Scot*, etc., was born in the manse at Edzell.

Many excursionists are attracted to it by the coach drives through **Glenesk** and to the **Glen of Drumtochty**.

EXCURSIONS FROM EDZELL.

1. **Edzell Castle**, $1\frac{1}{4}$ miles west. A ruined building, formerly a seat of the Lindsays, now the property of the Earl of Dalhousie.

2. **The Burn** (3 miles). Follow a footpath from the Panmure Arms Hotel, and in three minutes the lower end of the glen is reached. Thence walk along the river-side to **Gannochy Bridge** ($1\frac{1}{4}$ miles), from which there is a charming view, the glories of the river gorge both up and down being in full sight. Cross the Bridge and apply at the lodge on

the left for permission to enter. At once proceed to the river-side and follow the gravel path which extends for nearly a couple of miles, and leads to the high-road at a point three miles from Edzell.

3. To **Ballater** (30 miles), *viâ* Tarfside (12 miles), Loch Lee (16 miles), and Mount Keen (22 miles).

The route lies through beautiful and varied scenery. There is a carriage-road for about seventeen miles, for the rest a bridle track only. About a mile beyond the termination of the road near **Loch Lee** is the **Queen's Well**. The stonework covering was erected in commemoration of a visit by Queen Victoria in 1861. A little beyond the well is a keeper's cottage, at which inquiries respecting the route should be made. There are no inns on the road.

4. To **Banchory** (24 miles), by a carriage road. *Viâ* Gannochy Bridge to **Fettercairn** ($4\frac{1}{2}$ miles), where is the only inn on the road. Just beyond Fettercairn are *Fettercairn House*, on the right, and *Fasque*, on the left, the latter a seat of the Gladstones. Then by way of **Clattering Bridge** (8 miles); **Cairn o' Mounth**, 1,488 feet high and commanding a fine view; **Bridge of Dye** (14 miles); **Bogendreep Bridge** (18 miles); the village of **Strachan** ($20\frac{1}{2}$ miles), and the **Bridge of Feugh**.

Main Route Resumed (*from p. 79*).

Three and a quarter miles from the Bridge of Dun Junction the line reaches **Dubton Junction**, from which a branch runs in about three miles to **Montrose**, a town of great antiquity and possessing many attractions for summer visitors and tourists, not the least being its golf courses, of which it has no fewer than four. There is a magnificent sandy beach, extending for four miles and making a good bathing ground. William the Lion, Baliol and that King James who united the thrones of Scotland and England are among the many historical personages associated with its Castle.

Some three miles beyond Dubton is **Craigo** station, and then the line passes through the fertile "Howe of the Mearns" to **Marykirk**, $55\frac{1}{2}$ miles from Perth. The next station is at **Laurencekirk**, a town once famous for the manufacture of snuff-boxes. Beyond, the view leftwards extends to the Grampians. Then come **Fordoun** and **Drumlithie**, some distance beyond which, on the left, is **Fetteresso Castle**, and away on the coast to the right is the picturesque ruin of **Dunnottar Castle**, to which the Scottish regalia was sent for safety during the Commonwealth. Not far from these is—

The Highlands (f)

Stonehaven.

a very popular watering-place. Among its natural attractions are a bold coast, rocky caves, a long beach offering pleasant bathing, and bracing sea-breezes. Anglers find good sport in sea and river and there is a golf course of 18 holes, finely situated on the cliffs. From the railway the little port is seen to best advantage when it has been left a short distance behind.

Northward of Stonehaven the line runs close to the coast. The rugged coast scenery in the vicinity of **Muchalls** is very fine; the district was celebrated by the author of *Waverley* under the name of Drumthwacket. Beyond **Portlethen** there stands, on the right, the village of **Findon**, or **Finnan**, famed for its haddocks. A "finnan haddie," as Sir Walter Scott wrote, is a relish of a very peculiar and delicate flavour inimitable on any other coast.

ABERDEEN.

Angling.—Free or nominally free angling in the lower part of the *Dee*. Until July visitors at the Imperial Hotel can fish for salmon in part of the *Dee* at Culter and visitors at the Grand Hotel can have salmon fishing by arrangement. There is also, of course, excellent sea-fishing.

Bathing.—Public conveyances run from Market Street to the bathing station at short intervals.

Cab Fares.—1s. 6d. a mile; 9d. each additional half mile. By time, 4s. an hour for shopping, and 5s. for a drive. Double fares 11.30 p.m. till 5.30 a.m.,

Distances.—Birmingham, 434 miles; Edinburgh, 110; Glasgow, 152; Inverness, 108; Liverpool, 356; London, 540; Perth, 90.

By road.—Banchory, 18 miles; Banff, 46; Braemar, 58; Elgin, 66; Inverness, 104; Perth, 82; Peterhead, 33.

Golf.—There are several good courses. The principal are: *Balgownie Links*, 18 holes, 2 miles from the centre of the city, the magnificent private course of the *Royal Aberdeen Club*. Adjoining it on the north is the course of the *Murcar Club*. Visitors, 2s. a day; Sundays 3s. 6d.; Saturdays, and public holidays, 2s. 6d. per day, 7s. 6d. per week, 12s. 6d. per fortnight, 21s. per month. There is also a ladies' course of 9 holes. The 18-hole course of the *Balnagask Club*, 1½ miles from the centre of the city: 1s. 6d. a round or a day, 6s. 6d. per week, 10s. per fortnight, 15s. per month. The *Municipal* 18-hole course on the links adjoining the Beach Esplanade and reached by electric car from Market Street. Green fee, 3d. a round. Visitors can become temporary members of the club on payment of 1s. 6d. for two weeks and 2s. 6d. for a month.

Guide Book.—See the *Guide to Aberdeen and Deeside* in this series.

Hotels.—See Introduction.

Population 167,700.

Post Office.—The head office is in Crown Street, about three minutes' walk from the railway station. The telegraph office is always open.

Public Library and Reading Room in Rosemount Viaduct, open from 9 a.m. to 10 p.m.

Refreshment Rooms at Station.

Steamboats to or from Edinburgh (Leith), North of Scotland ports, Hull, London, and Newcastle. Full particulars respecting fares and times of sailing may

PLAN OF ABERDEEN



be obtained from the *North of Scotland and Orkney and Shetland Steam Navigation Company*, Aberdeen, and the *Aberdeen Steam Navigation Company*, Aberdeen and the *Aberdeen, Newcastle and Hull Steamship Company*, Aberdeen.

Theatres.—*Theatre* in Rosemount Viaduct; *Varieties*, Bridge Place and Guild Street.

Tramways.—An electric tramway connects the most important parts of the city. The route covers about 14 miles. The centre is in Castle Street.

Aberdeen, the third city of Scotland in general importance, and the chief seaport in the north, stands between the mouths of the *Don* and the *Dee*. It is famed for its granite and its fish. The chief feature which strikes the stranger is the beauty and regularity of the architecture of the principal streets.

The visitor who is making but a short stay in the city may, on foot, make the round of its chief objects of interest in the course of two half-day excursions, while one who has only an hour or two to spare can obtain a good general idea of the place by taking an outside seat on a tramcar on "the circular route."

Through the "Auld Toon."

Union Street, the principal thoroughfare, is quickly reached from the Station by way of Guild Street and Market Street. At its eastern end are the **Municipal Buildings**, an imposing and picturesque block. Admission to the chief rooms and to the tower may be obtained on application to the keeper between ten and three o'clock. Union Street is continued by **Castle Street**, in which is the **City Cross**, erected in 1686. In front of the cross is a colossal **Statue of the last Duke of Gordon**, Marquis of Huntly, and Colonel of the 42nd Highlanders, who was addressed by Scott:

"Cock of the North, my Huntly braw,
Whaur are you wi' the Forty-twa?"

Attached by an archway to the North of Scotland Bank, at the corner of King Street, is the **Old Tolbooth**. Its tower was erected in 1616. The spire and clock are copies of the originals. Keep to the left of the Salvation Army Citadel at the east end of Castle Street, and enter Justice Street which soon merges in Park Street, from which turn, on the right, into **Constitution Street**, which terminates at the **Queen's Links** and the beach, the latter a long stretch of

firm sand. From this point either proceed northward to the Don by the beach ($1\frac{1}{2}$ miles), or go westward along Urquhart Road to **King Street** and travel thence by tram-car. From the **New Bridge of Don**, take the road on the north side of the stream or a footpath along the south bank to the picturesque **Brig o' Balgownie**, the oldest bridge in the North, having been built in the reign of Robert Bruce. It is mentioned by Byron in a note to *Don Juan*.

Half a mile from the "Auld Brig" is **St. Machar's Cathedral**, a venerable structure, of which only the nave and aisles, still used as the parish church, remain. A few hundred yards nearer the New Town is **King's College**, surmounted by a hoary old tower, the summit of which is shaped like an imperial crown. By following the Spital, Mounthooly and the Gallowgate southward, the visitor reaches Broad Street, in which is **Marischal College**, founded by George Keith, Earl Marischal, with the spoil of monastic property. The oldest part of the existing buildings dates only from 1840. Extensive additions have been made in recent years, and the College is now one of the most beautiful buildings in Scotland. A notable feature is the *Mitchell Tower*, 255 feet high, said to be the largest in the country. King's College and Marischal College together constitute **Aberdeen University**.

By continuing along Broad Street the eastern end of Union Street is regained.

Through the New Town.

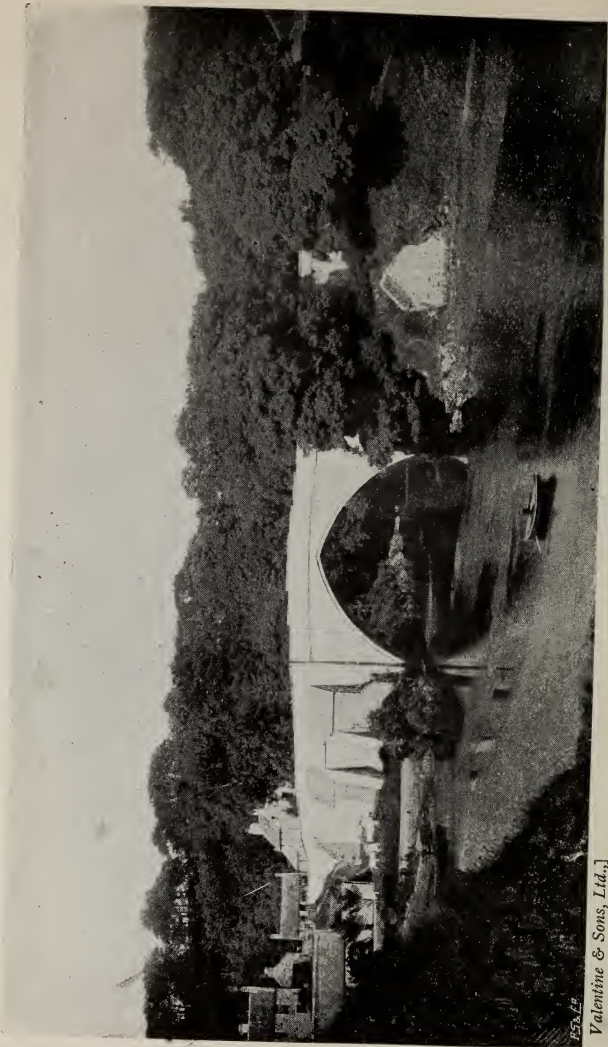
Proceed westward along Union Street, either afoot or by tram. At its junction with St. Nicholas Street, which is in a line with Market Street, is a *Statue of Queen Victoria*. A few yards farther are the **East** and **West Churches**, which lie behind a cemetery, and occupy the site of the old Cathedral of St. Nicholas, built in 1060. Farther westward, on the left, is the **Trades Hall** (or Trinity Hall), in which the seven incorporations (the bakers, fleshers, weavers, shoemakers, tailors, hammermen, and the wrights and coopers) hold their meetings. An elegant viaduct by Telford carries the street over the railway and **Denburn Dell**, the latter laid out as a public garden. At the west end of the bridge is a granite *Statue of King Edward VII*. Then come the offices of the Northern Insurance Company, and a little



F. W. Hardie,]

THE MUNICIPAL BUILDINGS AND CITY CROSS.

[Aberdeen,



[Dundee.

THE BRIG O' BALGOWNIE, ABERDEEN.

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beyond are the **Music Hall Buildings**. A short distance up Huntly Street, the first thoroughfare westward of these buildings, is the **Roman Catholic Cathedral**, a large granite structure containing some fine sculpture. At the western extremity of Union Street enter Alford Place, which soon gives way to **Albyn Place**. The two together are half a mile in length. At the farther end is **Queen's Cross**. The trams go on beyond this, and make a larger circuit, but the pedestrian will probably prefer to turn sharply to the right into **Carden Place**, in which he will pass **St. Mary's Episcopal Chapel** on the right, and at the end of about half a mile the **Grammar School**, on the left. The eastern portion of the thoroughfare is known as **Skene Street**, and crosses **Rosemount Viaduct**, a portion of the tram route, which is continued along Union Terrace and so into Union Street. The Viaduct contains a *Statue of Wallace*, erected at a cost of £3,000, and the triangular space in rear, is a *Statue of the Prince Consort*. The pedestrian may follow the Viaduct into **Schoolhill**, which owes its name to having contained the old Grammar School, within the walls of which Lord Byron received part of his education. On the left-hand side of the thoroughfare is **Gordon's College**, an important educational establishment founded by a wealthy merchant named Robert Gordon, in the middle of the eighteenth century. On one side of the gateway is the **Art Gallery**, and on the other the **School of Art**. In front of the gateway is a bronze *Statue of General Gordon*. By turning to the right at the end of Schoolhill, the visitor passes the East and West Churches of St. Nicholas, and so regains the great artery of the city.

If time serves, a visit should be paid to the beautiful **Duthie Park**, about a mile from Market Street, but by taking a Ferryhill car one may be set down in the neighbourhood of the park.

The **Fish Market**, built round the Albert Basin and approached by Market Street, presents a remarkable scene in the early morning. At 8 o'clock a sale by auction begins. Amid bewildering bustle, and with shouts and cries meaningless to the uninitiated, enormous quantities of fish, often amounting to seven hundred tons, are disposed of in an incredibly short time.

Main Route resumed on p. 93.

EXCURSIONS FROM ABERDEEN.

During summer excursions can be made by railway to various places of interest, including Stonehaven, Cruden Bay, Fettercairn, Edzell, Kinaldie, Kintore, Inverurie, Huntly, the resorts in Speyside, Deeside, and on the Moray Firth Coast.

Daily during the season there are the **Three River Tours**, by rail, coach and motor car, through the valleys of the Dee, Don and Spey, carrying the passengers through lovely districts that until recently were almost inaccessible.

DEESIDE.

Banchory—Aboyne—Ballater—Balmoral—Braemar.

To a large number of its visitors Aberdeen is the starting-point of an excursion to Balmoral and Braemar. The journey is accomplished by the Deeside line as far as Ballater ($43\frac{1}{2}$ miles), and thence by motor omnibus run daily by the Great North of Scotland Railway Company. Seats can be booked in advance at Aberdeen or any other G.N.S.R. station. The 'buses make several journeys each way daily, except on Sundays, when they run only once in each direction. Provided seats are available, passengers may join the omnibus for or at any intermediate place.

After getting clear of the city the line passes through a district dotted with suburban residences. Beyond **Culter** station, five miles from the city, there is an extensive panorama of pleasant scenery, and on the left, almost hidden from view, is **Blairs Roman Catholic College**. Near Murtle station is the *Tor-na-Dee Sanatorium*, whose visitors have the privilege of fishing two miles of the river for salmon, as well as for sea trout and finnock. In the vicinity of **Culter** station may be obtained another of the many exquisite views that make this excursion deservedly popular. The next station is **Drum** (10 miles). A glimpse is obtained, on the right, of **Drum Castle**, a large Tudor edifice, built in 1619, with a keep said to have been erected by William the Lion at the end of the twelfth or beginning of the thirteenth century. **Park** station follows, and then comes **Crathes** (14 miles), where, on the right, may be seen **Crathes Castle**, one of the finest of the ancient castellated buildings in the country. The grounds are exceedingly lovely and are occasionally open to the public.

Seventeen miles from Aberdeen is—



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BRIDGE OF FEUGH, BANCHORY.

[London,



[*Ballater.*

BALLATER.

J. & J. Bisset,

Banchory,

situated in one of the prettiest spots on Deeside. It is the chief resort of Aberdonians when they enjoy a general holiday, and its lodging-houses let readily in the summer months. It possesses several good hotels, four churches, a town hall connected with a reading room, library and billiard room, and a public recreation ground with facilities for bowls, croquet and tennis. One of its leading attractions is a golf course of 18 holes, beautifully situated on the banks of the Dee and nearly three miles in length. No one is likely to contradict the assertion that "although the course is within five minutes' walk of the village and ten minutes' walk from the railway station, there is a restfulness about the scenery and a sense of seclusion which delightfully surprise the visitor."

The angler will not find any open water near Banchory, or anywhere on the Dee, but some of the hotels occasionally rent a stretch. Sometimes the proprietors or tenants of portions of the *Feugh*, which enters the Dee at Banchory, grant permission to fish for trout.

EXCURSIONS FROM BANCHORY.

1. The **Bridge of Feugh**, one of the charms of the neighbourhood, nearly a mile from the village.
2. The ascent of the **Hill of Fare** (1,545 feet), 5 miles to the north.
3. By the left bank of the Feugh to **Whitestone** (6 miles).
4. Through **Strachan, Glen Dye** and over **Cairn o'Mounth** to Fettercairn (19 miles), Edzell (24 miles), and Brechin (30 miles). See p. 81.

On leaving Banchory the line quits the Dee valley for a time, and passes by Glassel station, with the Hill of Fare on the right, then by the rising village of **Torphins** to **Lumphanan**, where it turns towards the Dee again. Near Lumphanan a cairn is said to mark the *Grave of Macbeth*, who, according to Wyntoun, the chronicler, fled hither after his defeat at Dunsinane, and was killed here, and not as Shakespeare has taught us to believe. After passing Dess station, and skirting the **Loch of Aboyne**, the line reaches the Dee again at—

Aboyne,

a beautiful Highland village, $32\frac{1}{2}$ miles from Aberdeen, fringed by woods and hills. The village is about 400 feet above sea-level, and lies chiefly on the north side of the Dee. The climate is bracing, and there is an excellent supply of water. The village boasts a splendid 18-hole golf course. The host of the *Huntly Arms Hotel* has two miles of the Dee which he lets to guests except during July and August, when free permits are granted. A conspicuous feature of the place is the large triangular village green, which affords ample space for out-door games, and is also used as the Market Place. Upon it are held the *Aboyne Highland Games*, the great event of the summer season. **Aboyne Castle**, the family seat of the Marquis of Huntly, stands close to the village. Within the policies are the remains of a Druidical circle, a sculptured stone, and what is known to archæologists as the Aboyne Ogham Stone.

There are many delightful walks in the neighbourhood, particularly one through the glen known as the **Fungle**, skirting the *Auld-dinnie Burn*. From the resting-place at the head a magnificent view is obtained. Another pleasant walk is on the **Hill of Morlich**, formerly crowned by a monument to the tenth Marquis of Huntly. Other pedestrian excursions recommended are: to **Glen Tanner**, a highly picturesque glen running towards the south-west from the vicinity of Aboyne Suspension Bridge; to **Mount Keen** (3,077 feet), at the head of the deer forest of Glen Tanner; to the **Forest of Birse**, and to **Lochs Kinord and Davan**. Excursions by rail and road can be made to a number of interesting places in the neighbourhood.

From Aboyne the railway runs across the bleak **Moor of Dinnet** to Dinnet station, near which is a pretty lake, and thence to **Cambus o' May**, where is the most picturesque station on the line, and through grand mountain scenery to—

Ballater.

Angling.—Unlimited trout-fishing.

Distances by road.—Aberdeen, 42 miles; Aboyne, $11\frac{1}{2}$; Banchory, 24; Braemar, $16\frac{1}{2}$.

Golf.—Five minutes' walk from the village is an 18-hole course with a handsome pavilion. The round is fully three miles. Visitors—2s. per day, 7s. 6d. per week, 10s. per fortnight, 15s. per month, season (single or family) terms on application.

Hotels.—See Introduction.

Post Office.—The Post Office is near the station. It is open on week-days from 8 a.m. to 7 p.m. and on Sundays from 9 to 10 a.m.

Ballater is a modern, well-built village, pleasantly situated at an elevation of 700 feet above sea-level. It is well drained and is supplied with an abundance of good water. The public buildings include four churches; the barracks for the guard of honour when the King is at Balmoral; two large halls forming the Albert and Victoria Memorial; the Gordon Institute (named in honour of the donor), containing reading rooms, a billiard room and a public library. Many fine villas have been erected for the accommodation of visitors. The resident population is more than doubled during the summer. The golf course has a setting of some of the wildest and grandest scenery in the Highlands.

EXCURSIONS FROM BALLATER.

1. **Craigendarroch**, 1,250 feet above sea-level, but only 550 feet above Ballater. The summit is thirty to forty-five minutes' walk from the station. The descent may be made to the **Pass of Ballater**, making the journey out about five miles.

2. To **Pannanich Wells**, a small watering-place, with a hotel about midway between Ballater and Cambus o' May.

3. To **Lochnagar**, twelve miles to the summit. For nine miles there is a good carriage-road.

4. **The Linn of Muick** (6 miles). Keep to the east road.

5. **Clova** (19 miles), and **Kirriemuir** (34 miles). See p. 78.

6. **Tarfside**, 18 miles; **Edzell**, 30 miles; **Brechin**, 36 miles. See p. 81.

7. **The Burn of the Vat** ($6\frac{1}{2}$ miles). Pedestrians may take train to or from Cambus o' May station (4 miles). A little below that station take a road on the left. At the end of a mile and a half is a small bridge. Cross it and then follow the path up the stream. The Vat, a singular granite chasm, will be reached in about six minutes from the bridge.

8. **Tomintoul** ($25\frac{1}{2}$ miles), *viâ* Loch Builg ($14\frac{1}{2}$ miles) (see Excursions from Braemar, p. 93), or twenty-three miles *viâ* Cock Bridge (13 miles), along a rough, hilly carriage-road.

Ballater to Braemar.

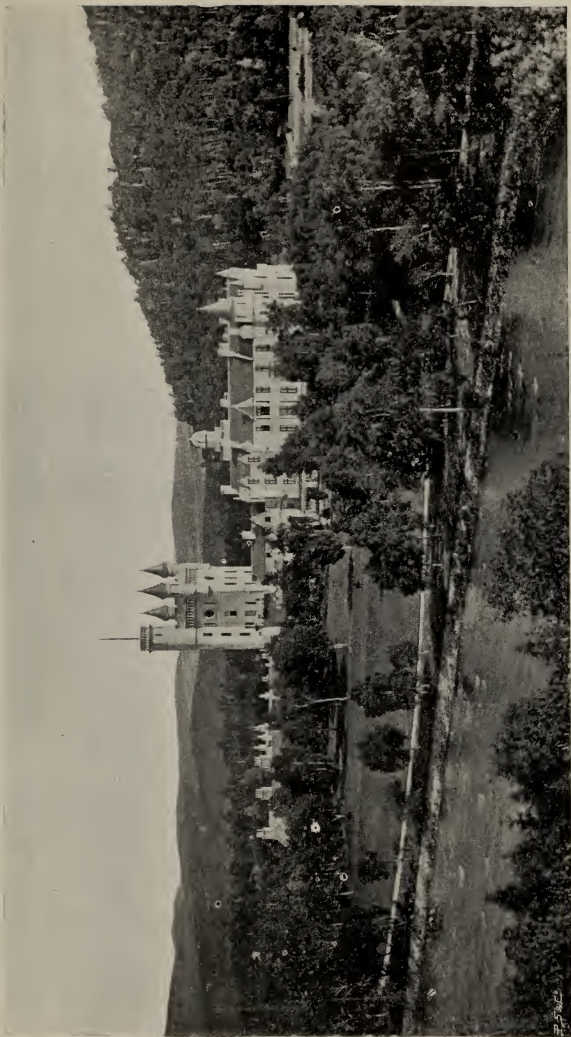
The motor omnibuses start from the station.

The road ascends the north bank of the Dee, and begins by winding round Craigendarroch (*see above*). It crosses the *Gairn* ($1\frac{3}{4}$ miles), and then lies through pleasantly-wooded country. About $3\frac{1}{4}$ miles from the starting-point is the *Coil-a-creich Inn*. Two miles beyond, on the opposite bank of the river, is **Abergeldie Castle**, occupied by King Edward VII., when Prince of Wales, and now placed at the service of distinguished visitors. A mile farther is **Crathie Church**, the foundation stone of which was laid by Queen Victoria in 1893. She is commemorated in the building by a white marble bust, unveiled by King Edward VII. in 1903. That monarch is himself commemorated by a communion table of Ionic marble and an artistic screen of oak, unveiled and dedicated by King George V. during his residence at Balmoral in September, 1911. The sacred edifice has taken the place of old Crathie Church, now an ivy-clad ruin, situated in the old churchyard near the river. Here also is a monument erected by Queen Victoria over the grave of her "devoted and faithful personal attendant," John Brown, who died in 1883. Near the ruined church is the Manse.

The next turn of the road after Crathie Church brings us in view of—

Balmoral Castle.

The mansion appears to be in a hollow, although it is on a plateau nearly a thousand feet above the level of the sea. It was erected by the Prince Consort in 1854, from plans prepared by an Aberdeen architect, but the Prince himself designed the principal features. It is of light-coloured granite, in the Scottish Baronial style of architecture, and comprises two blocks with connecting wings, bartizan turrets, and a projecting tower, a hundred feet high, in which is a clock. The Castle is approached by a road between tall and stately trees. The main frontage faces south or south-east. The principal part, which is on the left, consists of a wing of three storeys. The west front is more pleasing to the eye, partly because the length is in more harmonious proportion to the height. The grounds are intersected by broad walks running in many directions. A tall Celtic cross commemorates the Duke of Coburg, a



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BALMORAL.

[Dundee.



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UPPER FALLS OF GARAWALT, BRAEMAR.



J. & J. Bisset,

[Ballater.]

CRATHIE CHURCH.

son of Queen Victoria, and a somewhat similar monument is in memory of the Princess Alice, wife of the Grand Duke of Hesse. Other objects of interest are a row of trees, each of which was planted by a member of the Royal Family; a massive granite fountain erected to the memory of King Edward VII. by his tenants and servants, and handsome bronze statues of Queen Victoria and the Prince Consort, a figure of the Prince's favourite staghound being by the side of the effigy of its master.

On neighbouring heights are cairns commemorating various events connected with the Royal Family.

Balmoral is the starting-point of the easiest ascent of **Lochnagar** (3,768 feet), but the route is open only at certain times. A few yards from the castle is a road running northward. It affords the finest view of the Castle and of Lochnagar.

On the south side of the main road, just beyond the fifty-first milestone, is the **Cairn of Remembrance**, so called, it is said, because the Farquharsons, when summoned to battle, assembled there, each man depositing a stone. On their return each carried a stone away, and the number left represented those that had been slain.

Two miles beyond Balmoral, at **Inver**, is a good inn, the *Invercauld Arms*. Two miles farther is **Ballochbuie Forest**, extending nearly to the summits of the mountains. In the Forest are the **Falls of Garawalt** (see p. 92). The road to Braemar crosses the Dee by **Invercauld Bridge**, about six miles from Balmoral, and another mile brings the tourist abreast of **Invercauld House**, away to the right. It is the home of the Farquharsons of Invercauld. From it the Earl of Mar summoned the clans in 1715. The estate extends eastward along the north side of the Dee for some three and a half miles beyond Ballater.

On the south side of the river is **Mar Castle**.

Braemar.

Angling.—Part of the Mar Water of the Upper Dee can be fished by guests at the *Fife Arms*, and the host of the *Invercauld Arms* has about 8 miles of the river which he lets by the rod or the month to his guests.

Golf.—An 18-hole course. Visitors—day, 2s. 6d.; week, 9s.; fortnight, 15s.; month, 25s.; season, 30s.

Hotels.—See Introduction. Furnished villas and apartments.

Post Office.—Open 9 a.m. to 7 p.m. on week-days; Sundays, 9 to 10 a.m. and 1.30 to 2.30 p.m.

Braemar, or, to give its proper title, Castleton of Brae-

mar, is 1,100 feet above sea-level, and is surrounded by well-wooded, lofty hills, which effectually shield it from winter winds. It has a very dry climate, and its air is remarkably pure and bracing. As the village is situated in the midst of good scenery, and is the best centre from which to make excursions in the Eastern Grampians, it is a very popular resort. Some ten thousand persons are said to visit it in the course of a single season.

An interesting residence in Braemar is *The Cottage*, with a tablet inscribed, "Here R. L. Stevenson spent the summer of 1881, and wrote *Treasure Island*, his first great work."

EXCURSIONS FROM BRAEMAR.

1. **The Ascent of Morrone Hill**, 2,819 feet above the sea, but only about 1,700 above Braemar. The summit can be reached and the descent made in three hours or less. It lies to the south-west of the village, from which the beginning of the ascent is but a short distance. The prospect includes a most charming view of the valleys of the Dee and the Quoich.

2. **Falls of Garawalt**, "the rough burn," eight miles there and back. *Mondays, Wednesdays and Saturdays between 10 and 3.* A pass is required when the Court is at Balmoral. Follow the Ballater road to a point a few yards short of Invercauld Bridge, and there pass through a gateway on the right. The return may be made by the **Queen's Drive** (or *vice versâ*). On the return the Drive would be entered from the main road by a footpath on the left, about a mile west of the bridge.

3. **Linn of Quoich**. The *Quoich* is a stream entering the Dee a short distance west of Braemar. Carriages can usually cross the Dee by a ford about a mile west of the village. Pedestrians are sometimes allowed to use the **Victoria Bridge**, three and a half miles west; otherwise they must go eastward to Invercauld Bridge, and then follow the road that runs past the back of Invercauld House. The Linn is about a mile above the confluence. The falling water has formed cavities or "pot holes" in the rock, and from these the stream has been named "Quoich" being the Gaelic for "cup." The falls are only three miles from the village in a *direct* line.

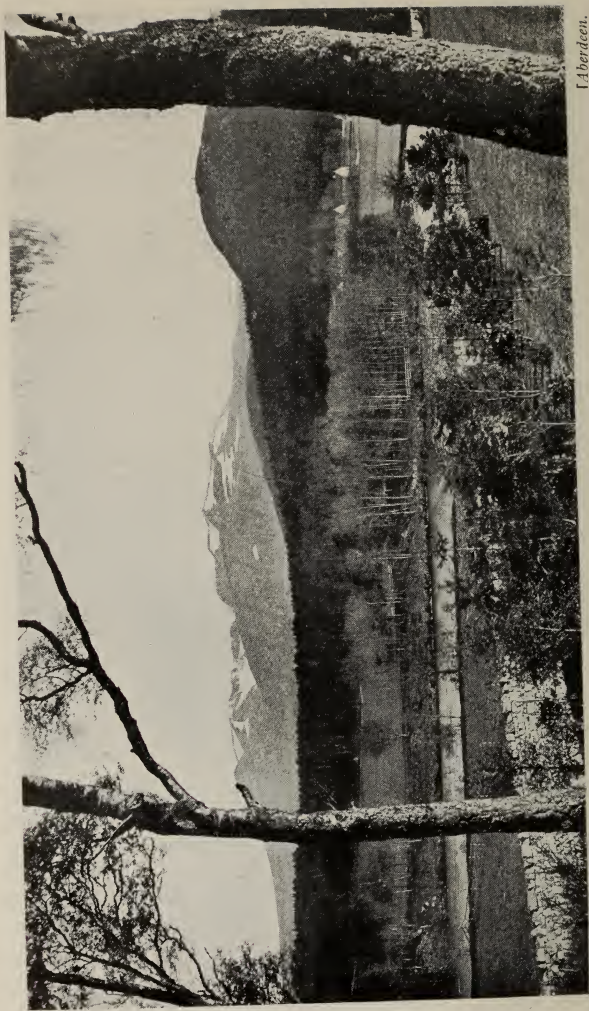
4. **Linn of Corriemulzie and Linn of Dee**. The former is three miles west of Braemar, the latter six. Follow the high-road westward along the south side of the Dee. A little short of the **Linn of Corriemulzie** a path leads to it from the main road. The **Linn of Dee** is a few yards past the sixth milestone. The river runs through a very narrow gorge. The best view of the chasm is obtained from the bridge. Both spots are extremely beautiful.



J. & J. Bisset,]

THE LINN OF DEE.

[Ballater.



[Aberdeen.

LOCHNAGAR.

F. W. Hardie,]

5. **Ascent of Lochnagar** (3,786 feet). Time required, four to five hours. Ponies and guides may be hired. The route from Braemar is more interesting and more used than either of the others, but the road is much rougher. A carriage can be taken five miles.

6. To **Loch Builg** (13 miles), **Tomintoul** (24 miles), and **Ballindalloch Station** (40 miles).

Carriage-road from Braemar to Loch Builg. From the Loch to Inchroary shooting-lodge, a distance of four miles, there is only a footpath. From Inchroary a good road through interesting scenery follows the course of the Avon to Tomintoul (*see* p. 59), where there are two hotels.

Those who walk from Tomintoul to Ballindalloch station should take the road that follows the Avon valley, as it is more interesting than the road which goes past the Glenlivet Distillery.

Daily motor service between Ballindalloch and Tomintoul.

7. To **Blairgowrie** (35 miles). This and the route *viâ* Ballater are the only through road routes to Braemar. Motors run on certain days during the summer.

8. To **Clova** (19 miles), thence to **Kirriemuir** (34 miles), or to **Brechin** (42 miles). *See* the route in the reverse direction, p. 78.

9. To **Kirkton of Glenisla** (25 miles) and **Alyth** (31 miles). *See* p. 77.

10. To **Blair Atholl** *viâ* **Glen Tilt** (30 miles). The road passes the Linn of Dee (*see* No. 4, p. 92). Carriages may be taken as far as Bynack Lodge (12 miles). If telegraphed for to Blair Atholl, a carriage will be in waiting at Forest Lodge, eight miles from Blair Atholl. There is no house of entertainment between Braemar and Blair Atholl. For further particulars *see* p. 46.

11. To **Aviemore**, on the Highland Railway (30 miles), **Lynwilg Inn** (32 miles), *viâ* the Larig Ghru Pass. The roads in the **Rothiemurchus Forest**, at the latter end of the route, are very bewildering. Beyond *Derry Lodge*, ten miles from Braemar, the traveller will pass only one house until he is within a couple of miles of Aviemore. For other particulars *see* p. 55.

Main Route Resumed (*from* p. 85).

Leaving Aberdeen for Inverness, a glimpse is obtained of some of the city's finest public buildings. Away to the right, from the neighbourhood of *Kittybrewster* station, may be seen the crowned spire of King's College, and nearer

the next station, **Woodside**, the spires of old Machar Cathedral come into view. Just behind Woodside station the line enters the valley of the *Don*, and passes through villages largely dependent on the quarrying and manipulation of granite and the manufacture of paper.

Main Route resumed on p. 97.

From **Dyce Junction**, six miles from Aberdeen, branches northward—

The Buchan Line,

so called because it passes through the territorial division of Aberdeenshire of that name.

The district for the most part is flat, treeless, and richly cultivated, and what interest it possesses for the tourist is mainly due to local and historical associations. Ten and a half miles from the junction is **Logierieve** station. Four miles west of the station is **Tolquhoun Castle**, a seat of the Earl of Aberdeen, dating from the latter part of the sixteenth century. About a mile and a half farther the line crosses the *Ythan*, a river famed for its mussel pearls. About twenty miles from Aberdeen is **Ellon**. In the village are the tower of an ancient castle and the modern mansion that has replaced the old building. Eight miles north-west is **Haddo House**, another seat of the Earl of Aberdeen. It stands in a beautiful park, to which the public have access. Near Ellon are open fishings including the *Ythan*, close by, its tributary the *Ebrie*, 2 miles, and the *Forvie*, another feeder of the *Ythan*, about 3 miles.

At Ellon the **Cruden Railway** (p. 96) branches off, and at **Maud Junction**, thirty-two miles from Aberdeen, there is another division, one branch running eastward to Peterhead, the other northward to Fraserburgh. Maud is a convenient headquarters for anglers fishing the open waters of the *Culsh Burn*, *Auchreddie Burn* and the *Little Water of Gight*, and for those who obtain permits for the *Bruxie*.

(a) THE BRANCH TO PETERHEAD

passes through Mintlaw station, near which are the ruins of the **Abbey of Deer**, and through **Inverugie**, from which may be seen the ruins of **Inverugie Castle**, the seat of the Earls Marischal, while farther up the *Ugie* are the ruins of the still older castle of **Ravensraig**.

Peterhead.

Angling.—River fishing can be had in the *Ugie*, within half-an-hour's walk of the town. Good baskets of finnock, grilse and sea-trout are obtained, and in October an occasional salmon is landed. There is also good sea-fishing.

'Bus to Boddam, in connection with the Cruden Bay branch.

Golf.—There are two courses, both pleasantly situated by the sea: *Peterhead* links (9 holes), less than half a mile from the centre of the town, is free to visitors. The *Craigewan* course (18 holes) is within miles of the town. The length of the latter is nearly $3\frac{1}{2}$ miles. Visitors—June to September,—day, 1s.; week, 5s.; month, 12s. 6d. Ladies and juniors, 1s., 3s. 6d., 7s. 6d. Other months reduced fees.

Hotels.—See Introduction.

Population.—14,300.

Post Office, Marischal Street.—8 a.m. to 7 p.m. (May to October); 9 a.m. to 7 p.m. (November to April); Sundays, 9 to 10 a.m.

Peterhead is $44\frac{1}{2}$ miles by rail from Aberdeen, but only 33 by road. It stands on a peninsula which forms the most easterly point of Scotland. It is the second town of Aberdeenshire, is a great centre of the herring-fishing industry, and has red granite quarries in the neighbourhood. In Queen Street is an excellent Museum. In a bay to the south of the town is a **Harbour of Refuge**, constructed by convict labour. The climate is very bracing and is cooler in summer and warmer in winter than is Scotland on the average.

Boating and sea-fishing can be enjoyed in the land-locked South Bay.

Peterhead is seven miles from the **Bullers** (p. 97), and within easy cycling distance are various antiquarian remains. The roads are superior, broad and finely made.

(b) THE BRANCH TO FRASERBURGH

takes the form of a sickle. A short distance from Maud Junction **Brucklay Castle** may be seen on the left. Beyond **Strichen**, the line winds round **Mormond Hill** (769 feet), which has the figure of a white horse, made in 1700, on one slope, and the figure of a stag, made in 1870, on another.

Fraserburgh.

Coaches to Rosehearty and Boyndlie.

Hotels.—See Introduction.

Population.—11,151.

Fraserburgh was founded in 1750 by Alexander Fraser, ancestor of the Saltoun family, whose seat, *Philorth House*, is two miles south of the town. The population is increased during the season by several thousands of fish workers, for this port is the chief centre of the herring fishery on the north-east coast. The number of boats engaged during the season is about 600. East of the town is a bay with a fine

sandy beach affording good facilities for bathing. On **Kinnaird Head** are the remains of a castle surmounted by a lighthouse. The castle was built by Sir A. Fraser in 1576. Near it is the Wine Tower, a building the origin and use of which are unknown. It has no outer entrance, except on the upper storey, but the wooden stair leading up to this is modern. It is built over a cave called **Selch's Hole**.

A light railway connects the town with **St. Combs**, five miles to the south-east. There is an intermediate station at Cairnbulg, and there are platforms at Kirkton (for the golf course) and Philorth Bridge (for Cairnbulg Castle).

A road running near the coast connects Fraserburgh and Macduff (*see* p. 102). They are twenty-five miles apart. The direct road passes through **Rosehearty** (4 miles), and **Aberdour** (8 miles), but as it has very steep hills it is not much used, travellers to Macduff preferring to go by the inland road *viâ* Byth, Crudie and Longmanhill. At Rosehearty are the ruins of **Pitsligo Castle**, once the residence of Alexander Forbes, Lord Pitsligo, who, after the Battle of Culloden, lived in the neighbourhood for several years as an outlaw. One of his haunts was the Cave of Cowshaven, or Lord Pitsligo's Cave, two miles west.

(c) THE CRUDEN RAILWAY.

This short line runs from Ellon Junction (p. 94) to the coast at Cruden Bay, and then continues northward to Boddam, between which and Peterhead 'buses run regularly in connection with the principal trains. The chief station is—

Cruden Bay.

Cruden Bay, 30 miles from Aberdeen, 8 from Peterhead, has a beautiful stretch of smooth, firm sand. To the north is rock scenery which can hardly be equalled in grandeur. Good sea-fishing, boating and bathing may be enjoyed. There are bowling greens, tennis courts and croquet lawns and the district is an attractive one for cyclists. But Cruden Bay is most visited for its **Golf Course** of 18 holes, laid out under the auspices of the great North of Scotland Railway Company. It is nearly $3\frac{1}{2}$ miles in length and has fine springy turf. The greens are a special feature, and the course as a whole is considered one of the finest in Britain. Besides the full-sized course, there is one of 9 holes for ladies and learners. There are also a 9-hole putting green adjacent to the first tee

and an 18-hole putting green close to the *Hotel*, which overlooks the bay and the links.

Visitors staying at Railway Company's *Hotel*, 2s. 6d. per day, 15s. per week, 40s. per month; Sundays, 3s. 6d. Other visitors, 5s. per day, 20s. per week, 60s. per month; Sundays, 2s.

Adjoining the Bay is the village of **Port Errol**. A prominent object northward is **Slains Castle**, and half a mile farther along the coast are the **Bullers of Buchan**, a huge rocky cavern open to the sky. The sea rushes into the cavern through a natural arch.

Main Route Resumed (*from p. 94*).

About one and a half miles west of Dyce Junction are the **Standing Stones**, twelve in number, the largest Druidical circle in Aberdeenshire. Passing through a district in which well-tilled fields alternate with clumps of wood and plantations, the line reaches the road-side station of **Pitmedden**, where, on the left, is *Pitmedden House*, once the home of Mr. George Thompson, the founder of the celebrated Aberdeen line of clippers and steamers. Then comes **Kinaldie** station, at a spot where the Don flows through low-lying "haughs" that are often inundated when the river is in flood. The next station is at **Kintore**, an ancient place with a quaint town-hall.

The local magistrates issue permits for fishing in the Urie, a capital trouting stream and having a few salmon.

A mile to the west of the town are the ruins of **Hall Forest**, said to have been a hunting-tower of King Robert the Bruce. The building was only two storeys high, and was inhabited as late as 1639.

Main Route continued on p. 100.

Kintore is the junction for the—

ALFORD VALLEY RAILWAY,

which follows in part the course of the *Don*. This river rises not far from the head-springs of the Dee, to which, in its course of eighty miles, it runs parallel. In spite of the saying that :

"Except it be for fish and tree
Ae rood o' Don's worth twa o' Dee,"

The Highlands (g)

many good fish are to be got from the Don. It is unsurpassed as a trout stream, a few salmon are annually taken from it, and in some of its reaches pike of considerable size may be caught.

The first station west of Kintore is at **Kemnay**, from which may be obtained, on the right, a good view of **Fetter-near**, once the country seat of the Bishops of Aberdeen. At Kemnay are quarries of nearly white granite, much of which was used for the Thames Embankment and the Forth Bridge. Two miles to the south is **Castle Fraser**, with a square tower probably dating from the fifteenth century. The next station is at Monymusk, a mile north of which is **Monymusk House**, in a finely timbered park, of which portions are known as Paradise and New Paradise. A few miles to the north is **Ben-nachie** (1,733 feet). Rather more than a mile to the south is **Cluny Castle**, a seat of the Gordons, built in 1836.

Alford,

twenty-nine and a half miles from Aberdeen, is a pleasant little village some thirty miles east of the Cairngorm Mountains. It is a favourite resort of anglers, as the Don may be fished by hotel guests.

Alford to Tomintoul.

Alford is included in the **Three Rivers Tours* to and from Tomintoul, Speyside and Deeside, as are also Kildrummy and Strathdon. On the highways the tourists travel in motor cars. Particulars are obtainable on application to the Great North of Scotland Railway Company.

The road runs along the north bank of the Don. At the old toll of **Mossat** it joins the main road from Gartly station, turning to the left to **Kildrummy**, eight miles (small *Inn*), where we pass the scanty remains of **Kildrummy Castle**, once a most imposing structure, and for ever associated with the heroic defence by Nigel Bruce against the English forces, so graphically described in Barbour's great poem. Thence the road lies through the narrow sylvan **Den of Kildrummy**, and **Morven** (2,862 feet) is seen right ahead. Twelve miles from Alford we reach the *Glenkindie Arms Inn*, not far from **Towie Castle**, which is on the south side of the Don and is the scene of that most pathetic Scottish ballad, *Edom o' Gordon*.

We cross the *Kindy Water*, not far beyond which is **Glenkindie House**, a lovely modern mansion. In the second field on the right beyond is a *Pict's House*, containing two chambers. A little farther westward we cross the mouth of the

* See footnote, p. 10.

Bucket, which flows for seven miles down a wild Glen, in which are **Badenyon** and **Glenbucket Castle**, the former the dwelling of the famous ballad hero, John of Badenyon; the latter, the ruined seat of the Jacobite Gordons. It was built in the sixteenth century and is situated near the main road. Before completing the next three miles we pass first the **Farm of Buchan**, where there is another Pict's House in the garden (may be visited on application), and then **Castle Newe**. About two miles beyond the latter we enter **Strathdon**. Here are the ruins of **Colquhunny Castle**, a building that is said never to have been completed because during its construction three of the lairds fell from the top and were killed. Hard by is the **Dune of Invernochty**, a mound forty feet high.

Beyond Strathdon the beauty of the scenery attains its climax by the blending of water, wood and hills. On the way is **Corgarff Castle**, which contests with Towie the evil repute of being the stronghold in which, in 1551, Sir Adam Gordon burned the wife of Alexander Forbes, with her children and household. The road has risen rapidly and is here in the wild mountain region around the springs of the Don.

At **Cock Bridge**, 1,400 feet above sea-level, is the *Allargue Hotel*, which claims to be the highest hotel in Scotland. From it the route lies across the "Lecht" into Banffshire and 5 miles farther reaches **Tomintoul** (p. 59).

Cock Bridge to Ballater (13 miles). A rough, hilly carriage-road running in a fairly straight line between the two places.

Cock Bridge to Braemar (22 miles), *via* Inchrory, six miles west of Cock Bridge, and Loch Builg, four miles south of Inchrory (*see* p. 93).

OTHER EXCURSIONS FROM ALFORD.

1. **Terpersie or Dalspersie Castle** (5 miles north). On one of the window-sills is the date 1561, and above is the Gordon crest—a boar's head.

2. The ruins of **Balfuig Castle** ($\frac{3}{4}$ mile south), built 1556.

3. **Craigievar, Corse, and Aboyne**, 18 miles (p. 88). **Craigievar** lies six miles south and has a fine old castle seven storeys high, a good example of the Flemish castellated style. The hall has a particularly fine roof and a huge fireplace. Over the staircase is a coat of arms with the date 1668 and the injunction, "Doe not vaiken sleiping dogs." The furniture of the house is in the old style. Not far beyond Craigievar the road from Alford joins the main road from Aberdeen. This must be followed westward to Tarland. About a mile from the junction of the Alford road the Aberdeen road passes **Corse House** on the right and the ruins of

Corse Castle, the latter dating from 1581. At **Tarland** the road turns sharply to the left, and passes near the ruins of **Coull Castle**, on a rocky eminence near Coull Church.

Main Route Resumed (*from p. 97*).

Four miles from Kintore Junction is **Inverurie Junction**, from which a branch runs off on the right to **Old Meldrum** five miles distant, in the midst of romantic scenery.

To the right, at **Inverurie**, may be seen **Keith Hall**, the seat of the Earl of Kintore. On the left are the engineering and locomotive shops of the Great North of Scotland Railway Company. Residence at the *Kintore Arms* carries the privilege of fishing in the Don, quite near, and the Urie, about a mile away.

At Inverurie the line leaves the valley of the Don and follows that of the *Urie*, a tributary. Between the streams is a mound known as the **Bass of Inverurie**.

As the journey is continued there comes into view on the left the **Mither Tap** (1,698 feet), the second highest of the six peaks of **Bennachie** (*Bennahee*). The mountain is very accessible. It can be best ascended from Insch station. At 21 miles from Aberdeen is **Inveramsay Junction**.

Main Route continued on p. 102.

THE BANFF AND MACDUFF LINE,

running directly northward from Inveramsay, provides an alternative route to the northern and western Highlands.

Passing Wartle and Rothie Norman stations, we reach **Fyvie**, nine miles from the junction. East of the railway is **Fyvie Castle**, "one of the noblest and most beautiful specimens of the rich architecture which the Scottish Barons of the days of King James VI. obtained from France." Its main features are the towers (now five in number), bartizan turrets, dormer windows, and high-pitched gables. It stands in beautiful grounds, to which visitors are admitted. The house is shown only to those who obtain an order from the Factor.

Five miles lower down the *Ythan* are the ruins of **Gight Castle**, formerly the seat of the maternal ancestors of Lord Byron. It was sold to the Earl of Aberdeen soon after the marriage of the poet's mother.

Left of **Auchterless** station is the square keep of the **Castle**

of **Towie**, founded in 1300, now used as a farmhouse. Away to the right is **Hatton Castle**, a red sandstone building, with which is incorporated part of the old tower of Balquhally, once the seat of the Mowatts.

The next station is at **Turriff**, a town containing the ruins of a church of the Knights Templars. Here, in 1639, occurred a skirmish, known as the "Trot of Turriff," in which was drawn the first blood shed in the Civil War in Scotland.

Passing Turriff the line runs for a short distance through the beautiful valley of the *Deveron*, a fine salmon and trout river. On the opposite bank is **Forglen House**, the seat of Abercrombie of Forglen. Then, after Plaidy and King Edward stations (the latter name a corruption of Kin Edart), comes **Banff Bridge** station, which affords a splendid view of the *Deveron*, **Duff House**, and the town of—

Banff.

Angling.—There is good sea-fishing.

Buses meet trains at the Bridge and Harbour stations. A motor 'bus runs at frequent intervals to and from Macduff. There is a conveyance thrice a day to Whitehills, a village 3 miles west of Banff.

Golf.—Near the beach is a course of 9 holes. Visitors' fees: day, 1s.; week, 3s.; month, 6s. There is also a course (18 holes) in the grounds of **Duff House**. Visitors—1s. per round; day, 1s. 6d.; week, 6s.; month, 21s.

Hotels.—See Introduction.

Museum.—High Street.

Population.—3,821.

Post Office.—Carmelite Street.

Sea-fishing and Bathing.

Banff is fifty miles from Aberdeen, and thirty-eight and a half east of Elgin. Fishing is its principal industry. It is the capital of the county of the same name and was the site of a royal castle which on three occasions was the headquarters of the English king Edward I. Dr. Sharp, the famous Archbishop of St. Andrew's, was born in it in 1613. The present **Banff Castle** is a house that was erected in 1750. The old churchyard contains remains of the ancient Parish Church and interesting gravestones. The shaft of the **Market Cross** is supposed to date from pre-Reformation days. Sharing a building with the **Public Library** is an excellent **Museum**, of which Thomas Edward, the "Scottish naturalist" of Smiles's well-known work, was for thirty years curator.

Westward of the town is a beautiful sandy beach bordering the golf course.

Duff House, formerly a seat of the Duke of Fife, dates from the middle of the eighteenth century. In 1906 it was presented to the two towns of Banff and Macduff by the late Duke, who gave with it that portion of the park immediately surrounding the house, covering an area of about 140 acres

and including the gardens, stables, lodges and some rod fishing in the Deveron. The property has been let by the two municipalities to a company, which has converted the house into a first-class *Hotel*. The public have the privilege of walking on the main roads in the park.

Through the park is a path by the side of the *Deveron* to the **Bridge of Alvah**, two miles, where the river has scooped out a deep channel, the surface of the water being forty feet below the bridge.

Monteoffler House, a part of the Fife estates near Banff, has been acquired by Prince Arthur of Connaught. It is an old residence occupying a picturesque situation on the east bank of the Deveron, overlooking the Bridge of Alvah. The river at this point passes through a deep gorge which is spanned by a high bridge. The rocky banks are overhung with magnificent trees and the scene is one of the most beautiful and romantic in the north of Scotland.

Travellers proceeding from Banff to Keith, or by the coast line (*see* p. 103) to Elgin, depart from the Harbour Station, at the north end of the town.

Connected with Banff by a seven-arched bridge is—

Macduff,

the terminus of the line. It is a flourishing little seaport, with a population of 3,411. It originated in the latter half of the eighteenth century, in a fishing hamlet called Doone. When the place was made a burgh by George III., its name was changed to Macduff. Its growth was due to the construction of the **Harbour**, which has been so improved that it is now one of the safest and most convenient in the Moray Firth.

To the east is some fine rock scenery. The most attractive spot is in the vicinity of **Tarlair**, about a mile to the east, where there is a deep cavity enclosed on three sides by high cliffs. At the water's edge is the **Needle Eye Rock**. Another feature is a chalybeate spring with a well-house erected by the Earl of Fife in 1780.

Main Route Resumed (*from* p. 100).

From Inveramsay the main line passes westward to **Pitcaple** (21½ miles from Aberdeen), one of the principal stations from which to make the ascent of **Bennachie** (p. 100). Next comes **Oyne** and then **Insch** (27½ miles). Just beyond Insch, on the right, is the conical hill of **Dunnideer**, surmounted by a fragment of an ancient fort. On the left is the hill of

Christ's Kirk (1,021 feet), supposed to be the scene of the old poem of *Christ's Kirk on the Green*, ascribed to King James. As the line proceeds it gets more among the hills. Left of the line is **Noth Hill** (1,851 feet), on the summit of which are the remains of a vitrified fort having ramparts upwards of twelve feet high. Passing through Strath Bogie, we reach **Huntly** (41 miles), the birthplace of George MacDonald, who has sketched it in *Alec Forbes*, while the "Glamour" and the "Wan Water" of which he wrote are but the Bogie and the Deveron under other names. Not far from the station, in the grounds of Huntly Lodge, are the remains of **Strathbogie Castle**, the cradle and seat of the Earls of Huntly, and also the remains of **Huntly Castle**, built in lieu of it in 1602.

The *Deveron* is a grand trout stream and holds large salmon in the autumn. Reaches of it and also of the *Bogie* and the *Isla* (5 miles distant) are under the control of the Huntly Town Council. For a nominal fee permission to fish these waters can be obtained. Other attractions at Huntly are a 9-hole golf course, tennis courts and a bowling green.

There is a motor omnibus service between Huntly and **Aberchirder**, and to the **Haughs of Glass**.

Passing Rothiemay station, we reach **Grange** (49 miles), where the railway again divides, affording a choice of routes to Elgin, Inverness, and the North.

Alternative Route continued on p. 105.

THE MORAY FIRTH COAST LINE.

Passengers going direct from Aberdeen to places on this line, or to Elgin and beyond *viâ* the Moray Firth Coast, pass on to it by a loop-line in through carriages without going into Grange station.

With the exception of **Knock Hill** (1,409 feet), on the left, about four miles north of Grange Junction, there is nothing calling for notice until the train reaches **Tillynaught Junction**, about ten miles from Grange, and fifty-nine from Aberdeen. From the junction a short line of six miles runs eastward to **Banff Harbour** station (p. 102), while the main portion of the line runs westward through a succession of fishing villages and small towns.

Three miles from Tillynaught is **Portsoy**, noted for its

local "marble," a beautiful serpentine, some of which has a place in the Palace of Versailles. Then come Glassaugh, Tochieneal and Cullen.

Cullen

is five miles west of Portsoy and about two hours' rail from Aberdeen. It stands on a slight headland, at the foot of which is a pretty bay with a splendid bathing beach. Boating, sea and stream-fishing, a golf-course (18 holes), a bowling-green and tennis courts are also included in the attractions of this popular seaside resort. On the sands of the bay are three striking rocks called the **Three Kings of Cullen**. Not far from them is a graceful little temple in the **Cullen House** grounds. These beautiful and extensive grounds are open to visitors on Tuesdays and Fridays. The environments of Cullen and Cullen House are depicted by George MacDonald in *Malcolm* and *The Marquis of Lossie*. The railway crosses the town on an arch built in the form of an ancient gateway.

The **Bin of Cullen** (1,050 feet), three miles south-west, commands a wide view.

Two and a half miles east are the ruins of **Findlater Castle**. The remains include subterranean vaults overlooking the sea.

Beyond Cullen the line runs along a rocky and interesting shore, passing a succession of fishing towns that almost adjoin one another. After **Portknockie** and **Findochty** we reach **Portessie**, the terminus of the Highland Company's line from Keith and the site of a golf-course. **Buckie**, six miles from Cullen, is said to have a larger fishing population than any other town in Scotland. Among its buildings is a somewhat imposing Roman Catholic Cathedral. Westward of Buckie are **Buckpool** and **Portgordon**. The last-named is the property of the Duke of Richmond and Gordon, whose valuable salmon fishings extend from it for a distance of ten miles along the coast. A mile beyond Portgordon is the **Burn of Tynet**, famed for its fossil fish in the old red sandstone.

The next station is **Fochabers**. The town of this name is four miles southward and has a station on the Highland line (see p. 109). On the coast here is the *Spey Bay Golf Course* of 18 holes, $3\frac{1}{2}$ miles in length. It has no ditches or streams and there is no crossing in play. Adjoining is the *Gordon Richmond Hotel*. Visitors can have splendid trout-

fishing in the Spey and salmon fishing can be obtained for them at special terms.

The line is carried over the *Spey* by a bridge about 950 feet in length. A little beyond is the quaint, old-fashioned town of **Garmouth**, at which Charles II. landed from Holland in 1650, and signed the Solemn League and Covenant. Then comes **Urquhart**, beyond which, on the right, is **Innes House**, a seat of the late Duke of Fife. This is followed by **Calcots**, near which, on the right, are the ruins of **Spynie Palace**, the seat of the ancient Bishops of Moray. After Calcots comes the terminus, **Elgin** (p. 109).

Alternative Route resumed (from p. 103).

From Grange Junction, 49 miles from Aberdeen, the line runs almost due west to **Keith Junction**, 53½ miles from Aberdeen. The town is about a mile distant on the *Isla*, which is a good trout stream and is open to visitors. Keith contains several hotels, but is without interest except to anglers. It is a terminus of the Highland Railway, and from it a branch line belonging to that company runs to **Buckie**, twelve miles distant, and thence to **Portessie** (see p. 104), a mile and a half farther.

From Keith passengers can proceed to Elgin and Inverness either by the Highland line *viâ* Mulben, or by the Great North of Scotland line, *viâ* Dufftown and Craigellachie Junction. The latter is also the route for those booked to places served by the Strathspey line.

Highland Railway Route continued on p. 109.

KEITH TO ELGIN BY THE G.N.S. RAILWAY.

This route is twenty-seven miles in length, while the Highland route is only eighteen, but it is much more picturesque than the shorter route. Leaving Keith, we proceed to **Keith Town**, and thence through an agricultural district to **Auchindachy**, and by more interesting scenery to Drummuir, then onwards through a still more picturesque district to—

Dufftown,

famous for its distilleries. It is yearly growing in favour with visitors on account of its pure and bracing air, the charming walks and drives in the vicinity and the large number of ancient castles within easy reach. Dufftown also offers its visitors golf (a 9-hole course), tennis, and the run of two libraries and a reading-room. The town is about a mile south of the station. Between the two is the old **Castle of Balvenie**, said to be of Danish origin.

Other objects of interest in the town or the immediate neighbourhood are—

The **Church of Mortlach**, half a mile south, said to have been a cathedral founded by Malcolm II. as a thank-offering for a victory over the Danes in 1010.

The **Giant's Chair**, a mile from the church, a kind of natural seat overhanging the *Dullan*, and approached by a path alongside the stream.

The **Cradle**, a basin in the rock, about one hundred yards from the Giant's Chair.

The ruins of **Auchindoun Castle**, two and a half miles south-east. It belonged to the Gordons.

Ben Rinnes (2,755 feet). Distance to the summit, 7 miles. The ascent presents no difficulty. The descent may be made to Aberlour (*see* below), 7 miles from the top, or to Ballindalloch station, 8 miles.

Beyond Dufftown the line winds through picturesque **Glen Fiddich**, emerging at **Craigellachie Junction**, where the Strathspey line from Grantown and Boat of Garten joins. The village (pronounced *Craigellachie*) is becoming a popular resort. With its level tract through which the Spey winds, its picturesque bridge, its own high tree-clad grounds and neighbouring wooded heights, its wide prospects and fine air, it is a place that cannot fail to please. There is a 9-hole golf-course, and trouting can be had on some of the neighbouring streams.

Great North of Scotland Route to Elgin continued on p. 108.

THE STRATHSPEY LINE.

This is "the scenic route of the Great North system," and extends along the middle course of the River Spey from Craigellachie to Boat of Garten, a distance of thirty-three miles.

The **Spey**, the most rapid river in Scotland, is a hundred and ten miles long, and therefore the second of Scottish rivers in point of length, and next to the Tay it is the grandest river in the country. The section along which the Strathspey line runs "is one of exceeding loveliness, the 'thundering Spey' rolling wide and deep through a circumscribed valley, abundantly wooded and backed by softly swelling hills and high mountains. The line follows the course of the river with its multitudinous twinings, at many places running on its very brink, and innumerable stretches of the stream are disclosed to view." The Spey ranks high as a salmon stream, and on that account most of it is preserved. Its trout on an average run from a quarter of a pound to a pound, but trouting is not permitted in those parts that are let for salmon fishing. It also contains finnock, and near Loch Insh it has char.

From Craigellachie Junction the line runs along the south bank of the Spey to **Aberlour**, where a magnificent view is obtained of **Ben Rinnes** (2,755 feet), on the left. The distance to the summit from Aberlour is seven miles. Aberlour has a 9-hole golf course, its inhabitants may fish a mile of the Spey, and permission to trout on streams in the neighbourhood can generally be obtained. Less than a mile and a quarter from Aberlour Church, is the **Linn of Ruthrie**, a cataract about twenty feet high. Its roaring, after heavy rain, may be heard at a great distance.

From Aberlour the line runs to **Carron** ($5\frac{1}{2}$ miles), and there crosses the Spey, which, flowing in broad sweeps and through birch-hung gorges, is nowhere more beautiful than in the reach here begun. On the north bank the railway passes through **Blacksboat** (10 miles), and **Ballindalloch** (12 miles). (*Dalnashough Hotel*, $1\frac{1}{2}$ miles.) Near Ballindalloch the Spey is joined by the *Avon*, on the right bank of which is **Ballindalloch Castle**, one of the finest specimens of a Scottish baronial castle of the olden time.

Four miles further up the Avon is the mouth of the valley of the *Livet*, where is situated the far-famed **Glenlivet Distillery**, which produces the whisky that bears its name.

Passengers for the healthy village of **Tomintoul** alight at Ballindalloch station. For means of communication between the two places see p. 60.

At Ballindalloch the line recrosses the river, and the scenery becomes wilder. Just beyond **Advie**, and on the north side

of the Spey, is **Tulchan Lodge**, at which John Bright used to stay when fishing this river. Later visitors have been King Edward VII. and King George. Here the valley becomes wider, and bears great masses of birches and firs. The **Cromdale Hills** appear on the left, and not far from Cromdale station are the **Haughs of Cromdale**, the site of a battle fought in 1690, and commemorated in a ballad beginning—

“As I came in by Auchindoun,
A little wee bit frae the toun,
When to the Highlands I was boun’,
To view the Haughs o’ Cromdale,

“I met a man in tartan trews,
I speered at him what was the news.
Quoth he, ‘the Highland army rues
That e’er they cam to Cromdale.’”

Not far from Cromdale **Castle Grant** (*see* p. 58) comes into view on the right. **Grantown** station (24 miles) is a mile and a quarter from the town (described on pp. 56–57).

Beyond Grantown the range of the **Cairngorm Mountains** is on the left of the valley, and the **Monadhliath** range on the right, while on the west the valley is closed in by the **Rock of Craigellachie**. At **Nethy Bridge** (first-class hotel, 9-hole golf-course, trout-fishing) there is a fine view of **Cairngorm** itself (4,084 feet). **Nethy Bridge** is one of the two spots from which the ascent of this mountain can be most conveniently made, the other being **Aviemore** (*see* p. 55).

Nethy Bridge is followed by **Boat of Garten** station, where connection is made with the Highland line, and the traveller is in the very heart of the **Cairngorm** range. The ancient ferry has been replaced by a bridge and a pleasant village is springing up near the station. There is a 9-hole golf-course.

The G.N.S. Rly. Route to Elgin Resumed (*from* p. 106).

Leaving **Craigellachie Junction**, we cross the Spey and enter **Elginshire**. Looking up the river, we see an elegant suspension-bridge that carries the high-road. It abuts upon a precipitous rock called **Craigellachie Rock**, but this is not the rock that gave the Grants their war-cry. That rock is at the other end of their domain (*see* p. 53). The picturesquely situated little town of **Roths** is three miles from the junction.

We now leave the valley of the Spey, and passing through the **Glen of Rothes**, reach **Longmorn**, the site of four distilleries. Less than three miles farther is **Elgin**

KEITH TO ELGIN BY THE HIGHLAND RAILWAY.

(Continued from p. 105).

Five miles from Keith Junction, 58½ from Aberdeen, is **Mulben**, beyond which the line crosses the *Spey*. Close to the railway bridge is a suspension-bridge that has taken the place of the ancient ferry, and for that reason the spot bears the curious name of **Boat o' Brig**. Then comes **Orton**, followed by **Orbliston Junction** (68¾ miles), from which a branch line runs to the town of **Fochabers**, about three miles westward. Close to Fochabers is **Gordon Castle**, perhaps the most magnificent mansion in the North of Scotland. It is a quadrangular structure, six hundred feet in length, built around a ponderous square tower of the eleventh century. Visitors are admitted to the castle and grounds daily, except during the brief periods when the ducal family are in residence.

Passing **Lhanbryde**, and then **Coxton Tower**, on the left, the line reaches—

ELGIN.

Angling (free) in the *Lossie* from its source to its mouth, about 30 miles. Sea trout, yellow trout and whiting.

Distances.—Aberdeen, 71½ miles; Inverness, 37; London, 572; Perth, 131.

Early Closing.—Wednesday.

Golf.—About a mile south of the town is a nine-hole golf course belonging to a local club, and there is a famous course at *Lossiemouth*, 5½ miles northward by road or rail.

Hotels.—See Introduction.

Museums.—*Elgin Literary and Scientific Association*, near the Little Cross, 10 a.m. to 6 p.m. (fee, 3d.). *Public Museum*, with **Free Library**, in Cooper Park.

Population.—8,656.

Post Office.—In Commerce Street. 9 a.m. to 7 p.m.; Sundays from 9 to 10 a.m.

Railway Stations.—There are two—one belonging to the Highland Railway and the other to the Great North of Scotland Railway. They are connected by a long platform.

Elgin, pleasantly situated on the *Lossie*, some five miles from the sea, is an attractive town, and is gaining popularity as a place of residence. On the outskirts of the business and older quarters are many fine villas.

From the Great North of Scotland station (to the right of the Highland station on leaving it) Moss Street, almost opposite, leads to Commerce Street, which connects with High Street and the Square. In the latter are the **Parish**

Church, erected in 1828, and the **Muckle Cross**, originally erected in the reign of Charles I. North Street, on the right, leads to Cooper Park and the Cathedral, or by following High Street towards the east, the visitor comes to the **Little Cross**, the Elgin Museum and the vicinity of the Cathedral and the Park.

Cooper Park is a public recreation ground named after its donor. It consists of the policies of Grant Lodge, the dower house of the Seafields. The lodge has been refitted as a **Museum and Public Library**.

The **Cathedral**, founded by the Bishop of Moray in 1224, burnt by the "Wolf of Badenoch," and rebuilt in the fifteenth century, is one of the finest ruins in Scotland. (Entrance at the lodge in North College Street. Fee optional.) Its style of architecture is the First Pointed order, of which it is the best specimen in the country. Greatest length, 289 feet, breadth, 87 feet. The western towers are 84, and the eastern towers 64 feet in height. The stone coffin of King Duncan may be seen near the south gate, for the victim of Macbeth was interred here, previous to the removal of his remains to "Iona's sacred isle." More worthy of attention, perhaps, is the beautiful octagonal **Chapter House**, sometimes called the apprentices' aisle.

Other objects of interest in the town include the **Gordon Monument**, a Tuscan column surmounted by a statue of the last Duke, who died in 1836. It stands on **Lady Hill**, a slight eminence to the north of High Street.

General Anderson's Institution, a handsome Grecian building, takes its name from its donor, a native of Elgin, who began life as a stay-maker's apprentice, and ended it a Major-General. Having acquired a fortune in the East, he devoted £70,000 to the erection and endowment of this institution, intended for the education of poor children and the relief of the aged.

The ruins of **Greyfriars' Church**, in Abbey Street, were partly restored by the late Marquis of Bute and his successor. Permission to view can be obtained at the convent.

EXCURSIONS FROM ELGIN.

Motor buses run daily between Elgin and Lossiemouth, and four days a week between Elgin, Hopeman and Burghead.

1. **Pluscarden Abbey**, six miles south-west. It was founded by Alexander II. in the thirteenth century, and was partially restored by the late Marquis of Bute.

2. **Duffus Castle**, five miles north-west, an old stronghold of the lords of Moray, now a neglected ruin.

3. **Covesea** (*causea*) **Rocks and Caves**, not far from Duffus Castle.

4. **Spynie Castle or Palace**, about two miles north. Spynie was the seat of the bishopric previous to the removal of the Bishops to Elgin, about 1406.

5. **Kirk of Birnie**, about three miles south of Elgin. "The oldest bishop's church in the diocese of Moray." It was the seat of the bishopric before the removal to Spynie. The church belongs to the eleventh or twelfth century and is still strong and perfect. It has no east window, contains the old Celtic copper altar bell, called the "Ronnell Bell," and has a distinct chancel and nave with separate roofs—a feature unique in the north of Scotland.

From Elgin a branch line five to six miles in length runs northward to—

Lossiemouth.

Early Closing.—Wednesday.

Golf.—A very fine course of 18 holes, a 9-hole course for ladies and a small course for children. Visitors—day, 2s. 6d.; week, 10s.

Hotels.—See Introduction.

Population.—4,207.

Lossiemouth is composed of the quaint, ancient fishing settlements of Seatown and Old Lossie, the newer settlement of **Branderburgh**, which dates from about the middle of last century, when a new harbour was constructed, and, lastly, the hamlet of **Stotfield**, which has become the site of a great district of modern villas.

It would not be easy to find another resort in Britain which has grown so rapidly and has so quickly obtained such a wide reputation. Modern Lossiemouth is almost entirely a creation of the present century. Its history begins with the formation of a golf club, and its remarkable development is mainly due to the constant efforts of the Club to perfect its facilities for good play.

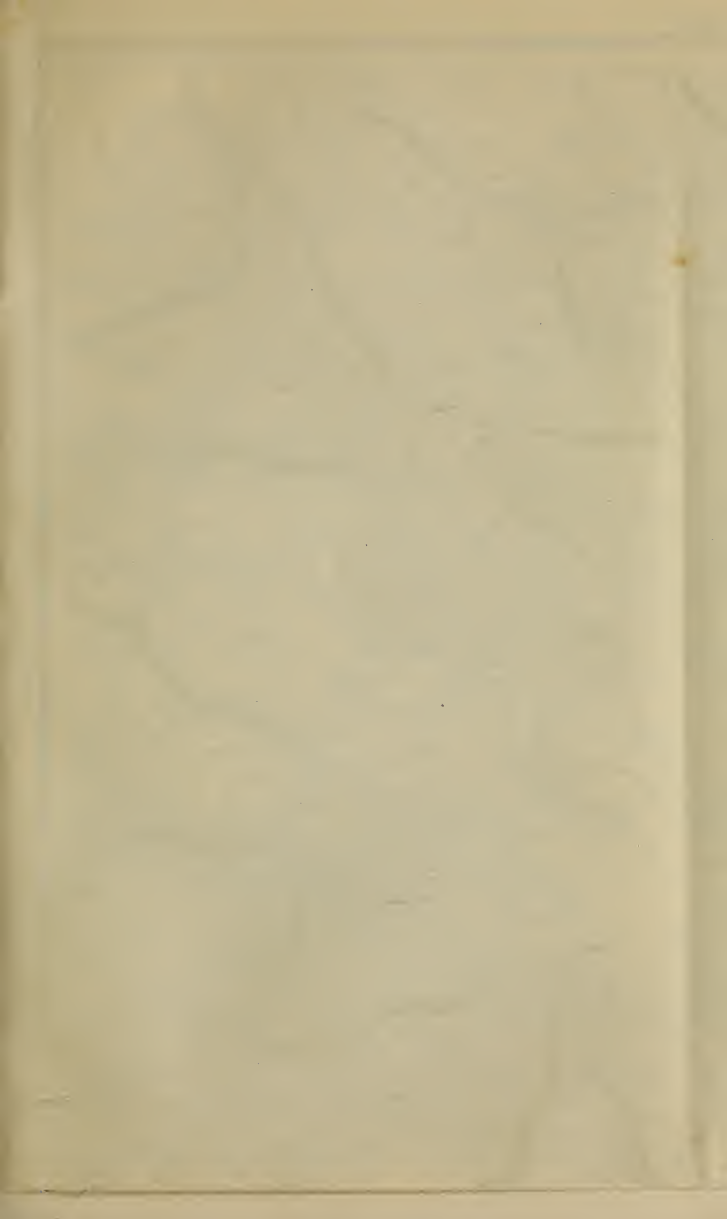
As the original golf course became attractive, the natural possessions of Lossiemouth became more widely known and appreciated. It has bracing air; a low rainfall (an average of only $20\frac{3}{4}$ inches); a long, broad sandy beach, affording safe and pleasant bathing at any state of the tide; and around are extensive prospects which charm the eye. It also offers visitors trout and sea-fishing and boating, though these are

not much practised. There are several churches and a Town Hall, with Library and Reading Room. An abundant supply of good water has been procured, and an efficient drainage and sewage system has been adopted.

ELGIN TO INVERNESS.

Leaving Elgin we cross the Lossie at **Palmer's Cross**, a name reminiscent of the days when Pluscarden Abbey and the ancient ecclesiastical institutions of Elgin were in their prime. Then we pass a hill called the **Knock of Alves**, and at five and a half miles from the old cathedral city reach **Alves Junction**, from which a branch runs off on the right to **Burghead** and **Hopeman**, two fishing villages, five miles distant, with a sandy beach well adapted for bathing and excellent sea-fishing.

From Alves the line runs through the fertile "Laigh of Moray" to **Kinloss** ($8\frac{1}{2}$ miles from Elgin), where are the few, but carefully tended, ruins of **Kinloss Abbey**. Three miles farther is **Forres**, which, together with the remainder of the route to **Inverness**, has been described on pp. 61-68.



This is a highly detailed historical map of the British Isles, likely from a 19th-century publication. The map covers Great Britain and Ireland, with extensive labeling of geographical features, towns, and cities. Key locations include London, Edinburgh, Cardiff, and numerous smaller regional centers. The map also shows major rivers, lakes, and the surrounding seas. A scale bar at the bottom left indicates distances in miles. A small inset map at the bottom right shows the location of the British Isles within the Atlantic Ocean.

GLASGOW TO OBAN VIÂ STIRLING AND CALLANDER.

THERE is much beautiful scenery along this route. Passengers from Glasgow start from Buchanan Street station and proceed *viâ* Larbert (21 miles) to Stirling (29 miles).

Those who start from Edinburgh either go from Princes Street Station and travel *viâ* Linlithgow, Falkirk, and Larbert to Stirling (36 miles), or they leave by the Waverley Station, cross the Forth Bridge, and travel *viâ* Dunfermline and Alloa to Stirling (40½ miles). This route is the North British continuation of the East Coast and Midland routes from England.

By whichever route **Stirling** is reached, the journey thence is by way of Dunblane and Doune to—

Callander!

Angling.—Tickets for the *Teith* can be obtained at the tackle-makers. There is free fishing on Lochs Vennachar, Achray and Lubnaig.

Distances.—Stirling, 16 miles by rail or road; Glasgow, 42½ by road, 45 by rail; Oban, 72 by road, 71 by rail; Edinburgh, 52 by rail.

Golf.—An 18-hole course. Visitors—1s. per day; 4s. per week; 7s. 6d. per fortnight; 10s. per month. Family tickets, 27s. 6d. per month.

Hotels.—See Introduction.

Population.—1,504.

Post Office.—On the north side of Main Street, near the station, 9 a.m. to 7 p.m. Sundays, 9 to 10 a.m.; letters to callers only, 10 to 10.30 a.m.

Callander is a neat, well-built little town. Main Street runs east and west and is about half a mile long. The railway station is near the west end. Through the town flows the river *Teith*, crossed by a bridge, from which there is a fine view of the **Pass of Leny**, immortalized in the *Legend of Montrose*. It is a wild, narrow, rocky ravine, through which runs the road to Lochearnhead.

At the east end of Main Street is a wicket gate at the entrance to a glacial deposit forming a long winding mound, commonly called the **Roman Camp**. It affords a fine view of the Crag, Ben Ledi and the river *Teith*.

EXCURSIONS FROM CALLANDER.

1. **To Bracklinn Falls**, a fine cascade on the Kelty Water, $1\frac{1}{2}$ miles north of the town.

2. **Callander Crag**s, 2 miles, command a good view.

3. **Ascent of Ben Ledi** (2,875 feet). Distance, $5\frac{1}{2}$ miles. Time required from $2\frac{1}{2}$ to 3 hours. The easiest route is by way of Coilantogle Farm, two and a half miles on the Trossachs road. The most interesting route is by the pass of Leny. The view from the summit is exceedingly fine.

4. Walk through the **Pass of Leny** to **Strathyre**, 9 miles, from which train can be taken north or back to Callander. Strathyre has a temperance hotel and some small inns. The Pass is extremely beautiful.

5. **Through the Trossachs**. Coaches run daily during the summer between the railway station and the Trossachs and Loch Katrine, starting on the arrival of the principal trains.

The road along which the coach travels westward to Loch Katrine follows the line of the chase described in Sir Walter Scott's *Lady of the Lake*, and a copy of the poem is by far the best guide to the district. **Loch Katrine** is about 8 miles in length. Many islands break its surface. The most interesting is **Ellen's Isle**, a short way from the steamboat pier. The Trossachs end of the lake is the most beautiful part.

The lake contains trout, some of which are very large; pike as heavy as 20 lb., and char. It may be fished by staying at the *Trossachs Hotel* or at *Stronachlachar Hotel*, at the west end of the lake.

It should be remembered that only those coaches which run from and to Callander station pass through the Trossachs.

Steamers traverse the lake from the Trossachs Pier to **Stronachlachar**, from which there is a coach for **Inversnaid** ($5\frac{1}{2}$ miles).

6. **Circular Tour**, by coach and train, to the Trossachs, Loch Katrine, Loch Lomond, Balloch and back by Glasgow and Stirling.

7. To the **Trossachs** and **Loch Katrine**, **Aberfoyle** and **Trossachs**, and **Rob Roy's Grave**. By brakes on certain days of the week.

8. Trips to **Loch Earn**, **Loch Tay**, and **Loch Awe**. By forenoon train from Callander, returning in the afternoon.

9. To **Loch Katrine** *via* **Aberfoyle**. From Buchlyvie Junction, $28\frac{1}{2}$ miles from Glasgow and $15\frac{1}{2}$ from Stirling, a branch runs northward to **Aberfoyle**, 6 miles, through a district which still largely answers to the description given in Scott's *Rob Roy*. Attached to a tree opposite Aberfoyle

Hotel, some 300 yards from the station, is a coulter, said to be that used by Bailie Nicol Jarvie to set fire to the Highlander's plaid.

Near Aberfoyle is the village of **Gartmore**, which dates back 200 years, when the then laird tempted the cottars on the low-lying grounds, on easy terms, to make their homes on what was then a hill of broom. The village has been memorialized by a native, W. Fergusson, in his *Gartmore and District*. The Gartmore estate belonged to the Grahams for centuries. Scott was a visitor and had the use of the Gartmore MSS. in the writing of *Rob Roy*.

Close by Gartmore is **Chapellarroch**, the scene of the exploit of Rob Roy with the factor of the Duke of Montrose.

From Callander the line runs through the **Pass of Leny** (p. 113). A mile beyond is the farm of **Tombea**, or "birk hill," where Tombea's Mary dwelt; and on rising ground on the north bank of the river are the ruins of **St. Bride's Chapel**, where she was married, as narrated in the *Lady of the Lake*. Then we reach **Loch Lubnaig**, the "crooked lake." Near its head, the line runs over the site of **Laggan Farm**, whence Rob Roy is said to have carried off Helen MacGregor to make her his wife. Eight miles from Callander is **Strathyre**. Four miles distant is the village of **Balquhiddier**, in the churchyard of which Rob Roy is buried. The grave is only 2 miles from **Kings House** platform, 2 miles farther west. Passengers by certain trains will be set down or taken up here by previous arrangement with the stationmaster at Callander or Balquhiddier.

A mile beyond Kings House is **Balquhiddier** station, the junction of the line through Lochearnhead, St. Fillans, Comrie and Crieff to Perth, described on pp. 28 to 23.

From Balquhiddier station the line to Oban runs high on the hillside, affording a glorious peep of Loch Earn and its surroundings. Then the line enters gloomy **Glen Ogle** (p. 32) and descends to—

Killin Junction

sixteen miles from Callander.

Route from Callander to Oban continued on p. 117.

From Killin Junction a branch line, 3 miles in length, proceeds past the picturesque village of **Killin** (pron. *Killin*) to **Killin Pier**, at the head of —

Loch Tay,

one of the largest and most beautiful of the Scottish lakes, while for salmon fishing it is second to none. The trout-fishing also is sometimes excellent.

Salmon fishing begins on January 15. It is over by the end of April. It may be enjoyed by visitors at the following hotels:—Kenmore (Breadalbane Hotel), Killin, Bridge of Lochay (a mile from Killin), Ardeonaig, and Lawers. A certain number of boats are allotted to each. The following are the charges and regulations:—£1 per salmon up to five, nothing paid for any caught over five in any one week. Each boat to carry only two rods, £6 per week or 30s. a day. Two boatmen are necessary for each boat and must be paid 10s. 2d. each per day. They provide their own lunch. All fish caught are the property of the angler.

Trout fishing on the Loch is free to visitors at the hotels. For others a charge is made of 2s. 6d. for the first hour, and 1s. for each succeeding hour, when there is only one angler in the boat, and 3s. and 1s. 6d. respectively when there are two. These charges include the services of one boatman.

The Loch is about sixteen miles long and a mile broad. It is fringed on both sides by high hills, so that a trip along it affords a series of varied and beautiful prospects.

Steamer leaves Killin Pier daily for Kenmore. Time occupied, about two hours.

Leaving the pier, we see on the south shore, near the head of the Loch, **Auchmore House**, a seat of the Marquis of Breadalbane, and on the opposite side, a little farther down the Lake, is the old and picturesque burying-ground of the family. Not far from the vault are the ivy-covered ruins of **Finlarig Castle**, one of the oldest seats of the Barons of Breadalbane. This will be passed by those who travel along the high-road between the village and the pier.

The first pier below Killin is at the village of **Ardeonaig**, on the southern shore.

The next pier is at **Lawers**, on the north side, from which the summit of **Ben Lawers** (3,984 feet) is readily reached. The best point from which to begin the ascent is the *Ben Lawers Hotel*, where guides and ponies can be obtained.

The third pier below Killin is at **Ardtnaig**, on the southern side of the lake. From it the summit of **Beinn Bhreac** (2,341 feet high) can be reached.

From the pier at **Fearnan**, a picturesque village on the northern side, a road runs due north into **Glen Lyon**, one of the most picturesque and romantic glens in Scotland.

Beyond this halting-place the **Hill of Drummond** casts over the waters on the north side its broad, deep shadow, answered

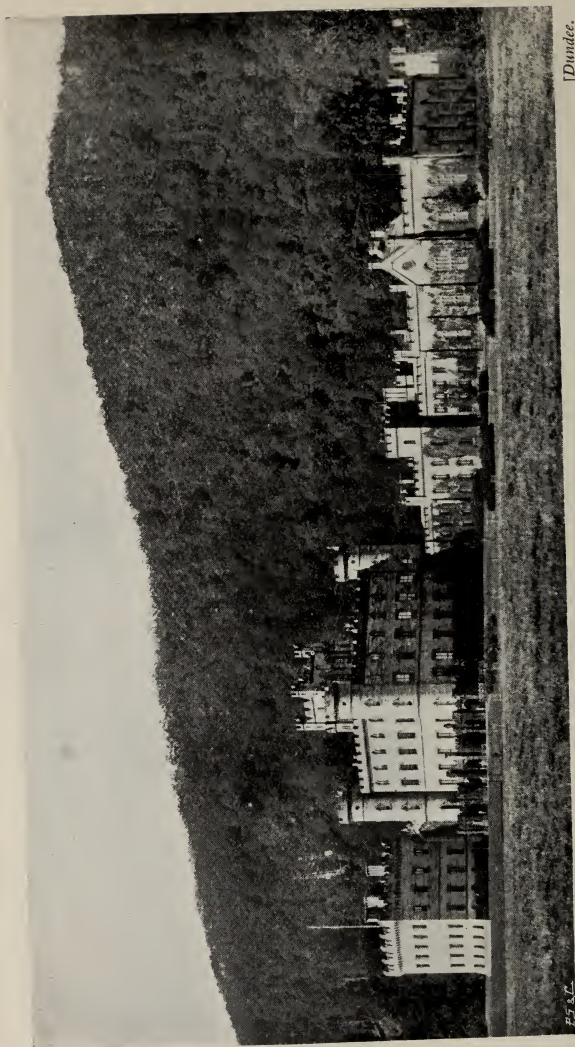


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ELLEN'S ISLE, LOCH KATRINE.

[Dundee.

P. 5. 12



[Dundee.]

TAYMOUTH CASTLE.

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P5 & L

by the reflection from the other side of the soft-swelling hills of **Acharn**.

Quite near the lower end of the lake is a small but pretty island, containing the ruins of a Priory, founded in 1122 by Alexander I. whose first queen, Sybilla, daughter of Henry I. of England, was buried in it.

Kenmore

is a neat and pretty village. A few yards from the pier one comes to a quadrangular space, along one side of which are the picturesque *Breadalbane Hotel* and a reading-room, to which strangers may obtain admission. On the opposite side are private dwellings, as picturesque in their way as the hotel, and then, facing each other, are the **Church** and one of the entrances to the grounds surrounding **Taymouth Castle**, the chief seat of the Marquis of Breadalbane. It is not open to the public, but visitors may walk through the grounds accompanied by a guide, and are shown the entrance hall and staircase of the Castle.

EXCURSIONS FROM KENMORE.

1. The **Falls of Acharn**, two miles. The rock over which the water falls is 240 feet in height. The first and best of the falls is fifty feet high.

2. **Aberfeldy**, 6½ miles (*see* p. 37). By motor.

Route from Callander to Oban (*continued from p. 115*).

From **Killin Junction** we run westward to **Luib**, and continue through **Glen Dochart**, which is flanked on the south by **Ben More**, with its twin **Ben Stobinian**, respectively 3,843 feet and 3,827 feet. We follow the stream to its source in **Loch Dochart**.

A few feet beyond the head of the Glen is **Crianlarich**. Here the Caledonian line runs under the West Highland Railway (*see* p. 121). Passengers can pass from one to the other.

From Crianlarich the line runs through a fine tract of country called **Strathfillan**, and passes the scanty ruin of **St. Fillan's Church**, one of the oldest of British churches. A mile beyond is the **Dalree**, or Dal Righ, where Bruce lost the famous brooch of Lorne. At thirty-four miles from Callander is **Tyndrum** (*Tynedrum*), beyond which the railway passes through **Glen Lochy**, locally known as the "Wearisome Glen," and as the train approaches **Dalmally** (hotel half a mile

distant), a grand view is obtained of Glen Orchy, Glen Strae, and Glen Lyon.

Dalmally is at the foot of **Glen Orchy**, and in "the loveliest spot in all that lovely glen." From it the line proceeds to **Loch Awe Station**. Adjoining the station is **Loch Awe Pier**.

EXCURSIONS FROM LOCH AWE STATION AND PIER.

1. **Kilchurn Castle** (pronounced *Kil-hoorn*) *via* the railway bridge ($1\frac{1}{2}$ miles), or by boat. Lovers of Scott will remember that the Castle figures in the *Legend of Montrose*.

2. The **Falls of Cruachan** may be reached by the Taynuilt road, or by steamer. The distance by road is three miles.

3. In summer, steamers sail daily between Loch Awe Pier and **Ford** and between Loch Awe and **Portsonachan**. (These sailings were discontinued during the War and for some time afterwards.)

The line, leaving the shores of Loch Awe, gradually rises to a considerable height on the side of **Ben Cruachan** (3,689 feet). Onwards, a mile or so, are the **Falls of Cruachan**, a peep at the cascade being obtained on the north side through the trees which line the banks of the deep ravine. A little to the west are the **Falls of Brander**, which, while of small proportions during dry weather, are, after rain, a plunging torrent.

We next enter the famous **Pass of Brander**, enclosing a narrow arm of the lake. It is about three miles in length. The east side is bounded by the steepes which form the base of Ben Cruachan. Then comes the **Pass of Awe**, the upper part of the gorge through which the river rushes from the lake. About seven miles from Loch Awe station, the stream is spanned by the Old **Bridge of Awe**, which figures so prominently in Scott's *Highland Widow*. Crossing the river by a long viaduct lower down, we catch a glimpse of **Loch Etive**, and soon draw up at Taynuilt, $57\frac{1}{4}$ miles from Callander.

Taynuilt is the best place from which to ascend Ben Cruachan. The high-road is left, and the ascent may be said to begin two miles from Taynuilt Hotel.

Ben Cruachan has two peaks. The eastern, or Dalmally, has an elevation of 3,689 feet, and the western, or Taynuilt, of 3,611 feet. The peaks are about three-quarters of a mile apart, the connecting ridge being some 3,400 feet in height. The western peak commands the better view.

As we proceed, the upper bend of Loch Etive breaks in upon the view. Then, suddenly, the view of the Loch is cut off as the line passes through a large desolate tract of country covered with heath and birch, and locally known as Australia. After this the line runs along the shore of the Loch to Ach-na-Cloich station.

Three miles beyond Ach-na-Cloich is **North Connel** station, from which a branch railway runs northward to **Ballachulish** (p. 147). Near the junction is a church built on the lines of Iona Cathedral. The mouth of Loch Etive being narrow and the site of a reef of rocks, the tide often passes through it with great rapidity, and there is formed a cataract known as the **Falls of Lora**, situated just above the bridge which has supplanted the ferry. About a mile from Connel Ferry a magnificent view towards Fort William, Ben Nevis, etc., is opened up, and the ruins of **Dunstaffnage Castle** (p. 143) are seen on the side of the Loch. About two miles farther the line enters a narrow pass, and then descends alongside **Glen-cruitten** ("the Valley of the Knolls"), and is not long in reaching **Oban** (see p. 141), 71 miles from Callander. For a full description of Oban, and the excursions from it, see the *Guide to Oban*.

GLASGOW TO FORT WILLIAM AND MALLAIG.

BY THE WEST HIGHLAND RAILWAY.

THIS line is an extension of the North British system from Craigendoran, twenty-four miles from Queen Street high-level station, Glasgow, to and from which the through trains run. The course of the line is through magnificent and impressive scenery.

Starting from Glasgow the first place of interest is **Dumbarton** ($15\frac{1}{4}$ miles), famed for its castle-crowned rock. From the pier at **Craigendoran**, where the West Highland Railway proper begins, a fine fleet of steamers belonging to the North British Railway Company proceed to the various summer resorts along the Clyde. (*See the Guide to Glasgow and the Clyde.*)

Having passed **Helensburgh**, the line closely follows the **Gareloch**, an arm of the Firth of Clyde. On the right are the **Luss Hills** and the "Glen of Sorrow," as **Glen Fruin** is called, where, as *Rob Roy* tells us, the Colquhouns were slaughtered by the fierce MacGregors. **Garelochhead** (35 miles) is a pretty village built around the head of a narrow inlet. Crossing the neck of the **Roseneath** peninsula, the line approaches closely the eastern side of **Loch Long**. The loch is twenty-two miles from end to end. On its western shore is a mountainous district ironically termed **Argyll's Bowling Green**, the elevation being over 2,000 feet. Then the mouth of rugged **Glen Douglas** is crossed; almost opposite is **Glen Croe**, and before reaching the station for **Arrochar** and **Tarbet** the mighty bulk of Ben Lomond bursts into view.

Steamer to **Inversnaid**, on the eastern shore of Loch Lomond, for the tour to Loch Katrine, the Trossachs and Aberfoyle.

Beyond Tarbet station the whole expanse of **Loch Lomond** (p. 129) is seen. Bending to the north, the line runs along the western shore of the Loch, through pretty Kenmore Wood, high up among the hills at the foot of **Ben Vorlich**

(3,092 feet). At the head of the Loch and at the entrance to **Glen Falloch** is the small hamlet of **Ardlui**, with a good hotel. About nine miles farther is **Crianlarich** (refreshment-room at station).

At Crianlarich the West Highland Railway comes in touch with the Callander and Oban line, running east and west. Each line has its own station. All around are great hills, of which the loftiest are **Ben More** on the right and **Ben Lui** on the left. For some five miles the route is through **Strathfillan**, which terminates in a grand mountain pass, with the Grampians towering above, and the *Fillan*, a stream which gives its name to the strath, rollicking along at their base.

After crossing the river, we pass on the left the ancient **Church of St. Fillan**, whose origin lies away back in the dawn of Christianity in Britain. St. Fillan, one of the ancient preachers of Christianity in the north, journeying from Iona down Strathfillan, here established a church. Of the Holy Pool in the vicinity of the Church a host of stories are still current concerning miraculous cures. Two miles farther is the scene of the Battle of Dalree, where Bruce lost the famous brooch of Lorne. About a mile beyond **Dalree**, and four and a half from Crianlarich, is the station for **Tyndrum** (residence at either the *Inveroran* or the *Royal Hotel* carries the privilege of fishing in good waters). Another mile brings us to the boundary between Perthshire and Argyllshire, at an elevation of 1,025 feet. This high ground is the great watershed of Scotland, the streams flowing on the one side to the North Sea and on the other to the Atlantic. The line passes for miles along the slope of wild heather-clad hills. **Ben Doran**, "the mountain of storms" (3,523 feet), is seen in front. It is at the head of **Glen Lyon** (p. 116).

As we sweep round it there may be seen on the moor to the left, between the railway and the river, an enormous boulder known as **Rob Roy's Putting Stone**. The mighty MacGregor is said to have tried to "put" it from the summit of Ben Doran to the hill on the other side of the valley!

Then comes **Bridge of Orchy** station. Beyond it we run high above the eastern shore of **Loch Tulla**, famed for its salmon and trout, and skirt the **Black Mount Deer Forest**, the most extensive in Scotland, covering an area of 80,000 acres, and belonging to the Marquis of Breadalbane.

Again the scene changes, and instead of being surrounded

by loch or mountain, we are crossing a great morass, **Rannoch Moor**, twenty miles square, which Robert Louis Stevenson immortalized in *Kidnapped*, as the scene of the escape of young David Balfour and Alan Breck from the dragoons. Another book that should be read by tourists who come here is Neil Munro's *John Splendid*.

For some distance, first the *Tulla Water* and then the *Blackwater* accompanies us on the left. Near the bridge over the latter stream are to be seen, right and left, the fast-filling **Soldiers' Trenches**, the cutting of which afforded occupation to the Duke of Cumberland's troops during their temporary idleness after the rising of '45. At length we strike the *Gauer Water*, and after crossing it reach the little station of **Rannoch**, 15½ miles from Bridge of Orchy, and about the centre of the Moor.

Coach to and from **Kinloch-Rannoch** (p. 43) and **Struan** (p. 47).

At and beyond the station we have a splendid view of **Loch Lydoch**, stretching into the heart of the Black Mount. More to the west the wonderful twin-mountain, **Buachaille Etive**, rears his lofty head, and on the east is the summit of **Schiehallion**. Looking towards the north-west we are almost under the shadow of the Lochaber hills, dominated by the mighty **Ben Nevis** (4,406 feet), and to the north-east is the "dismal mountain of **Ben Alder** (3,757 feet), full of hills and hollows," where the heroes of *Kidnapped* found shelter with Cluny Macpherson.

Now we skirt the **Black Corries**, as the rocky eminences on the left are called, and pass the tarn **Loch-na-Chlaidheimh** (pronounced *Loch-na-Clive*, and meaning Sword Loch). Into its waters the Earl of Atholl, late in the fifteenth century, cast his sword, renouncing all claim to the adjacent lands in favour of the Camerons, until his brand should be recovered. In 1826 a boy fishing in the loch drew up a rusty sword, which was soon thrown into the water again by the Lochaber men, who feared they might become involved in lawsuits in defence of their property if the weapon should be produced.

At the Sword Loch we enter Inverness-shire. About two and a half miles to the north-east stands **Corrour Lodge**, the property of Sir John Stirling Maxwell, Bart., of Pollok, on the outskirts of Glasgow. No other shooting box in Scotland has such a lofty site, its elevation above sea-level being 1,725

feet. About three miles beyond is **Loch Ossian**, a lonely tarn on the right, famous for its splendid trout. Opposite the loch is **Luibruaridh** (pronounced *Lebruary*), the termination of Rannoch Moor in this direction and the highest point on the line, being 1,353 feet above the sea. From it may be seen Ben Nevis, some twelve miles to the west.

The barren moorland is succeeded by a rugged and romantic country. One of the first of its picturesque features is **Loch Treig**, containing trout weighing as much as nine pounds. At the foot of the loch is **Council Island**, whereon the chiefs of the Camerons and MacIntoshes met in conference when disputes arose.

Above the line is a great boulder known as the **Watch Rock**, because sentinels were placed on it when a hostile incursion was expected.

Two miles from the foot of the loch we reach **Tulloch**, or **Inverlair**, as it is also called.

Here the line takes a westward direction, passing along the northern bank of **Glen Spean** and penetrating the famous **Braes of Lochaber**. As we proceed series after series of falls enchant the eye. At **Monessie Gorge** the scenery is particularly striking, for the steep sides of the narrow ravine are clothed with sombre timber, and the pent-up stream at the bottom seethes and foams among the broken rocks, from which we are separated only by a low wall. A little beyond Monessie the train stops at **Roy Bridge** (hotel near), not far from which are the **Parallel Roads of Glen Roy**. They are shelves or terraces formed by the waters of a lake that once filled the intervening glen. On the left is **Keppoch House**, the scene of the dreadful murder with which the Well of the Seven Heads, near Loch Oich, is connected (*see* p. 156), while on the opposite side of the line is the **Maol Ruadh**, an eminence of 800 feet, notable as the scene of the last clan battle. The combatants were the Macdonalds and the MacIntoshes; the date, 1689. A short run brings us to **Spean Bridge** (hotel near).

From Spean Bridge the **Invergarry and Fort Augustus Railway** runs northward through Gairloch, Invergarry and Aberchalder to **Fort Augustus**, 24 miles.

As we proceed south-westward along the main line there may be seen a number of small cairns. They are known as "resting cairns," from the fact that they mark the resting-

places of funeral processions. After passing, on the right, **New Inverlochy Castle**, the seat of Lord Abinger, and then the famous **Long John Distillery** (*open to visitors*), we run through the ancient fort which originated the town of—

Fort William.

Distances.—London, 524 miles (rail); Glasgow, 122 (by rail); Oban, 41 by water, 39½ by road; Inverness, 64½ by road; Fort Augustus, 32 miles by road.

Early Closing.—Wednesdays.

Hotels.—See Introduction.

Motor Service.—Between Fort William and North Ballachulish, calling at Onich, Ardgour and Corran.

Population.—2087.

Post Office.—9 a.m. to 7 p.m.; Sundays, 9 to 10 a.m.

Recreation.—Boating and bathing, good sea and loch fishing, bowls, tennis, and mountain-climbing.

Steamers.—There is a regular service of David MacBrayne steamers between Fort William and Oban and Fort William and Inverness. The pier is close to the station.

The fort alluded to above was built by General Monk during the time of Cromwell to overawe the Highlanders. It was reconstructed by William III., in honour of whom the town received its present name.

The introduction of the railway led to the rapid growth of the town, its situation giving it many attractions for tourists and other summer visitors. The main street, about a mile in length, runs alongside the water. On the outskirts are many attractive villas. There is a copious supply of pure water, and electric light is in use.

The prospect from the higher portions of the town includes Loch Linnhe in the foreground, with the Ardgour hills in the distance. To the north-west is Loch Eil; to the north-east are the Lochy and Ness rivers. Ben Nevis is too close to the town to be seen to advantage from it.

The most notable piece of architecture in Fort William is the **Episcopalian Church**, near the north end of the main street. For its size, it is perhaps unequalled in Scotland.

As Aunt Gilchrist says in William Black's *In Far Lochaber*, Fort William is "a grand place for being in the middle of things." She might have said the same of **Corpach** and **Banavie**, for the three places are so close that it is almost immaterial which the tourist selects as headquarters.

Corpach is alongside Neptune's Staircase (p. 154), the passage connecting the Caledonian Canal with Loch Linnhe. Banavie adjoins Corpach, and is on the Canal. It is con-

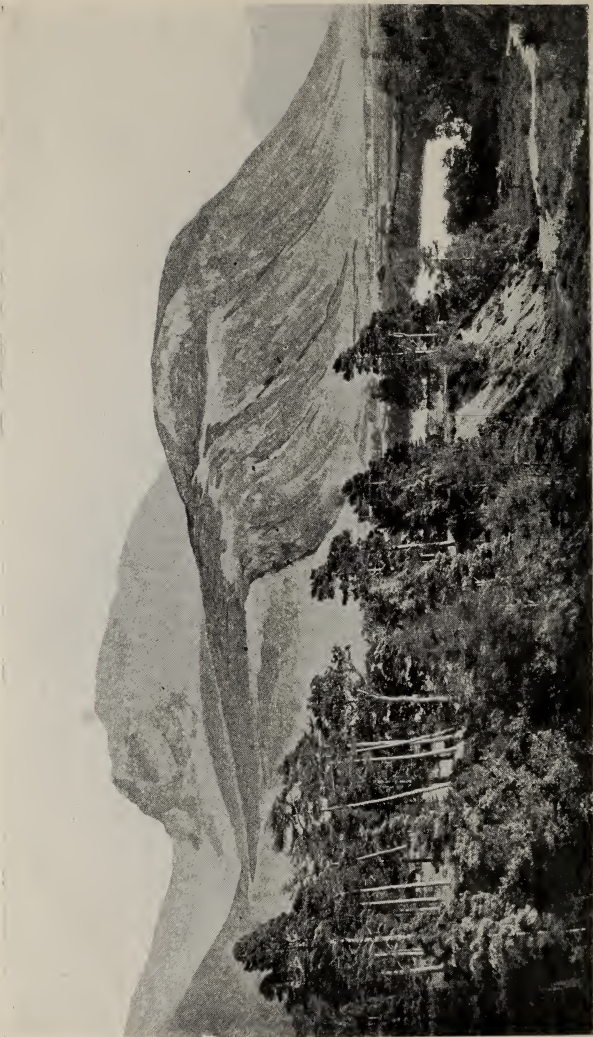


Valentine & Sons, Ltd.,

FORT WILLIAM AND BEN NEVIS.

Fullan, Skipton & Co.

[Dundee.]



BEN NEVIS, FROM NEAR BANAVIE.

nected by rail with Fort William, about three miles distant. From Banavie we have one of the best views of Ben Nevis that can possibly be obtained.

EXCURSIONS FROM FORT WILLIAM AND BANAVIE

1. **The Ascent of Ben Nevis**, the highest mountain in the British Isles (4,406 feet), is, of course, the chief event of a visit to Fort William or Banavie. The summit is $7\frac{1}{2}$ miles from Fort William.

The ascent has been made easier by the construction of a safe bridle-path six feet wide, with gradients nowhere exceeding one in five, from *Achintee Farm* ($2\frac{1}{2}$ miles from Fort William Pier) to the top, but in spite of this there is some stiff climbing to be done after the first mile, and strong boots are needed for the passage over the rough rocks. The route from Fort William to the Farm, which is at the foot of the mountain, is by a by-road which branches off to the right from the main road, on the farther side of Nevis Bridge, a mile north of the pier.

Persons sometimes ascend the Ben in the evening to see the sun rise over the North Sea, and light up the vast amphitheatre of mountain tops visible from the summit.

On a clear day a good view of the summit can be obtained from a shoulder about half-way up.

The view from the top embraces in clear weather a panorama nearly a hundred miles in diameter, including practically all the highest peaks in Scotland.

2. **Old Inverlochy Castle**, two miles north of Fort William, is a large quadrangular structure, probably erected in the thirteenth century, and partially restored by the late Lord Abinger. A graphic description of the most famous battles fought in its vicinity is given in Scott's *Legend of Montrose*.

About a mile from the old stronghold is the **New Castle of Inverlochy**, built in 1866 and enlarged in 1892. It is the residence of Lady Abinger.

3. **Neptune's Staircase**, a series of eight locks lying between Corpach and Banavie. Each has a drop of 8 feet.

4. **Glen Nevis**. The Glen is wildly picturesque and contains two fine waterfalls. Other objects of interest are the remains of the vitrified fort of **Dun Dairdill** (pronounced Jardill), on the summit of a hill about a mile above Glen Nevis House, and a curious rocking stone at the foot of the hill. The route passes Nevis Bridge, at the northern end of the town. Private cars run up the Glen. The distance there and back is sixteen miles.

5. To **Glenfinnan**, **Prince Charlie's Monument**, and **Ari**

This tour can be accomplished by the Mallaig branch line (*see* p. 127) The approach to Glenfinnan presents some points of surpassing beauty and grandeur, reminding one of portions of the Trossachs.

6. **Achnacarry and the Dark Mile.** By steamer to Gairloch Locks, or by private conveyance. **Achnacarry** is a modern residence at the foot of **Loch Arkaig**, a long, narrow sheet of water connected with Loch Lochy, adjoining the Caledonian Canal. On the site stood an old Castle, burnt by the Duke of Cumberland in 1746. Between mansion and lake is a fine avenue, called the **Dark Mile**, because the gigantic trees so interweave that, when covered with foliage, the sun cannot shine through them. Near its centre is a cave, in which "bonnie Prince Charlie" hid in his flight from Culloden.

7. **The Falls of Monessie and the Parallel Roads of Glen Roy** (*see* p. 123).

8. **Pleasure Cruises.** These can be taken on the Caledonian Canal, on Loch Linnhe, or among the lovely lochs on the west coast in the vicinity of **Mallaig**, which is easily reached by train from Fort William.

For a fuller description of the many excursions from Fort William, *see* our *Guide to Oban, Fort William and the Western Highlands*.

Fort William to Mallaig.

The course of the line is through scenery of much beauty. The district is also of historical interest, as Prince Charles landed upon its shore in 1745 and fourteen months later re-embarked from it as a fugitive after the failure of his attempt to drive George II. from the throne.

From Fort William the line skirts the shore of **Loch Linnhe**, and crossing the Lochy and Corpach Moss reaches **Banavie**, from which it goes on to **Corpach**, and then skirts the northern shore of **Loch Eil**. At the entrance to this inlet is an obelisk commemorating Colonel John Cameron of Fassifern, who fell at Quatre Bras. Close to his monument is an Iona Cross to the memory of Mary Mackellar, the Gaelic poetess. A couple of miles or so farther once stood the village of Achadalieu. Upon the site there is now but a shooting lodge. Near the centre of the north side of the Loch is **Fassifern House**, the birthplace of Colonel Cameron of Quatre Bras fame.

After traversing a strath stretching from Loch Eil to Loch Shiel, the line ascends a steep gradient. From the upper part

may be seen **Glenaladale House**, the old family residence of the Macdonalds. Here Prince Charles slept the night before he raised his standard. Brought into view also are **Glen Callop** and **Loch Shiel**, the latter a freshwater lake some 26 miles in length, and everywhere less than a mile in width.

A run through a deep cutting brings in view the historic **Glenfinnan** and the viaduct which carries the line over the river and the valley. After leaving the viaduct there may be seen at the head of Loch Shiel **Prince Charlie's Monument**, a lofty column surmounted by a colossal statue of the Prince. It marks the spot where his ill-fated standard was unfurled.

Beyond Glenfinnan station, the river *Ailort* is crossed and **Lochailort** station reached. Then the line crosses the narrow peninsula of **Ardnish**, separating **Loch Ailort** from **Loch-nan-Uamh**. In the latter the ship which brought the Prince and his seven followers from France cast anchor on July 25, 1745. After the battle at Culloden, Loch-nan-Uamh was entered by two French frigates, with arms and 40,000 louis d'or, in a vain attempt to rally the scattered forces of the Prince.

Magnificent views are obtained from **Arisaig** station, which serves a hamlet of the same name in a charming spot on the coast some 10 miles south of Skye. **Morar** having been passed, the line soon reaches its western terminus at—

Mallaig,

which was merely a small village until the railway arrived, but has since been assuming the appearance of a town. It has a pier and breakwater and there is a good modern hotel. The **Sound of Sleat** separates Mallaig from the **Isle of Skye**, less than four miles distant. The construction of its railway has made Mallaig an important fishing port. During the fishing season forty or fifty steam drifters may be seen in its harbour, where their freights are landed for despatch to southern markets.

In addition to other obvious attractions as a holiday resort Mallaig offers exceptional facilities for visiting other ports. Mail steamers call at its pier, and on certain days a steamer goes to **Loch Scavaig**, on the south coast of Skye. At the head of the inlet the passengers are landed in large boats, in order that they may proceed a quarter of a mile inland to—

Loch Coruisk.

It will be remembered that Bruce and the Lord of the Isles met Cormac Doil and his companions upon the shore of this lake, and the steamer passengers land on the very spot on which Bruce is said to have landed. For majestic solemnity and grandeur, the surrounding scenery is unapproachable in Scotland.

There is daily communication (Sundays excepted), by mail steamer, between Mallaig and **Kyle of Lochalsh** (*see* p. 178), **Broadford**, **Raasay** and **Portree**.



[Dundee.

LOCH CORUIISK, ISLE OF SKYE.

Fullen & Son, Ltd.

Valentine & Sons, Ltd.,]



[London.]

LOCH LOMOND, FROM TARBERT.

Photochrom Co., Ltd.,]

GLASGOW TO OBAN VIA LOCH LOMOND AND CRIANLARICH.

Train from Glasgow to Balloch, 20 miles; steamer thence to Ardlui, at the head of Loch Lomond, 22 miles; train to Crianlarich, 9 miles; train to Oban, 42 miles; total distance, 93 miles. For times, fares, and other details *see* current time-tables.

PASSENGERS leave Glasgow from either the Central Low Level, or the Queen Street Low Level Station.

The journey to **Balloch**, at the southern end of Loch Lomond, takes about an hour. The steamer leaves immediately after the arrival of the train. Refreshments of all kinds, at moderate charges, can be obtained on the boat.

Loch Lomond

is about twenty-three miles in length, and its greatest width is five miles. For its beauty it justly deserves the title of "Queen of the Scottish Lakes," and for the sport its fish affords them it is in high repute among anglers. Its waters yield salmon, sea-trout and loch trout, and are open to the public at present without charge. Subscribers of a guinea or upwards to the Loch Lomond Angling Improvement Association have free fishing in the Fruin and Leven. The Loch contains many islands. The largest, as well as the first to be passed in the voyage up the lake, is **Inchmurrin** (the grassy island), used as a deer park by the Duke of Montrose, who owns the east side of the loch, while the island of **Inchlonaig** is put to the same use by Sir Ian Colquhoun, Bart., of Luss, the proprietor of the western side of the lake. In crossing from **Balmaha**, the first calling-place, to Luss, **Ben Lomond** (3,192 feet) comes more fully into view on the right shore, and **Ben Vorlich** (3,092 feet) may be seen at its northern end. **Luss** is a favourite watering-place, and a good centre for anglers, as are also Balloch, Rowardennan, Tarbet, Inversnaid, Ardlui, and Arrochar, at each of which they find comfortable accommodation and can have boats and boatmen. **Rowarden-**

nan pier is the best landing-place for those who desire to ascend Ben Lomond, the ascent on this side being so gentle that one may ride the whole way. It can be made in from $2\frac{1}{2}$ to 3 hours.

Proceeding northwards, the boat passes the western buttress of Ben Lomond—the “Craig Royston” of Sir Walter Scott—and calls at **Tarbet** pier. From Tarbet a road runs through **Arrochar**, the old seat of the Macfarlane clan, pleasantly situated at the head of **Loch Long** (a sea loch of Argyllshire), and thence through the wild pass of **Glencroe** to Inveraray, on the western shore of Loch Fyne. The last mile of the road through the glen is carried in zigzag fashion to the summit of the hill, where is a seat inscribed “Rest and be thankful,” an invitation to which Wordsworth alludes in one of his sonnets—

“Doubling and doubling with laborious walk,
Who that has gained at length the wished-for height
This brief, this simple wayside call can slight
And rest and not be thankful?”

Inveraray can be reached from Glasgow and certain Clyde piers by summer excursion steamers. The town presents an imposing appearance from the water, but actually it consists of but a single street. Though small, however, Inveraray has most of the adjuncts of modern resorts and is the centre for lovely woodland walks. The original town grew up around the former Castle, but both were rebuilt in the eighteenth century. The modern **Inveraray Castle** is the seat of the Duke of Argyll.

After Tarbet, the next stopping-place is **Inversnaid**, where passengers land for the regular coach service to Loch Katrine and the Trossachs (*see* p. 114).

Just before Inversnaid is reached, its waterfall comes into view. About a mile beyond the pier, and on the same side of the lake, is **Rob Roy's Cave**, near the water's edge. Then comes **Ardlui** pier, close to a station on the West Highland Railway (*see* p. 121).

The coach service from Ardlui to **Crianlarich** through Glen Falloch has been suspended for a number of years, and tourists before planning their visit should make certain that there is a convenient train between Crianlarich and Ardlui.

The journey from Crianlarich to **Oban** is described on pp. 117-119.

GLASGOW TO OBAN BY THE CRINAN CANAL.

THE route *viâ* the Crinan Canal is called the **Royal Route** because it was taken by Queen Victoria on her visit to the Highlands in 1847. It is divided into three sections. 1. **Glasgow to Ardrishaig**, 74 miles; 2. The **Crinan Canal**, 9 miles; 3. **Crinan to Oban**, 32 miles. Total, 115 miles.

For times and connections current time-tables should be carefully consulted. Where times are mentioned in the following notes they are given as approximate only.

The journey over the first section of each route is accomplished by means of the *Columba* or the *Iona*, two of the finest boats in the MacBrayne Company's fleet. During the summer the *Columba* daily (Sundays excepted) leaves Glasgow Bridge Wharf at 7 a.m.; Princes Pier, Greenock, 9 a.m.; Gourock Pier, 9.17 a.m., and Dunoon, 9.30 a.m., in connection with trains leaving Glasgow (St. Enoch station), 8.20 a.m. for Princes Pier; Central Station, 8.30 a.m. for Gourock; and Queen Street Station 8.5 a.m., *viâ* Craighendran, for Dunoon; also in connection with express trains from London and the South, Edinburgh, etc.

The *Columba* is due at Ardrishaig at 12.40 p.m. Immediately after her arrival the Canal boat—the *Linnet*—leaves Ardrishaig with the passengers only. The luggage is conveyed by vans to the other end of the Canal. The *Columba* leaves on her return journey about 1 p.m.

Fares: Glasgow to Oban, single, 29s. 3d. cabin, 16s. 9d. steerage; return, 45s., and 27s.

THE ROYAL ROUTE.

A quarter of an hour after starting the steamer stops at **Govan** for passengers from the west end of Glasgow. Another quarter of an hour sees the steamer off **Renfrew**, a very ancient burgh. **Dumbarton Castle** is farther down the river on the right; then there is **Port Glasgow** on the left, and beyond that **Greenock**, where the steamer calls at Princes Pier for passengers by the Midland and Glasgow and South-Western Railways. On the opposite side of the river are **Helensburgh** and the entrance to the **Gareloch**. The next call is at **Gourock**, where passengers by the London and North-Western and Caledonian Railways join the steamer.

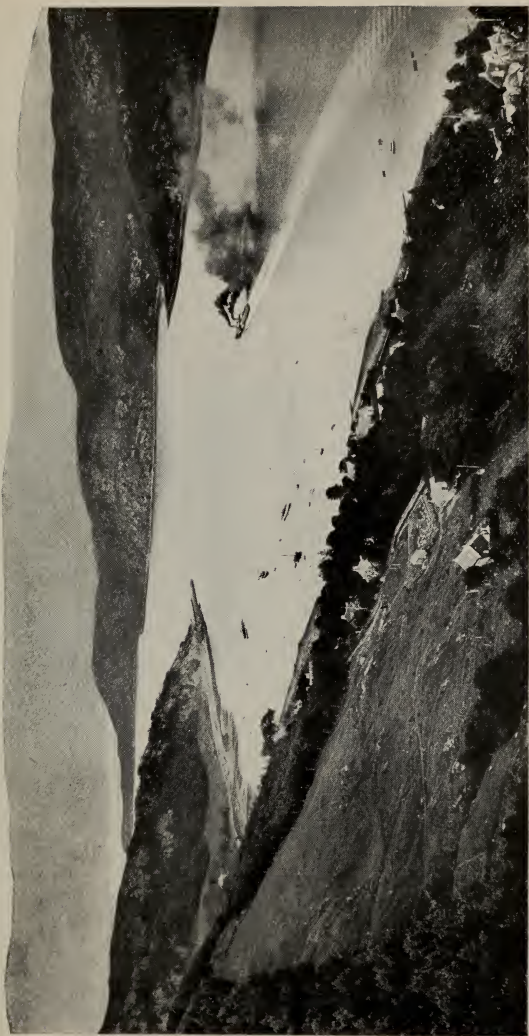
At **Dunoon** passengers by the Great Northern, North-Eastern, and North British Railways, *viâ* Craigendoran, join the boat. On the same shore, farther south, is **Innellan**, and beyond it is **Toward Lighthouse**, built in 1812 by Robert Stevenson, who was grandfather of R. L. Stevenson, the novelist. On the opposite shore of the Firth is **Wemyss Bay**.

Toward Point, the extremity of the Cowal peninsula, is rounded, and the steamer makes for Rothesay, on the island of Bute. On the way may be seen on the left, in a southerly direction, **Mount Stuart House**, the seat of the Marquis of Bute.

At **Rothesay** the steamer changes its course, and passing Port Bannatyne on the left, and Loch Striven on the right, touches at **Colintraive**, the landing-place of passengers bound for the lovely **Glendaruel**. Then the vessel enters—

The Kyles of Bute.

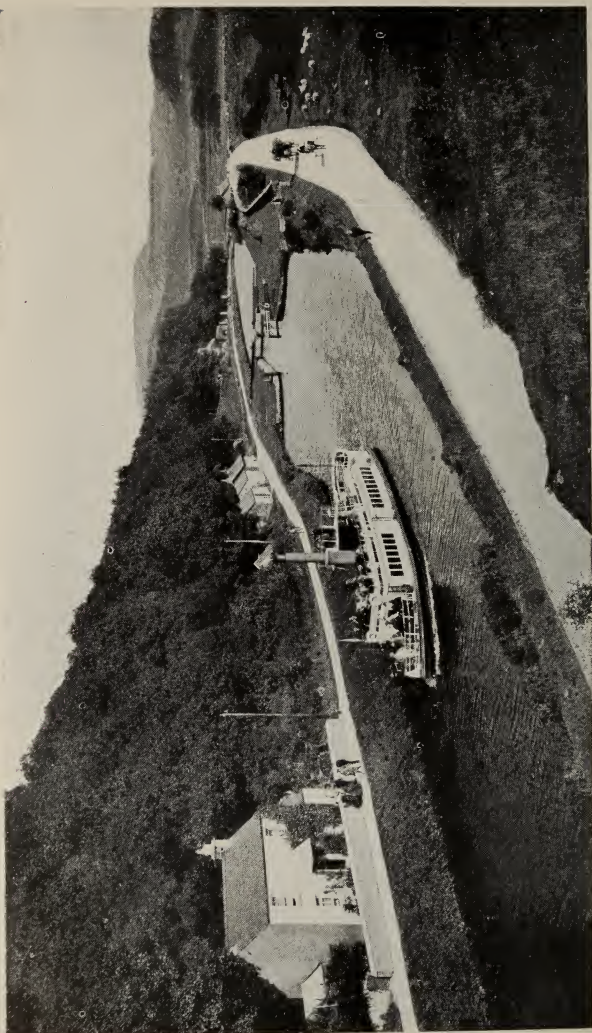
When it reaches the northern end of Bute, **Loch Riddon** will be seen on the right. At the entrance is a small, low island, called **Eilean Dheirg**, on which Argyll's expedition against the Government of James VII. (James I. of England) landed in 1685. Then, on the Bute shore, almost opposite Glen Caladh Castle, are the two rocks known as the **Maids of Bute**. Not far from them is the charming watering-place of **Tighnabruaich**, at which the steamer calls. At the exit from the Kyles is **Ardlamont Point**, on the right, and as that is being rounded a good view is obtained of *Ardlamont House*, near at hand, and of the **Island of Arran**, away to the south. Westward is the long peninsula named **Kintyre**. The first place noticeable upon it is **Skipness**, whose castle, with its massive tower and seven-foot walls, calls up memories of ancient days. The steamer then enters **Loch Fyne** and calls at **Tarbert**, a favourite watering-place and the headquarters of the Loch Fyne herring fishery. Beyond it Loch Fyne may be seen stretching away towards **Inveraray**, famed for its castle, the seat of the Duke of Argyll. The town and the excursions for which it is a centre are fully described in our *Guide to Glasgow and the Clyde*. Much nearer, on the left, is the crescent-shaped bay named **Loch Gilp**, on the right shore of which is **Kilmory Castle**, and on the left the village of **Ardrishaig**.



London.

THE KYLES OF BUTE.

Photochrom Co. Ltd.,



Photochrom Co., Ltd.,

ON THE CRINAN CANAL.

[London.

It is only a short walk from the pier at Ardrishaig to—

The Crinan Canal.

A few minutes after starting, the town of **Lochgilphead**, a fashionable resort, may be seen on the right. Half an hour after leaving Ardrishaig the steamer is at **Cairnbaan**, where nine locks occur within a mile. The steamer takes nearly an hour to get through them, and most passengers prefer to walk from the first to the last. About fifteen minutes after leaving the locks the steamer reaches **Bellanoch Bay** and the village of the same name. On the right bank of the Canal are the river *Add* and the waters of the Inner Loch Crinan. A few minutes later the steamer passes **Kilmahumag** burying-ground, and on the right may be seen the rock called the **Lion of Crinan**. Farther away is **Duntroon Castle**, and then comes **Crinan**. The pier at which the sea-going steamer awaits the passengers is quite near the stopping-place of the Canal steamer.

Leaving Crinan, the mainland of Argyll, or Lorne as it is called, is on the right, and on the left is the island of **Jura**. Then the mouth of **Loch Craignish** is passed, and fifteen minutes after leaving Crinan, the steamer passes between the **Point of Craignish** and the island of **Garbreisha**. The channel is known as the **Dorus Mor**, or Great Door, and is remarkable for the velocity with which the tides run through it. Farther north there is, on the left, the island of **Scarba**, separated from Jura by the whirlpool of **Corryvreckan**. Opposite **Scarba** is the entrance to **Loch Melfort**, containing the island of **Shuna**, once the property of the Corporation of Glasgow. Then the steamer enters the **Sound of Luing**, and has the island of **Lunga** on its left. After steaming for three miles the vessel arrives at **Black Mill Bay**. Near it are three rocks named the **Cobblers of Lorne**. Then comes **Phladda Lighthouse**, and two or three miles westward are the **Isles of the Sea**. On the eastern shore of the southernmost of the chain are **St. Columba's Landing Place** and **Well**. Near these are ruins of a chapel and ancient dwellings and a burying-ground. A little to the south of this last is the spot to which tradition points as the burial-place of St. Columba's mother. It is marked by a small circle of stones, on one of which is a rude cross. North of Luing is the island of **Seil**, with the small island of **Easdale** off its western coast.

Soon the island of **Mull** is on the left. The passage between Mull and the mainland is called the **Firth of Lorne**. On the right, about midway between Easdale and Oban, is **Barnacarry Point**, where is a rock called the Frog of Lorne. The point is at the entrance to **Loch Feochan**. Then, at the southern extremity of the island of **Kerrera**, on the left, may be seen the remains of **Gylen Castle**, once a stronghold of the Macdougals of Dunollie. At the southern end of the Sound of Kerrera, the castellated mansion-house of *Gallanach* stands on the mainland. Farther north is *Altnacraig*, built by Professor Blackie, and adjoining Oban on the left is **Dunollie Castle**. For **Oban** and excursions therefrom see pp. 141-154.

OTHER SEA ROUTES TO THE HIGHLANDS.

1. By the David MacBrayne Steamers "Chieftain" and "Claymore."

* These vessels carry cargo as well as passengers, and therefore the voyage is somewhat slower. The *Chieftain* and the *Claymore* are the largest vessels of the David MacBrayne Company's large fleet of mail steamers. The tonnage of the former is 1,080 and of the latter 760. The cabin accommodation is excellent.

The *Chieftain* and *Claymore* leave Glasgow every ten days on a seven-day West Highland cruise, calling at many ports, including Oban, Mallaig and Kyle of Lochalsh. The final port is Stornoway.

Tourists should make inquiry as to the particular route the steamer will take on the outward and inward voyages, and also as to the ports of call.

It is advisable to book berths in advance. Chief office: 119, Hope Street, Glasgow.

THE Clyde as far as Wemyss Bay has been briefly noticed on p. 131-132. Here our course diverges from that taken by the swift steamers to Oban. We turn southward. On the right is the island of **Bute**, and presently we have the **Cumbrae Islands** on the left. Continuing down the Firth of Clyde, we sail close enough to the coast of **Arran** to be able to admire its bold and dark-blue mountains, with **Goatfell** (2,866 feet) rising above them as their king. **Holy Island**, protecting the Bay of Lamlash, may be closely scanned, and then we pass very near the rocky islet of **Pladda**, with its lighthouse, and our course is laid for the Mull of Kintyre. Southward about seven miles can be seen the famous **Ailsa Craig** with its lighthouse. It is 1,114 feet high, and is the haunt of innumerable sea-birds. It will be recalled that Keats wrote a sonnet, inspired by the sight of the rock.

In the distance, looking to the right, can be seen the Davaar light, on a little island at the entrance to the harbour of **Campbeltown**, noted for its whisky distilleries. It is eighty-eight miles from Glasgow, and, as the crow flies, about ten miles north of the Mull of Kintyre, and only about

* See footnote, p. 10.

eleven miles from the coast of Ireland. As a rule passengers "turn in" before approaching the Mull, and when they go on deck in the morning find the vessel steaming gaily through the **Sound of Jura**, having Kintyre on the right and the islands of **Islay** and **Jura** on the left.

The coast of **Kintyre** abounds with interesting features. Opposite Loch Killisport, a bay on the mainland, we get a full view of the famous **Paps of Jura**, three peaks respectively 2,571, 2,477 and 2,407 feet high. In Loch Crinan we may see, on the left, **Duntroon Castle**, a modern building, erected on the site of an old-world stronghold. Farther off is the **Lion of Crinan**, a rock so named from its striking resemblance to a lion couchant. From Crinan the route to **Oban** is described on pp. 133 and 134.

From Oban to Stornoway—

Viâ Ullapool and Lochinver.

Proceeding by the north shore of **Mull**, the steamer makes for **Lismore Lighthouse**, nearly opposite which is the **Lady Rock**. On the first prominent point of Mull is **Duart Castle**, the seat of the chief of the MacLeans, and near **Duart Point** is a lighthouse in the form of a castellated tower, of special interest as it was erected to the memory of William Black, the novelist, by his literary friends and admirers all over the world. West of the promontory is a splendid mansion called **Torosay Castle**, and a little beyond is **Craignure Ferry**, the first place of call. Then the steamer passes the ancient feudal keep of **Ardtonish**, on the opposite shore, and west of that touches at the mouth of **Loch Aline**, the "beautiful loch." A call is made at **Salen**, on the southern side of the Sound, after which the ruin of **Aros Castle** is passed, and west of that the steamer glides into the harbour of **Tobermory**, the chief town in the island of Mull. Having rounded the western extremity of **Ardmore Point**, we are in the open waters of the Atlantic.

Ardnamurchan Point on the mainland having been rounded, there comes into view almost due north the small island of **Muck**, occupied as a sheep and dairy farm. Two miles farther north is the larger island of **Eigg** (pron. *egg*), principally inhabited by small farmers and fishermen. It has a bold and striking appearance, due largely to its basaltic Seuir, described by Hugh Millar as "a tower three hundred feet

in breadth by four hundred and seventy feet in height, perched on the apex of a pyramid like a statue on a pedestal."

After leaving Eigg, the steamer calls at **Mallaig**, on the mainland (see p. 127), a terminus of the West Highland Railway. It is connected with Banavie and Fort William (see pp. 124-126).

Passengers who wish to make the excursion to Loch Coruisk (p. 128) land at Mallaig.

On leaving Mallaig the boat proceeds to the **Sound of Sleat**. There it calls at **Armada**, on the coast of Skye, passes the ruin of **Knock Castle**, four miles farther north, stops at **Isle Oronsay**, opposite which, on the mainland, is **Loch Hourn** (the loch of Hell), and calls at **Glenelg**, a village with a good hotel on the eastern side of the Sound.

From Glenelg a road runs by the head of **Loch Duich** to **Invermoriston**, on the Caledonian Canal (p. 158).

From the head of the Sound of Sleat the steamer passes through the **Strait of Kyle Rhea** into **Loch Alsh**, where it calls at **Balmacara**, a village on the mainland.

Here visitors may enjoy boating, bathing, angling on hill lochs, fair sea fishing, wild-fowl shooting in autumn and winter, and golf. There is communication daily to **Strorne Ferry** and to Kyle of Lochalsh, in connection with the morning train for the south.

The places of interest in the vicinity include Duncraig, Castle, 6 miles; Head of Loch Duich, 15 miles; Falls of Glomach (350 feet), 17 miles; Ruins of Eilan Donan Castle, 5 miles; Ruins of Castle Gruigaig, 6 miles; and Castle Moil, 6 miles.

To the voyager **Loch Alsh** is apparently land-locked, but egress is obtained westward through a narrow strait named **Kyle Akin**, after the Norwegian king Haco, who sailed through it in 1263. On the Skye shore are the ruins of **Castle Moil**, built by a Danish princess, nick-named "Saucy Mary," who stretched a chain across the Sound, and allowed no vessel to pass without paying her toll. Near the castle is a village bearing the same name as the Strait, and situated on the coast of Skye. The village of **Kyleakin** is a pleasant resting-place for the tourist, and especially for the artist, as it displays some of the finest landscapes in the Western Highlands. The hill behind the village is **Ben-na-Cailleach**,

"the old woman's hill" (2,396 feet). On the opposite coast is the pier at **Kyle of Lochalsh** village (p. 178-179), the westernmost terminus of the Highland Railway, which until 1897 had stopped short at Strome Ferry, some ten miles distant. At the other extremity of the line is Dingwall (*see* p. 161), on the main line between Inverness and Thurso.

When the steamer passes from the Sound there lies ahead the flat and fertile island of **Pabba**, interesting to geologists on account of its unusual store of petrifications and fossils. On the right is **Loch Carron**, with **Strome Ferry** on its southern shore.

A call is made at the village of **Broadford**, in Skye, a suitable landing-place for a visit to the Coolin Hills, Loch Scavaig and Loch Coruisk. Then the steamer skirts the east coast of the island of **Scalpa**, on which are the ruins of the ancient chapel of St. Fillan, a contemporary of St. Columba, and passes through **Kyle Mhor**, the narrow strait separating Scalpa from **Raasay**, an island some fifteen miles long and three miles broad.

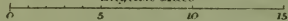
On the western shore of the **Sound of Raasay** is the harbour of **Portree**, the chief town in Skye, and for the ordinary tourist the best starting-point for excursions on the island. By a mail steamer it has daily communication with Mallaig. It has some 2,000 inhabitants, who are principally engaged in fishing and cloth weaving. Those who would learn something of the island at second-hand should read Alexander Smith's *A Summer in Skye*. The author's wife was a Skye woman.

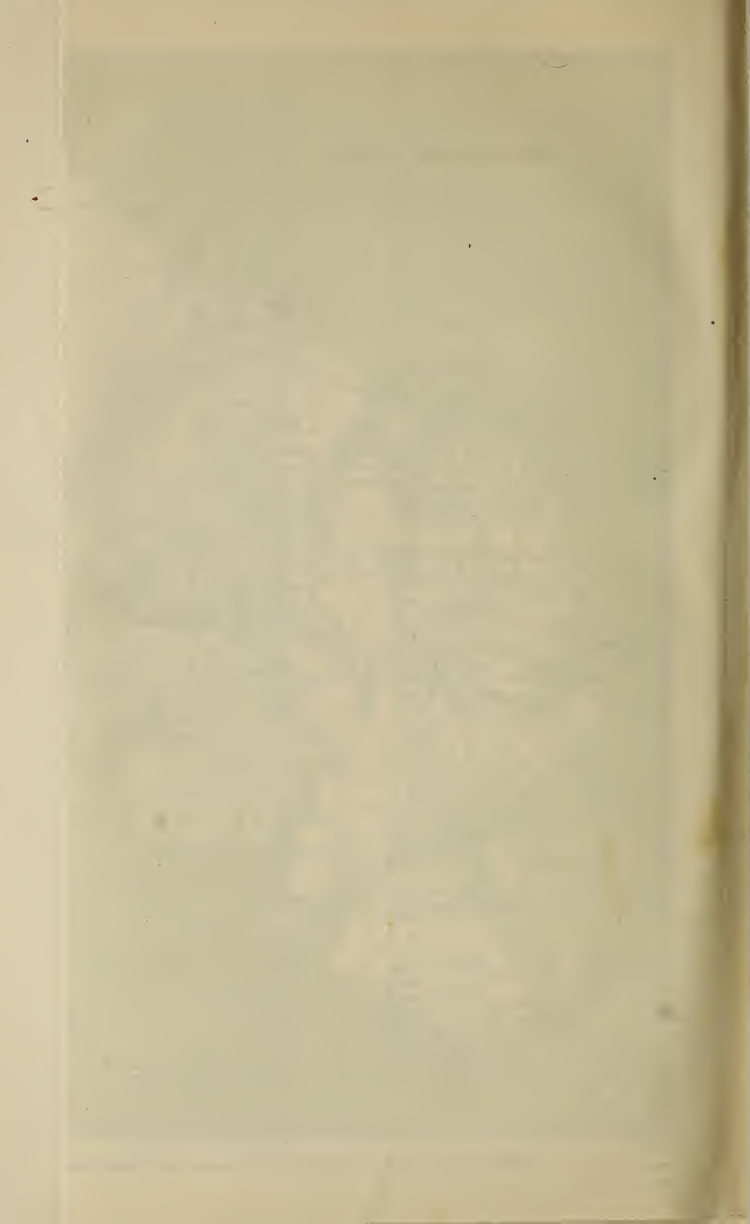
Off the coast of Skye, almost opposite the northern extremity of Raasay, is the green island of **Holm**. Above it is the **Storr Rock** (2,365 feet), and the "**Old Man of Storr**," an isolated obelisk, 160 feet high. Still farther is the **Kilt Rock**, which owes its name to the presence of perpendicular basaltic pillars, chequered by horizontal strata. Then, on the right, separated from Raasay by a narrow channel, is the island of **Rona**.

Some three hours after leaving Portree the steamer passes close to **Rhu Rea Point**, at the entrance of **Loch Ewe**, and a little later it is near **Greenstone Point**, the western horn of **Loch Gruinard**. Then it passes the entrance of **Little Loch Broom**, and makes for **Loch Broom** proper ("the lake of showers.") At the mouth of the latter inlet are the **Summer**

THE
OF LEWIS

English Miles





Isles and the **Island of Tanera**, favourite resorts of picnic parties. On its northern shore rises **Ben More Coigach**, and nearer the head of the loch is **Ullapool**, a village established by the British Fisheries Association in 1788. The vicinity is very beautiful, and visitors may enjoy good and safe bathing, sea-fishing, and trouting. There is a good golf course. Ullapool is connected by motor mail car with **Garve**, on the Highland Railway (*see* p. 173).

Leaving Ullapool, the steamer makes for **Lochinver** at the head of the next inlet. It is a village that has rapidly become popular with all classes of tourists, but the chief attraction is the angling on numerous lakes in the neighbourhood. There are no fewer than 280 named lochs in the parish. There is free trout fishing and only a moderate charge is made for salmon fishing. The houses are beautifully situated around the head of the bay. The *Culag Hotel*, which overlooks the pier, was built by the late Duke of Sutherland as a shooting-lodge. A striking feature of the scenery is formed by four mountains, which, in the words of M'Culloch, "seem as if they had tumbled down from the clouds, having nothing to do with the country or each other either in shape, material, position or character, and which look very much as if they were wondering how they got there." Five miles distant are the **Falls of Kirkaig**, well worthy of a visit.

From Lochinver there is daily communication with the railway station at **Lairg** (*see* p. 166).

Leaving Lochinver, the steamer crosses the **North Minch** to **Stornoway**, forty-three miles distant, and almost directly opposite. It is the chief town of **Lewis**, the northern part of the principal island of the Outer Hebrides, and is the centre of a great fishing industry. Great developments are taking place in Stornoway owing to the enterprise of Lord Leverhulme, the proprietor of Lewis. At the east end of its bay is **Stornoway Castle**, a modern building in the Tudor style, the seat of the owner of Lewis. This is the only object of interest to the tourist in the immediate vicinity.

The best excursion from Stornoway is to the **Standing Stones of Callernish**, at the head of Loch Roag, on the west coast, fifteen miles from the "capital," by a good carriage-road. They are, perhaps, the largest and most perfect relic of the kind in Scotland.

Holm Head, near Stornoway, was the scene of a terrible disaster on January 1, 1919, when the naval yacht *Iolairé* ran ashore during a storm, there being only about 30 survivors out of a party of some 280 Service men returning home for New Year's leave.

From Oban to Stornoway—

Viâ Gairloch and Loch Ewe.

As far as Portree the route is identical with that *viâ* Ullapool, described on pp. 136–138. Then the steamer passes from the Sound of Raasay into the **Inner Sound** and so into the **North Minch**, as that part of the Atlantic is called which lies between the mainland and Lewis. On the right are **Loch Torridon** and the **Torridon Hills**, but nothing more of special interest appears until, two hours after leaving Portree, the steamer enters the short but wide arm of the sea named **Gairloch** (the short loch). The settlement at its head bears the same name. Gairloch is the centre of a beautiful district and has grown rapidly in popular favour (see p. 175).

Leaving Gairloch, the steamer makes for **Loch Ewe**, seven miles in length, and calls at **Poolewe**, a village at its head. On its way back to the Minch, the boat calls at **Aultbea**, a village on the north-east shore of the loch. Facing the village is **Isle Ewe**. When the mouth of the loch is again reached the steamer crosses to **Stornoway**, the journey taking about three hours.

On the return voyage from Stornoway to Oban the steamer passes near the **Shiant Isles**, situated off the coast of Lewis, and noted for the magnificent colonnades formed by their basaltic cliffs. The course of the steamer also affords nearer views of **Quiraing**, a pile of rocks of various sizes and of almost every shape, in the north of Skye. Before reaching Portree, the route becomes identical with that followed on the outward voyage.

2. Leith to Aberdeen. By the mail steamers of the *North of Scotland and Orkney and Shetland Steam Navigation Company*.

3. London to Aberdeen. By the *Aberdeen Steam Navigation Company's* steamships. Time on passage about 36 hours. For information as to fares and times of sailing write to the Manager of the Company, Aberdeen.

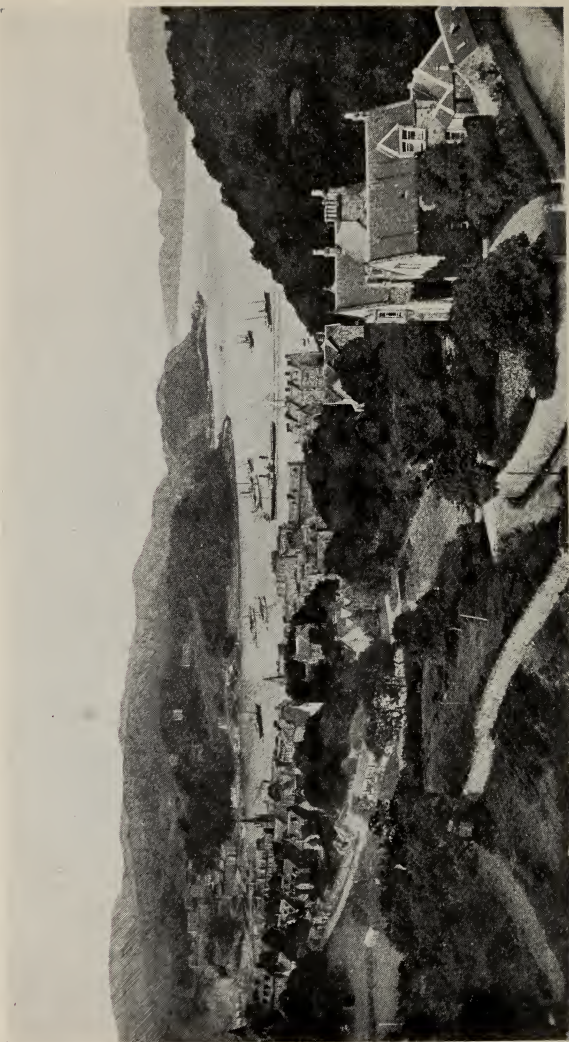


[Dundee.

STORNOWAY.

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Valentine & Sons, Ltd.,

OBAN AND THE SOUND OF KERRERA.

[Dundee.]

OBAN AND EXCURSIONS THEREFROM.

OBAN.

Carriages.—For shopping or making calls in town, 3s. 6d. per hour ; for a drive in the country, 4s. 6d. per hour.

Distances.—Aberdeen (*viâ* Lochearnhead and Forfar), 175 miles ; Edinburgh (*viâ* Crianlarich and Callander), 122 ; Fort William, 40 ; Glasgow, by rail, 102, by water about 115, by road (*viâ* Tarbet and Crianlarich), 92 ; Inverness, 104 ; London, 504 by the West Coast route (the shortest) ; Pitlochry, 95.

Early Closing.—Thursday.

Golf.—*Oban Club* course at Ganavan, adjoining bathing beach, 9 holes. Day, 1s. ; week, 4s. ; fortnight, 7s. ; month, 10s. *Glencruitten* course, half mile from Oban railway station. 18 holes. Visitors : day, 1s. 6d. week, 7s. 6d. ; fortnight, 12s. 6d. ; month, 20s.

Guide Book.—See the *Guide to Oban* in this series.

Hotels.—See Introduction.

Luggage.—The luggage of persons passing from steamer to train, or *vice versa*, is removed by railway porters. Omnibuses run between some of the principal hotels and the station. Hotel porters meet all trains and steamers. Licensed porters also attend at the station and the piers. A bargain should be made before the service of one is engaged.

Population.—6,600.

Post Office, Albany Street.—9 a.m. to 7 p.m. ; Sundays, 1 to 2 and 4 to 5 p.m.

Recreation.—Boating, bathing, golf, sea fishing, bowls and tennis.

OBAN, pronounced by Queen Victoria “one of the finest spots we have ever seen,” is delightfully situated on the west coast of Scotland, on the shore of a small and almost land-locked bay, across which lies the island of Kerrera.

The climate is mild, equable, and healthy. Dr. Banning writes : “Oban is exactly the place for invalids and those requiring change, while its sanitary conditions are as perfect as modern science can make them.” The water supply is excellent and abundant.

The principal industries are the distillation of whisky and the manufacture of aërated waters.

North of Glasgow there is no place on the western coast so accessible, and there is no place which is the centre of so many beautiful sea-routes. On account of its convenience as a centre for excursions in all directions, Oban has been aptly named “The Charing Cross of the Highlands.”

The bay is a favourite yachting station, and the town is the headquarters of the *Royal Highland Yacht Club*.

The chief thoroughfare, **George Street**, runs almost due north and south along one side of the bay and with **Argyll Square**, at its southern extremity, forms the business part of the town. Northward of the steamboat pier is the **Corran Esplanade**, a third of a mile in length. From its northern end a road runs past Dunollie Castle to **Ganavan Bay**, about $1\frac{1}{2}$ miles, where safe and pleasant sea-bathing can be enjoyed. Here also is the Oban golf course of 9 holes. It affords a good sporting game.

At **Gleneruitten** (the glen of the crofts), on the opposite side of the town, is an inland course of 18 holes, with a picturesque club-house.

Near this glen is the ground where the Highland games of the Argyllshire Gathering are held annually in September.

Rising immediately behind the business portion of the town are **Oban Hill** and **Battery Hill**. Each summit is crowned by a structure that at once attracts attention. On Oban Hill is a portion of a huge hydropathic building which had to be abandoned for want of funds. On the neighbouring height is a large circular structure built of granite and bearing some resemblance to the Coliseum. It was erected by a local banker named McCaig as a personal and family memorial, but was never completed.

The view from these heights is exceedingly fine, but the best view-point of Oban is **Pulpit Hill**, about fifteen minutes' walk from the station.

For a full description of the town and its surroundings the reader is referred to the *Guide to Oban* in this series.

EXCURSIONS FROM OBAN.

1. **To Dunollie Castle**, about two miles from railway station. It is open every week-day from 10 to 1 and 2 to 6. Entrance from the shore road. *Admission*, 3d.

Standing near the road, about a quarter of a mile from the Castle, is a huge upright, conglomerate pillar, or detached fragment of the rock known as plum-pudding stone. It is called the "dog-stone" from a tradition that Fingal used it as a stake to which he bound his dog Bran. The principal part of the remains of the Castle is the donjon or keep; but fragments of other buildings, overgrown with ivy, attest that it was once a place of importance. Beneath the Castle stands the present mansion of the family.



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No authentic record of the foundation of Dunollie Castle is extant. It certainly dates as far back as the twelfth century, and portions are believed to have been built in the fifth century. It was the principal seat of the Macdougalls, Lords of Lorne.

2. **To Dunstaffnage Castle**, less than 4 miles north-east of Oban, and $3\frac{1}{4}$ miles from North Connel station. The Castle is open every day, Sundays included. *Admission*, 3d. The key is kept at a cottage beside the Castle.

The ruins stand on a promontory, almost an island, jutting into Loch Etive. The Castle is said to belong to the thirteenth century, but the portions remaining are believed to date only from the fifteenth century.

Dunstaffnage was the seat of government of the Scots from about 500 till the middle of the ninth century, when Scone became the capital.

3. **To Glenshellach and Gallanach**. By coach. The route passes **Lochavoullin**, a marshy piece of ground on which a lake dwelling was discovered.

About half-way along **Glenshellach**, high up on the east side, stands a white house called **Soroba Lodge**, once the residence of Robert Buchanan, and familiar to readers of his works as "the white house on the hill." It was also occupied by Sir George Trevelyan while editing the *Life and Letters* of his uncle, Lord Macaulay.

The return is made by the road alongside the seashore.

4. **To the Island of Kerrera**. By boat from the Esplanade or by ferry from the southern shore beyond Kilbowie Lodge. The width of the Sound there is half a mile.

The remnant of the ancient **Castle of Gylen** is the principal object of interest in the island. The route to it from the ferry landing-place on the island is southward by road and path.

A passenger steamer, starting from the railway pier, sails round the island every afternoon (Sundays excepted). The excursion occupies a couple of hours. Fares about 2s.

5. **Loch Awe Tours**. Tourists who desire to see Loch Awe may visit it on the way to or from Glasgow by train, or they may make it the object of a special excursion from Oban.

As the Loch Awe steamer and motor services were suspended during the War and for some time afterwards, intend-

ing visitors should make sure that sailing and coaching facilities are available before arranging their itinerary.

From Ardrishaig and along the eastern or Portsonachan side of the lake there is a capital road for cyclists.

Hotels along the Loch.—*Loch Awe*, near the railway station and pier at the northern end of the lake.

Portsonachan, at Portsonachan Pier, on the east side, about one-fourth of the way down.

Taychreggan, at Taychreggan Pier, on the west side, opposite Portsonachan.

Port-na-Sherrich Inn, at Port-na-Sherrich Pier, on the east side, about two-thirds of the way down.

Ford Inn, quarter of a mile from Ford Pier, at the southern end.

OBAN TO LOCH AWE.

(a) The Melfort Route.

The road route from Oban passes **Soroba Falls**, ascends the range of the Lorne Grampians, 500 feet above sea-level, and after running through **Glens Feochan** and **Euchar** enters **Glen Gallan**, which has wooded sides rising on the right to a height of 700 feet above sea-level, and on the left having an elevation of 1,110 feet. Then it runs alongside the river *Oude* and enters the **Pass of Melfort**, one of the most picturesque bits of country in the Western Highlands. The rocks on each side are several hundred feet in height and in many places overhang the road, which has been cut out of the side of the steep precipice, while the river flows through a beautiful ravine much lower down.

Soon after leaving the Pass the *Cuilfail Hotel* is reached.

The hotel is much frequented by anglers, who have the privilege of fishing lochs that are annually stocked with Loch Leven, Fortinalis and Rainbow trout. Good deep sea-fishing and sea bathing are also among the attractions which the hamlet affords.

Beyond Cuilfail is the narrow and steep **Pass of Kintraw**, and beyond that is the **Pass of Craigenterrive**. A little way short of Ford is the pretty **Loch Ederline**.

Loch Awe

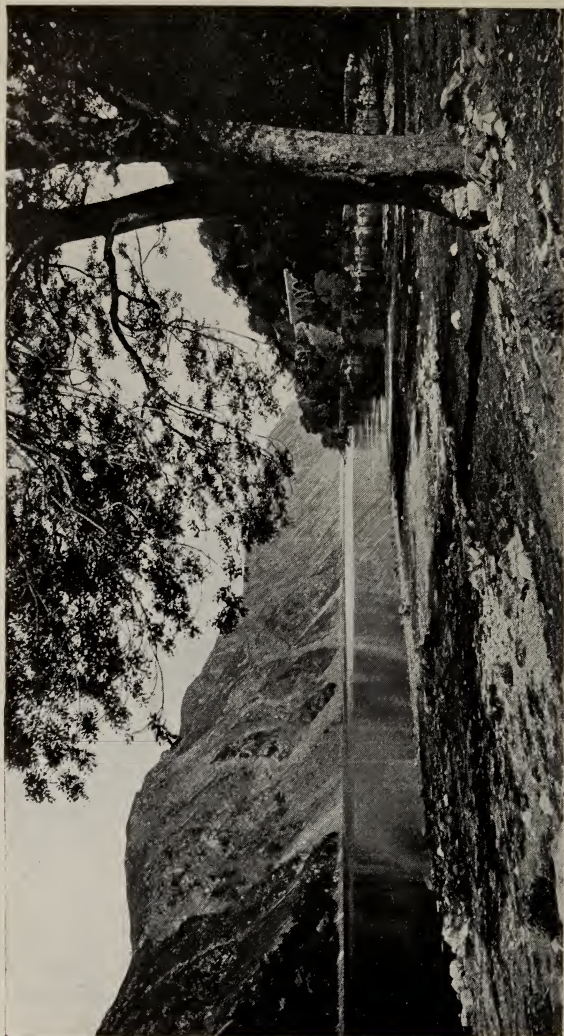
is one of the largest and most beautiful of the lakes of Scotland. It is twenty-three miles in length, and of a breadth not exceeding three-quarters of a mile. The surface is 118 feet above the sea. It is surrounded by finely wooded mountains, and, like most of the Scottish lakes, is studded with

[London.]

LOCH AWE AND BEN LUI.

Photochrom Co., Ltd.,





Valentine & Sons, Ltd.,

THE PASS OF BRANDER, LOCH AWE.

Dundee

small islands, generally tufted with trees, and some large enough to admit of being pastured.

The lake abounds in salmon, trout, and other fresh-water fish ; the sport is good, and the hotels on the shores provide boats and men for the use of guests. The trouting season is from April to July, the salmon from July to September.

About half a mile north of **Port-na-Sherrieh** pier is the islet of **Innis Connel**, on which are the ruins of the **Castle of Ardconnel**, once the chief seat of the Campbells, and, according to one legend, the spot on which originated their slogan—"It's a far cry to Loch Awe." Two miles farther is the stream in which is the **Blairgour Waterfall**, ninety feet in height. Here we enter a narrower reach of the lake, extending for about six miles to the piers of **Taychreggan** and **Portsonachan**. The former place is on the western bank, the latter on the eastern.

The two places are connected by a *ferry* (apply at either hotel), so that from either, the Falls of Blairgour may be conveniently visited. The distance from Portsonachan and back again is fourteen miles.

Beyond Portsonachan the loch becomes wider, and in two miles we pass the **Priests' Isle**. In another two miles the loch attains its greatest width, and the view becomes magnificent. On the east is the beautiful peninsula, **Innistrynich**, and in the foreground is the **Island of Innishail**, one of the most interesting of the many islands on the loch. Near Loch Awe pier, which is immediately beneath the station and the hotel, is the ruin of **Kilchurn Castle** (pronounced Kil-hoorn), (*see* p. 118).

For route from Loch Awe station to Oban *see* pp. 118 and 119.

(b) The Glen Nant Route.

The Glen may be traversed in either direction and combined with other short excursions around Loch Awe as follows :

(a) Train to Taynuilt ; coach to Taychreggan ; steamer to Loch Awe station, whence the return to Oban is made by train.

(b) Train from Oban to Loch Awe station ; steamer to Taychreggan ; coach to Taynuilt and thence to Oban by train. Or either tour may be taken in the reverse direction. As the coach and steamer facilities were withdrawn during the War and for some time afterwards, readers should consult

The Highlands (k)

current time-tables and announcements as to times, fares, etc.

From **Taynuilt** the coach passes through **Glen Nant**, the most charming spot in which is the **Tailor's Leap**, at the junction of a tributary and the main stream. A mile beyond, a small stream called *O'Harrigan's Burn* marks another charming spot. When the Glen is left the road ascends **Barra-chander Hill** (515 feet). About a mile short of Taychreggan is the village of **Kilchrenan**, where the coaches halt to enable passengers to view the tomb of Cailean Mor—the Macallum More of Sir Walter Scott.

The undermentioned popular tours on Loch Awe have their turning-point at the south end of the Loch. Current announcements should be consulted for details as to fares, times, etc.

(c) Viâ Crinan and Ardrishaig.

Sea steamer from Oban to Crinan, 32 miles (*see* p. 133); Canal steamer from Crinan to Ardrishaig, 9 miles; motor car from Ardrishaig to Ford, 16 miles; lake steamer (the *Lochawe*) from Ford to Loch Awe station, 22 miles; train from Loch Awe station to Oban, 22 miles (*see* pp. 118–119). Total distance, 101 miles.

(d) **Up Loch Awe to Ford** and back to Oban. By train from Oban to Loch Awe station, thence by steamer to Ford and back to the station.

6. To Kenmore, viâ Loch Tay.

Daily from Oban by train to **Killin**, thence by steamer to **Kenmore** on Loch Tay.

For railway to Killin, *see* pp. 117–119, and for Loch Tay, p. 116.

7. To the Trossachs, Loch Katrine, and back viâ Callander.

Oban to Callander by train, thence by coach to the Trossachs, returning the same way.

8. The Trossachs, Loch Katrine and Loch Lomond.

By train from Oban to Callander, thence by coach through the Trossachs; steamer on Loch Katrine to Stronachlachar; coach from Stronachlachar to Inversnaid; by steamer on Loch Lomond to Ardlui; thence by train or coach to Crianlarich, and from there to Oban by rail.

The various sections of this excursion have already been described.

9. To Glencoe.

For this excursion the tourist has several alternatives.

(a) To go and return by rail and coach or by steamer and coach.

(b) To use the railway on the outward journey and return by steamer, or *vice versâ*.

The railway line passes North **Connel** (p. 119), from which it goes northward through a region rich with legends of Fingal and Ossian, the king and bard of early Gael tradition. From where the line first touches Loch Etive, the remains of **Ardehatten Priory** may be seen across the waters of the loch. Near the **Falls of Lora** (p. 119), the line crosses the narrows by a single-span bridge, notable as the largest of its kind in Europe. Two miles farther north, by the shores of **Loch Nell**, is one of the two spots which claim to be the site of the Roman Beregonium, described by Ptolemy. After crossing the peninsula of Benderloch and passing the black keep of **Barcaldine** the line crosses lovely **Loch Creran**, on whose low islets white sea-swallows make their nests and seals often bask. A little farther northward, on an islet near **Port Appin**, stands the square ruined tower of **Castle Stalker**, built by Duncan Stewart of Appin as a hunting-lodge in which to entertain James IV. In those days the Stewarts of Appin, "the gallant, devoted old Stewarts of Appin," as the Ettrick Shepherd calls them, held the whole region of Appin—"Green Appin"—to Ballachulish, to which the line runs by the shore of Loch Linnhe.

Those who take train to Ballachulish with the intention of walking through Glencoe should alight at the terminus, not at Ballachulish Ferry Station; but it is from the hotel near the Ferry station that the coaches start.

Ballachulish is a slate-built village situated on both sides of Loch Leven, the two portions being connected by a ferry. It is famous for its exports of millions of roofing slates, the largest slate quarries in Scotland being in its neighbourhood. It stands in the midst of magnificent scenery, and offers facilities for boating and sea-fishing. The place is associated with some striking and terrible memories. Close by its hotel is the mount on which the unfortunate James Stewart of the Glens was hanged for the historic Appin murder, the

incidents of which are familiar to readers of R. L. Stevenson's *Kidnapped*, and some three miles eastward of the village, at the foot of Glencoe, lies the scene of the massacre of the Macdonalds in the reign of William III.

The steamer route is described on pp. 152-153.

From Ballachulish the coaches sweep eastward to the little clachan of **Invercoe**, and having crossed the stream begin to ascend **Glencoe**, which was purchased in 1895 by the late Lord Strathcona and Mount Royal, the famous Canadian statesman. The mansion stands close to the bridge.

Beyond Invercoe Bridge, on a little elevation on the right, stands the modern **Monument** of the massacre, and at hand a glimpse may be caught of the house in which MacIan was killed, while for a mile or two up the Glen on the same side clusters of green mounds and grey stones mark the sites of the ruined townships of the clan. At the head of the wider part of the Glen rises the **Signal Rock**, which owes its name to the tradition that it was the spot from which the signal for the massacre was given. Close above this spot stands the *Clachaig Inn*, 7 miles from Ballachulish, where the coaches come to a standstill for a brief space. In front rises the precipice of the **Black Rock** of Glencoe, with the lonely tarn, **Loch Triochatan**, at its foot. High in the face of the Black Rock is a narrow but deep recess known as **Ossian's Cave**, and **Ossian's Shower Bath** may be seen in a corrie close by. A precipice high on the left has been called the **Chancellor's Nose**. At the head of the Pass is a parapet known as the **Study**. From it the best view of the Glen can be obtained.

Beyond the summit of the Pass, a track on the left, known as the **Devil's Staircase**, climbs over to the head of Loch Leven. The path was the route taken by the two young sons of the chief of the Macdonalds in escaping from the massacre of their clan.

Having gone up the Glen, the coaches generally return by the same route to Ballachulish. A pleasant return route to Oban, however, is to continue through Glencoe and down **Glen Etive** to the head of **Loch Etive**, an inlet of the sea about 20 miles in length and of varying width. From this point steamer is taken to Ach-na-Cloich, whence Oban is reached by rail. As this extension of the Glencoe tour was suspended during and after the War, previous inquiry should be made on the subject of coach and steamer times and routes.



FINGAL'S CAVE, STAFFA.

Paulina Thompson & Co.



CLAM-SHELL CAVE, STAFFA.

10. To Lochetivehead and back.

When the steamer is running an excursion may be made to Lochetivehead only by train from Oban, and steamer from Ach-na-cloich, and back again, connecting at Ach-na-cloich with trains for Oban. Passengers by the morning train can have about five hours ashore at the head of the loch.

11. To Kinlochleven.

Train from Oban to Ballachulish, thence by steamer.

The **Loch Leven** of this excursion is not the Loch Leven that held the prison of Mary Queen of Scots, but a long narrow inlet on the eastern shore of Loch Linnhe (p. 153). From its mouth to its farthest extremity it presents an unbroken succession of grand and romantic landscapes. Immediately on leaving the pier at Ballachulish, the steamer passes the **Isle of St. Munda**, the burial-place of the MacDonalds of Glencoe. On the right may be seen the entrance to the **Pass of Glencoe**, and shortly afterwards the steamer passes **Invercoe House**, a residence of the late Lord Strathcona and Mount Royal, the eminent Canadian, who purchased the estate from the trustees of the MacDonalds of Glencoe. At **Kinlochleven** are the factories of the British Aluminium Company and a well-built town for the workpeople. Public and private electric lighting, public baths, recreation rooms, an ample water supply, and drainage on the most scientific principles are some of the features of the settlement, which has arisen since 1905. The factories produce aluminium and carbon. The raw material is a kind of ore called *Bauxite*, because first discovered at Baux, in France. The company have secured extensive deposits of it in the south of France, and have also acquired deposits in the north of Ireland. The power for the works is supplied by the river *Leven*, the water of which is stored by means of a huge dam, one of the greatest in Europe. The preparatory operations of the Company cost one and three-quarter millions.

12. To Staffa and Iona.

This excursion includes the circuit of the Island of Mull. On certain days the steamer goes by the Sound of Mull, and returns along the south of the island. On other days the route is reversed. The steamboat fare, ^{or} 30s. (with meals

37s. 6d.) includes boats, guides, and all charges. The voyage covers about 120 miles and occupies a whole day.

The journey along the north shore of **Mull** has already been described (p. 136). From Ardmore Point the course veers gradually round until we are steaming due south. We pass near the **Dutchman's Cap**, one of the **Treshnish Isles**, after which we may see off the coast of Mull the closely adjacent islands of **Ulva** and **Gometra**, the former the scene of Campbell's poem, *Lord Ullin's Daughter*, "Loch Gyle" being Loch-na-Keal.

Then at length we reach—

The Island of Staffa.

In form it is irregularly elliptical. The southern cliffs are 144 feet in height; its circumference is two miles; its length one mile; its breadth a quarter of a mile.

The chief object of interest in the island is **Fingal's Cave**, so named from Fion-na-Gael (Fingal), the great Gaelic hero, whose achievements have been made familiar by the *Fingal* of Macpherson. It is entered by a majestic arch, domed over, and resting on stupendous pillars, with a pleasing and elegant outline. It is sixty feet high by forty-two broad, a width which gradually decreases to about one-half at the end of the cave, 227 feet from its entrance.

Separated from the **Causeway** by a narrow channel is **Buachaille**, or the Herdsman. It is a very regular and symmetrical, conical, columnar pile, rising to the height of thirty feet, and lying on a bed of curved horizontal columns, visible only at low water. It is described by Professor Wilson as "a perfect gem."

A staircase at the end of the Causeway gives access to the top of the cliffs, from which is obtained the best view of the **Clam-Shell** or **Scallop Cave**, which cannot be entered either by boat or on foot. There are many other caves in the island, but they are not visited. The island is uninhabited.

Eight miles from Staffa is—

The Island of Iona,

three miles long by one and a half wide. The island is celebrated for its connection with St. Columba, an Irish monk, who with twelve companions took up his abode upon it in

563, bringing Christianity from Ireland. Hence missionaries went forth to spread the light over the mainland of Britain.

Iona is the property of the Duke of Argyll, who has appointed a guide to conduct visitors to the most revered spots. These are the ruins of the **Nunnery**; **St. Oran's Cemetery**, the oldest Christian burial-place in Scotland, and said to contain the dust of forty-eight Scottish, two Irish, one French, and two Norwegian kings, besides that of numerous other powerful chieftains and ecclesiastics; **St. Oran's Chapel**, and the **Cathedral**, with **St. Martin's Cross** opposite the west door and **St. Columba's Tomb** near the west entrance.

In 1899 George, eighth Duke of Argyll generously conveyed the ruinous cathedral to a public trust in connection with the Church of Scotland, and its restoration was begun. In 1910 the nave was roofed; the other portions had already been re-covered.

Iona contains much that cannot be seen in the time during which the steamer waits. At least a night should be spent on the island. There are two comfortable hotels and a golf course.

On the way from Iona to Oban the chief objects of interest are the **Carsaig Arches**, on the coast of Mull (Carsaig is the *Castle Dare* of William Black's novel), and **Gylen Castle**, on Kerrera.

13. To the Island of Mull.

Daily throughout the year, Sundays excepted, steamers connect Oban with Craignure, Salen and Tobermory.

The Island of Mull

("a mass of hill") is of extremely irregular shape, and its coast line is so much indented that it measures quite 250 miles, while the longest walk in a bee line across the island would be but thirty miles, and the shortest only three.

Much of the island can be seen in the course of a day's excursion from Oban, but it deserves more time. From the promontory of the **Ross of Mull**, which runs out on the southwest, there is a ferry to Iona. The columnar shores and promontories of Loch-na-Keal and the Sound of Ulva are particularly interesting to geologists. On Duart Point is the beacon light erected as a memorial of William Black, the novelist (*see* p. 136).

The island abounds in lochs, most of which contain yellow trout. The rivers also provide sport for anglers.

Those who desire to climb **Ben More** (3,169 feet) should disembark at **Salen**, which also commends itself to those who wish to see the island by offering the most centrally situated quarters.

It is connected by a good road with **Loch Frisa**, 4 miles, on which are boats belonging to the **Salen Hotel**, the proprietor of which also has fishing rights on the *Forsa*.

An easy road runs from **Salen** to **Glen Forsa**, some three miles distant, and on to the neighbouring **Loch-na-Keal**. By the same road one may reach **Mackinnon's Cave** at **Ardmeanoch**, on the west shore. It is supposed to be more than two hundred yards long, and from fifty to eighty feet high.

The chief town in the island is **Tobermory**. As seen from the deck of an approaching steamer it is exceedingly picturesque. The town has an excellent supply of pure water, and its many attractions include splendid scenery, good fishing, boating, golf and bathing.

A small stream which empties itself into the bay tumbles over a pretty double cascade at the back of the town. **St. Mary's Well**, to the north-west, which gave the name to the place, was once believed to be possessed of healing virtues. The lighthouse on **Ru-na-Gal** ("Lowlander's Point"), on the cliffs at the northern extremity of the bay, commands an extensive panorama. About two miles from the town are the **Aros Waterfalls**, in the grounds of **Aros House**. The public are freely admitted at the lodge on the shore of the bay. Five miles distant is **Glengorm Castle**, a modern building, commanding a magnificent sea view.

The *Cottage*, **Tobermory**, was for many years the home of **Mrs. Bishop** (Isabella L. Bird), famed for her travels, and her sister **Henrietta**, who is commemorated by a clock erected in 1905 with funds bequeathed for the purpose by **Mrs. Bishop**.

For a fuller account of the island see the *Guide to Oban* in this series.

14. To **Ballachulish** (for **Glencoe**), **Fort William** (for **Ben Nevis**), and **Banavie**.

Distances : Steamer from **Oban** to **Ballachulish Pier**, 25 miles ; to **Fort William**, 38 miles ; to **Banavie**, 41 miles.

Ballachulish Pier to hotel, 1 mile ; to **Glencoe** and back by coach, 20 miles.

Fares: To Ballachulish, single, 11s. 3*d.* and 6s. 9*d.*; return, 16s. 9*d.* and 10s.

To Fort William, single, 15s. 9*d.* and 9s.; return 23s. 6*d.* and 13s. 6*d.*

Coaches run from Ballachulish to the head of Glencoe in connection with trains and steamers from Oban.

Almost immediately on leaving the pier the Dogstone and Dunollie Castle (*see* p. 142) are on our right, and soon there can be obtained a glimpse of Dunstaffnage Castle (*see* p. 143). On the right is Loch Nell, "the lake of swans," with Loch Nell Castle on the western side. On the left is the island of **Lismore**. The narrow channel between the island and the mainland is called the **Lynn of Lorne**. Before the steamer gets through it passes, on the right, the narrow entrance to **Loch Creran**, and then **Airds Bay**, with a fine natural arch at its western extremity. Shortly afterwards the steamer touches at the tiny village of **Appin** (good hotel, half a mile from the pier), and then enters the main channel of **Loch Linnhe**. On a rocky islet stands the roofless ruin of **Castle Stalker**, one of the hunting seats of James IV. At the southern extremity of the island of **Shuna** (not to be confused with the Island Shuna near Loch Melfort) is another ruined castle, and on the mainland is **Appin House**, in the midst of a lovely tract of country. From the north of Shuna we catch the first glimpse of Ben Nevis. Forty minutes after leaving Appin the vessel passes, on the right, **Ardsheal House**, frequently the residence of Sir Walter Scott in his younger days.

Then comes **Loch Leven**, not the Loch Leven that held the prison of Mary Queen of Scots, but a long, narrow gulf, presenting from its mouth to its farthest extremity one continued succession of grand and romantic landscapes. At the mouth of the loch is **Ballachulish**, the landing-place for passengers who desire to visit Glencoe (*see* p. 148). At the head are the immense works of the British Aluminium Company (p. 149).

From Ballachulish the steamer turns northwards for **Onich Pier**, about a mile from which (by Onich Point) may be seen **Cuilchenna House**, for several years the residence of Dr. Norman Macleod. **Onich Manse**, not many yards from the pier, was the residence of the Rev. Alex. Stewart, LL.D., the enthusiastic and literary Celt known by his *nom-de-plume* "Nether Lochaber." Beyond the manse is a Celtic cross erected to his memory.

From Onich the route is through the **Corran Narrows** to **Ardgour** (Corran). Near the pier is a comfortable hotel.

A quarter of an hour later we pass, on the left, **Inverscaddle Bay**, on the shore of which is **Conaglen House**, the seat of the Earl of Morton. Ben Nevis, which has been lost to sight, appears again on the right, and straight in front is the Great Glen, through which runs the Caledonian Canal (*see* p. 155). A few minutes later the pier at **Fort William** is reached (*see* p. 124).

Passengers for Banavie or for the Caledonian Canal steamer proceed by rail from Fort William to Banavie, a distance of about 3 miles. This trans-shipment is adopted to avoid the delay that would be caused by passing through the series of eight locks lying between Corpach and Banavie, and known as **Neptune's Staircase**. Each lock has a drop of eight feet of water, so that vessels passing through change their level sixty-four feet before sailing again in the open.

OBAN TO INVERNESS BY THE CALEDONIAN CANAL.

On certain days in summer a steamer leaves Oban about 8 a.m. in connection with a steamer that leaves Banavie about 11.20 a.m., and is due at Inverness about 7 p.m. In the reverse direction the steamer leaves Muirtown Wharf, Inverness, about 7.30 a.m., Oban being reached about 6.35. Passengers can have their meals on board the boats. *Times should be verified by current time-tables.*

Fares: single, 49s. 6d. and 24s. 9d.; return, 74s. 3d. and 37s.

THE route from Oban to Banavie is described on pp. 152-154. The total length of the passage from Corpach to Muirtown, the eastern terminus, is $60\frac{1}{2}$ miles, of which only 23 miles are Canal, the remainder consisting of the lochs which the Canal connects. The **Caledonian Canal** is 20 feet deep, 50 feet broad at the bottom, and 110 feet at the top. The natural portions of the waterway are Loch Lochy (10 miles), Loch Oich (4 miles), and Loch Ness (24 miles). There are altogether twenty-eight lochs in this singular waterway.

As the steamer leaves Banavie, passengers have a full-length view of **Ben Nevis** (4,406 feet), the monarch of British mountains (p. 125).

On the banks of the river *Lochy*, from which it takes its name, stands old **Inverlochy Castle** (*see* p. 125). Near the suspension bridge over the stream is the old **Long John Distillery**, and farther is the modern Inverlochy Castle, called also **Torlundie House**, the seat of Lord Abinger.

A mile and a half from Banavie are the remains of **Banquo's House**, or Tor Castle, an ancient seat of the chiefs of Macintosh.

A little beyond the ruins of the Castle there may be seen, on the left, a wall of loose stones running up the hill-side. It is the march dyke between the counties of Argyll and Inverness. On the same side there is a fine view of **Glen Loy**, with its beautiful river flowing down to the river Lochy.

This lovely glen penetrates the fastnesses of the northern mountains and communicates with **Glen Suileag**. In this way it reaches the road along the northern shore of Loch Eil

which terminates at Arisaig (*see* p. 127), on the western coast of Scotland.

Some seven miles from Banavie the steamer arrives at **Gairloch Locks**, at the south-western extremity of **Loch Lochy**, which is ten miles long and has an average breadth of one mile.

A good road cuts across the country to **Glen Roy** and **Spean Bridge** (*see* p. 123). Gairloch is also connected by rail with Spean Bridge.

About two miles from the entrance of Loch Lochy is the opening of **Loch Arkaig** (*see* p. 126). Passing out of the lake the steamer enters a short cut of the Canal containing the **Laggan Locks**, beyond which there is a charming plantation on each side. Three-quarters of a mile from Laggan is **Loch Oich**, a most beautiful lake forming the summit level of the Canal. Steep mountains fringe it on the south, and pretty islets dot its bosom. Near the south-western extremity stands on the left a strange monument, overlooking a spring called Tobar-nan-Ceann—the **Well of the Heads**. It was erected as a memorial of the vengeance inflicted on the murderers of some members of the Keppoch family. The heads of the seven murderers were presented to the chief of the clan after having been washed in this spring.

Trout fishing in Loch Oich from a boat is free. Parts of it may be fished for salmon by visitors at the *Invergarry Hotel*.

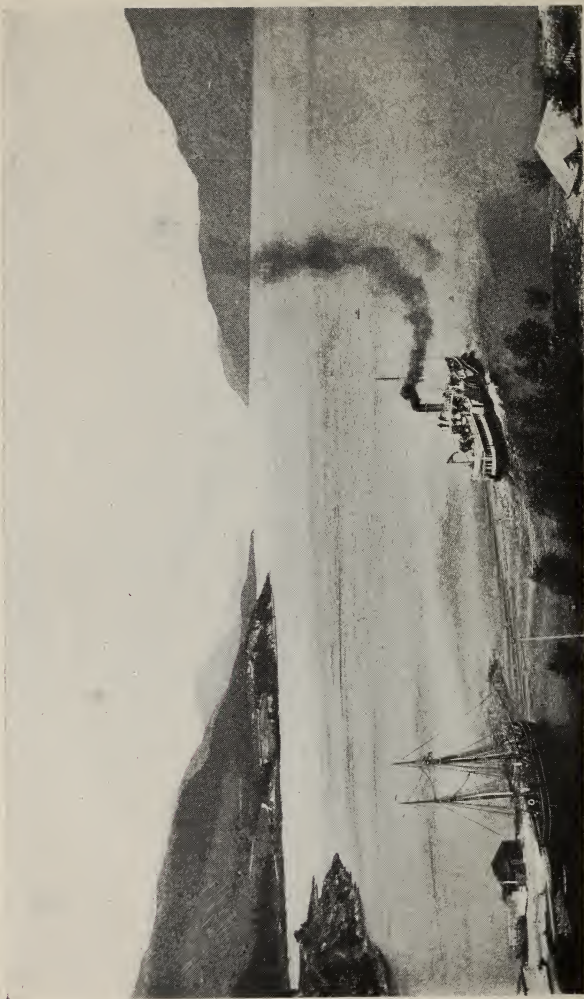
Invergarry stands in the middle of the west side of the Loch, amidst scenery that has frequently been likened to the most picturesque portions of the Rhine. On a rocky headland stand the ruins of a Castle long the home of the MacDonells of Glengarry. Prince Charles spent part of the night of 26th August, 1745, within its walls, and also took shelter in it the first night after the battle of Culloden. A little to the right is **Invergarry House**, erected in 1869. Near the Castle is a good hotel, and the *Garry*, which there flows into the lake, is one of the earliest salmon rivers in Scotland. The steamer does not call at Invergarry. Tourists who wish to stay there must land at the Laggan Lock (4 miles), or at Cullochy Lock (3 miles), or can reach it by rail from Gairloch or Fort Augustus.



F. W. Hardie,]

THE CALEDONIAN CANAL AT FORT AUGUSTUS.

[Aberdeen.]



[Dundee.

LOCH NESS.

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Invergarry to the West Coast.—This route is mainly through scenery of great grandeur and beauty. A carriage-road runs all the way. The first portion is through **Glen Garry** to **Tomdoun Inn**, 12 miles. There turn to the right and proceed to **Clunie Inn**, 24 miles. Thence the road is westward through **Glen Shiel** to the head of **Loch Duich**, and there the road to the right is followed for **Balmacara** (50 miles), where visitors may enjoy fair sea-fishing, wild-fowl shooting and golf.

From Tomdoun Inn, the left-hand branch of the road follows the course of the Garry to **Loch Quoich** and the head of **Loch Hourn**, a distance of 17 miles, but there is no accommodation there, and it is better to explore the beautiful scenery of Loch Hourn from **Glenelg**, a village with a good hotel, on the eastern side of the Sound of Sleat.

Glenelg is reached by a road from the south-east corner of Loch Duich, about 10 miles distant. The road passes over Mam Rattachan (1,072 feet).

At the north end of Loch Oich is **Cullochy Lock**, which admits to a stretch of the Canal five miles in length connecting Loch Oich with Loch Ness. At **Kyltra Lock**, two miles from Cullochy, many passengers step ashore to walk along the Canal bank to Fort Augustus, where they rejoin the steamer.

Loch Ness, one of the largest freshwater lakes in Scotland, is twenty-four miles long and from a mile to a mile and a half wide. The scenery along its shores is magnificent. At the head of the loch stands—

Fort Augustus.

Angling.—In *Loch Ness* and in *Loch Tarff*, 4 miles distant. The former is open to guests at the hotels. For salmon it is nearly as good in the spring as Loch Tay, and trout are abundant. Loch Tarff contains trout and char.

Golf.—An excellent 9-hole course. Visitors—1s. per day; 4s. per week; 6s. per fortnight; 7s. 6d. per month; 10s. per season.

Hotels.—See Introduction.

The fort which gave name to the town was built in 1715. In 1867 it was sold for £5,000 to the Lord Lovat of that day, and in 1876 his son presented the site to the Benedictine order for the erection of a monastery, which in 1882 was raised to the dignity of an **Abbey**. Visitors are admitted on application. The museum is open to both sexes, but only men are admitted to the library and to the other parts of the monastery.

About a quarter of a mile distant is a nunnery, with about

twenty inmates. It is hidden by trees. A cross visible above them marks the site.

The village is becoming increasingly popular both with general tourists and anglers. It was always a Roman Catholic centre, and that portion of the population attached to the Church of Rome is increasing by immigration.

The **Invergarry and Fort Augustus Railway** connects Fort Augustus with the North British Railway system at Spean Bridge, from which the latter line goes on to Fort William.

About two miles from Fort Augustus, on the right, is **Glen Doe**, one of the most sweetly rural and, at the same time, wildly romantic spots to be seen hereabouts. Six miles from Fort Augustus is **Invermoriston**, on the north shore, where are a pier and a hotel. (Visitors can fish Loch Ness.)

The passing view of the Glen from the deck of the steamer is one of the tit-bits of the passage through the Canal.

Invermoriston to the West Coast by Glen Shiel. The road lies along the north bank of the river *Moriston*, and conducts one through the mountains of the interior to *Clunie Inn* (25 miles), and thence, as on p. 157, to *Balmacara* (53 miles), or to *Glenelg Inn*, *via* *Mam Rattachan* (46 miles).

Mail Coach from Glen Shiel to Kyle of Lochalsh.

A few miles beyond Invermoriston is a mountain called **Mealfourvonie** (pronounced Melfoorvony, and meaning "the round hill of the cold upland"). It is 2,284 feet in height. On the opposite side of the Loch is **Foyers** pier, near which are the famous **Falls of Foyers**. A reservoir has been made above the falls, and the large turbines of the British Aluminium Company are driven by water led from this artificial lake through a tunnel half a mile long, and then down iron pipes on a steep incline. The volume of water passing over the falls has not been affected, except in very dry weather. Formerly the steamer waited at the pier while tourists visited the falls, but this practice has been discontinued.

The guests at Foyers Hotel can fish Loch Ness and several small lochs and streams.

On the same side as Foyers and about two miles to the north is a steep defile called **Inverfarigaig**. It is one of the wildest and most romantic passes in this part of Scotland. At the entrance is a lion-shaped hill called the **Black Rock**. Near the gorge is Inverfarigaig pier.

Re-crossing to the western shore of the lake, the traveller

will notice the mouth of the rich Highland vale of **Glen Urquhart**, which belongs to the Earl of Seafield, and contains **Balmacaan House**. At the mouth of the Glen are the ruins of **Urquhart Castle**, originally built in the twelfth century. The old castle was besieged by Edward I., in 1303, and in its place his engineers erected that upon whose crumbling walls we now look.

A short distance up the Glen is the romantic village of **Drumnadrochit**, which attracts many visitors, for whose convenience the steamer calls at Temple Pier. The beauties of the spot have been celebrated by pen and by brush. The hotel is one and a half miles from the pier. Its guests can fish Loch Ness and two trout streams.

A good road runs up Glen Urquhart to the *Glen Affrick Hotel* at **Invercannich** (see p. 73), about 14 miles from Drumnadrochit. About four miles from the pier are the **Falls of Divach**, higher than Foyers, but with a smaller volume of water. About the centre of the Glen is **Loch Meiklie**, a mile long. Beyond it the road forks. Keep to the right.

Four miles from Temple Pier is the hamlet of **Abriachan** and a pier. It is a pretty spot, its most picturesque features being, perhaps, a steep slope partially covered with trees, and a stream that leaps down to the lake by a series of steps.

At the north-eastern extremity of Loch Ness is **Aldourie House**, notable as the birthplace of Sir James Mackintosh, historian, philosopher and statesman. Then we reach a peninsula which marks the division of Loch Ness from **Loch Dochfour**, a pretty little lake which has finely wooded banks and is only a quarter of a mile long.

On the western shore is **Dochfour House**, a modern Italian mansion. A little farther we come to the source of the river *Ness*, and about half a mile beyond reach **Dochgarroch Lock**, by which we enter the Canal again.

By the side of the lock is a public telephone call-office, and passengers who desire to do so have plenty of time for making use of it to bespeak rooms at the principal hotels.

Three miles from the lock we pass **Tom-na-Hurich**, the site of Inverness's unique cemetery (see p. 70), and a few minutes later reach Muirtown Wharf, the resting and starting-place of the Caledonian Canal steamers, and a mile from **Inverness**, described on pp. 68-70.

INVERNESS TO WICK AND THURSO.

FROM Inverness the Highland Railway runs due west for ten miles through pretty country to **Beauly**, crossing the Caledonian Canal a mile from the city, and passing stations at Clachnaharry (the "watch stone"), Bunchrew, Lentrane, and Clunes.

Beauly (see p. 71) is the starting-point of grand excursions. Running from it in a south-westerly direction is the beautiful **Strathglass**, westward from which runs the magnificent **Glenstrathfarrar**, with scenery equal to that of the Trossachs. **Strathglass** also leads to **Glen Affrick**, on the route of one of the finest mountain tours in Scotland. (See p. 72).

Main Route resumed on p. 161.

The train on leaving **Beauly** calls at the **Muir of Ord** station, three miles north. The village, called **Tarradale**, is modern, having sprung up since the opening of the railway. The station is at the junction of the main line with—

The Black Isle Railway.

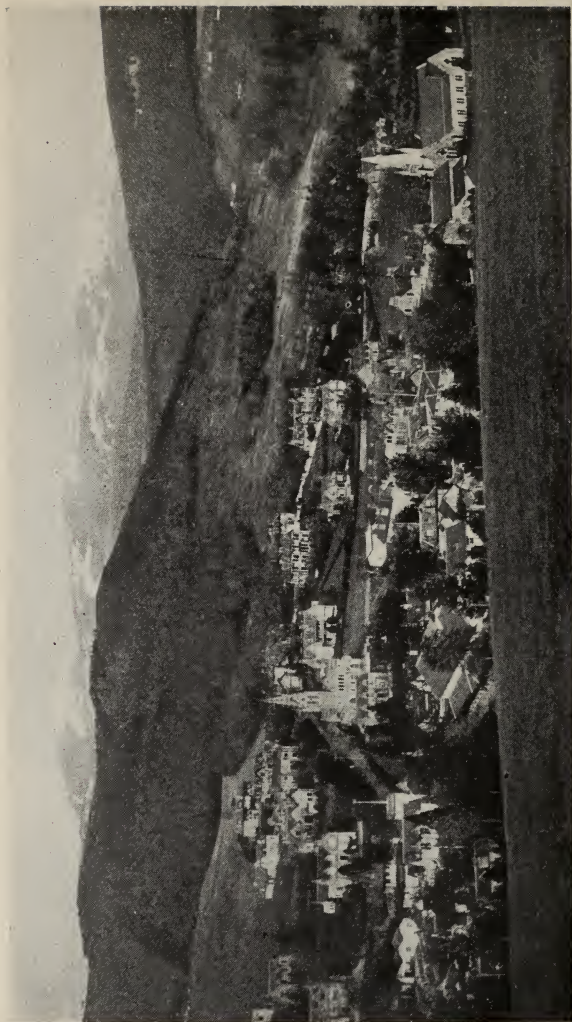
Black Isle is the name given to the peninsula between the **Beauly** and **Cromarty Firths**. The peninsula contains some of the best agricultural land in the Highlands, and is famous for its crops and its cattle. Passing **Kilcoy Castle** (restored in 1890) on the right, a good specimen of sixteenth-century architecture, the train stops at **Redcastle** ($3\frac{3}{4}$ miles). The station takes its name from a castle a mile to the south, but not visible from the train. It is said to have been built by William the Lion in 1179, and contests with **Dunvegan Castle** the right to be called the oldest inhabited house in Scotland. Also within easy reach of **Redcastle** station is **Tarradale House**, the birthplace of Sir Roderick Murchison, the geologist. The next station is **Allangrange**, named after a mansion a mile away. Soon there comes a descent for a couple of miles through pastoral scenery to **Munlochy**, a charming village. Leaving that, there is a fine view of the splendid mansion of **Rosehaugh**, one of the noblest residences in the North, and then the traveller reaches the pretty village of **Avoch**,



[Dundee.

THE AFFRICK RIVER.

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[Dundee.

STRATHPEFFER SPA.

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at the head of a small bay and having in its vicinity the remains of the old Arkendeith fortalice and the site of Avoch Castle. As the journey is continued, charming panoramas of sea and landscape are obtained. After a sinuous run of thirteen miles from the junction the train arrives at **Fortrose**, the eastern terminus of the branch. It was once a famous seat of learning and also the seat of the Bishops of Ross. Only a small fragment of the Cathedral remains. It was completed in 1485. Its ruin is attributed to Cromwell, who utilized its stones in the construction of a fort at Inverness.

A mile east of Fortrose is **Rosemarkie**, an old borough much frequented for sea-bathing. At the end of the parish church is a finely-sculptured Runic stone. A mail-car runs from Fortrose to **Cromarty**, at the eastern extremity of the peninsula. It is a small town picturesquely situated on a promontory. The entrance to its harbour lies between two wooded headlands called the Sutors of Cromarty. Tradition says they are petrified cobblers. Cromarty is chiefly of interest as the birthplace of Hugh Miller, whose house is hard by the church. On its gable is a tablet inscribed with the dates of his birth and death.

For a fuller description of the Black Isle, *see the Guide to Inverness* in this series.

Main Route Resumed (*from p. 160*)

Continuing the journey from Muir of Ord station, we reach **Conon**, where **Cromarty Firth** comes into view, and then **Dingwall**, eighteen miles from Inverness. In full view of the railway is a tower erected as a *Memorial of Sir Hector Macdonald*, distinguished by his services in the Sudan and South Africa.

Dingwall, the county town of Ross-shire, has a population of 2,519, but is only important to tourists as the junction of the railway to the West Coast (*see p. 173*), and of a short branch line, four and three-quarter miles in length, to Strathpeffer Spa.

Main Route continued on p. 163.

STRATHPEFFER SPA.

Angling.—Visitors at the Spa Hotel can fish the *Conon*, an excellent salmon stream. The Ben Wyvis Hotel has three days a week on the *Blackwater*, a very good salmon river, especially in spring, and visitors at all the hotels can fish the *Meig*, which contains salmon and trout; *Loch Garve*, a trout lake, and *Loch Luichart*, which has abundance of trout and occasionally grilse.

Carriages.—2s. 6d. an hour. Bath chairs, 2s.

The Highlands (!)

Coaches frequently leave the Pump Room on one of the following excursions :— Falls of Kilmorack (p. 72) and Beaully Priory (p. 71) ; Loch Achilty and Lily Loch ; Falls of Rogie, Loch Garve, and Garve ; Loch Achilty, Lily Loch, and Falls of Conon ; Brahan Castle ; Black Rock, Foulis and Novar ; Falls of Orrin and Fairburn House ; Strath Conon and Falls of the Meig ; Pinewood Drive to Cat's Back and Knockfarrel.

Early Closing.—Thursdays.

Distances.—Inverness, 23 miles ; Oban, 122 ; Aberdeen, 131 ; Edinburgh, 215 ; London, *via* the Forth Bridge, 610 ; and *via* Carlisle, 617.

Golf.—There is a course of 18 holes on high ground within ten minutes' walk of the Pump Room. Visitors—1s. per day ; 5s. per week ; season tickets, 30s. During July, August and September, 2s. 6d. per day ; 10s. 6d. per week. Ladies, 1s. per day ; 5s. per week ; during July, August and September, 7s. 6d. per week.

Hotels.—See Introduction. Numerous private lodging-houses.

Strathpeffer Spa is a prettily-situated village of modern creation on the sloping sides of a fertile valley at the foot of Ben Wyvis, and in the centre of some of the finest scenery in the Highlands. Writing of the Strathpeffer springs, the *Lancet* says : "Several are sulphurous, one very strongly so. . . . There is also a chalybeate spring, said to contain about $2\frac{1}{2}$ grains of ferrous carbonate per gallon." Another authority says : "Its waters are rich in sulphuretted hydrogen and sulphur, resembling those of Harrogate, Moffat, and Aix-la-Chapelle, but containing more sulphuretted hydrogen than any in Britain."

The **Pump Room** is open on week-days from 7 to 9 in the morning, and from 12 to 1.30 and 4.30 to 5.30 in the afternoon. On Sundays from 7.30 to 9 a.m. and from 12 till 1.30 p.m. The baths are of the latest type. They include plain water, Nauheim, douche, inhalation, Russian, peat, hot air, sulphur, needle, pine and dry packing.

Opposite the Pump Room is the entrance to the **Gardens**, which contain a commodious pavilion, tennis courts, a croquet lawn and a bowling green. In the **Pavilion** are a spacious concert room and a restaurant. The Spa Orchestra plays regularly in the gardens, which are well kept and tastefully laid out.

EXCURSIONS FROM STRATHPEFFER SPA.

There are numerous interesting walks and drives, and several places of interest can be reached by rail.

1. **Castle Leod** (pron. *loud*), one mile. One of the seats of the Earl of Cromarty. Admission to policies, 7 to 9 a.m.

2. **Knockfarrel** (720 feet) and the **Cat's Back** (822 feet). The shortest ascent is by a pathway from the Ben Wyvis Hotel stables. On the summit of Knockfarrel is one of the best vitrified forts in the country. Near the top is a chalet



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FORTROSE CATHEDRAL.

[Dundee.



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FALLS OF ROGIE, NEAR DINGWALL.

[Dundee.

Highlands.



Photos by]

[Valentine and Macpherson.

INVERGORDON
West End—"Liberty Boats"—Invergordon Ferry.

where teas, etc., can be obtained. The Cat's Back is a part of the same ridge. The distance to the summits and back is about four miles.

3. **Raven Rock**, a good view-point about two miles north-west, and best reached by walking along the railway from Achterneed station. It is 874 feet above the sea.

4. **View Rock**, almost 500 feet high, is picturesquely situated two miles from the Spa. From it the Falls of Rogie can be conveniently visited.

5. **Falls of Rogie**, $4\frac{1}{2}$ miles west, on the Ross-shire Black-water. They are seen to most advantage from a chain bridge which spans the river below them.

6. **Loch Garve**. About four miles beyond the Rogie Falls. The road lies through mountainous and romantic scenery. The return can be made by train from Garve station.

7. **Falls of Conon and Loch Achilty** (10 miles). Sometimes a visit to the falls of Rogie is included. The Falls of Conon are about a mile from the carriage-road. The Loch is a beautiful sheet of water surrounded by birch and fir-clad hills.

8. **Falls of Orrin** (7 miles). Through the village of Contin and across the Conon by Moy Bridge. On the left, two miles from the bridge, is **Brahan Castle**.

9. **Circular Drive by Brahan and Dingwall** (16 miles). This excursion lies through varied and beautiful scenery. The road is as in No. 8 to within a short distance of Moy Bridge. Instead of crossing the bridge it keeps straight on and passes to the left of Brahan Castle, once the stronghold of one of the most powerful of Highland chieftains.

10. **Ascent of Ben Wyvis** (3,429 feet). In order to obtain the best view from the summit, it is necessary to start as early as 9 o'clock in the morning. The summit can be attained on the backs of ponies. Distance about ten miles. Parties are often made for the ascent.

11. To **Cromarty**. Daily in season, by rail and steamer.

Main Route Continued (*from p. 161*).

Leaving Dingwall, from which the traveller gets a glimpse of huge **Ben Wyvis**, the line runs by the side of **Cromarty Firth** to **Fowlis** ($4\frac{1}{4}$ miles), where may be seen, on the left, **Fowlis Castle**, a white building surrounded by trees. Next comes **Novar**, at which every tourist should alight to visit the **Black Rock**, where the *Aultgraat*, or the "ugly or terrific burn," pours through a gorge nearly two miles in length by a hundred feet in depth, but not more than a yard wide at the bottom and five or six at the top.

Follow the road from the "north side" platform, bear to the left, then first on right. When road again forks, keep to left and follow the road to a wicket gate and the footpath from that. At a mile and a quarter from the station the path leads down to some boulders, from which there is a view up the gorge. This view-point should on no account be missed. It is a little short of a gate across the main path, which continues for about a mile and a half, and then crosses the gorge by a bridge some two miles from Evanton, where is an inn. (Evanton is a quarter of a mile south of Novar station.)

Alness station is three miles and a half from Novar, and **Invergordon**, one of the bases of the Grand Fleet during the War, three miles farther, or $31\frac{1}{2}$ from Inverness. Here there are a fine harbour and dockyard and a ferry across the Firth. A steamer plies between Invergordon and Cromarty, making three passages each way every week-day. The town offers good accommodation.

The line continues close to the coast as far as **Delny**. Passing Kildary, Nigg, and Fearn, we reach **Tain**, on the Dornoch Firth. It is a very ancient town, possessing two good hotels, the Church of St. Duthus, built in 1487, and a particularly good golf course of 18 holes.

Four miles south-east, not far from Fearn station, are the remains of the **Abbey of Fearn**, a portion of which is still used for worship. **Golspie** (p. 168) is only seventeen miles by road from Tain *viâ Meikle Ferry*, four miles. (Raise a flag to attract attention of ferryman on the north side.) From the north side the road runs through **Dornoch** ($10\frac{1}{2}$ miles).

From Tain the line runs along the southern coast of **Dornoch Firth**, through Edderton to **Bonar Bridge**, where there is a refreshment room.

Close to the station is the *Balnagown Arms*, residents at which enjoy the privilege of fishing a portion of the *Carron Water*. There is also good sea fishing, and sea trout may be taken in the Kyle of Sutherland. The village of **Bonar** is a mile from the station.

Leaving Bonar Bridge, the line reaches Culrain, and crosses the head of the Firth, or the **Kyle of Sutherland**, as it is called, by an unusually fine viaduct of lattice-work with iron girders. On the left, perched on a wooded promontory, high above the river, is **Carbisdale Castle**, the residence of the Countess Bubna. At the north side of the viaduct is **Invershin**, $61\frac{1}{2}$ miles from Inverness, and within the borders of **Sutherlandshire**. Speaking generally, this vast county consists of a great platform considerably raised, and supporting, more

especially in the north and west, a great array of mountains frequently isolated and with strongly defined forms. Other features are the vastness and solitude of the moorland wastes, the absence of woods, the number of lakes, and the grand cliff scenery and lochs of the northern and western coasts. There are no fewer than fifteen salmon rivers. The lochs which afford first-class trout-fishing are almost innumerable, and all the many sea lochs yield good sea fishing. The county is a veritable "Fisherman's Paradise."

Invershin to Lochinver ($44\frac{1}{2}$ miles) by coach road, which follows the course of the *Oykel* and at **Oykel Bridge** (14 miles) joins the coach road from Lairg. Pedestrians are recommended to start from Invershin. There is an inn near the station, a hotel at Inveran ($1\frac{1}{4}$ miles), at Oykel Bridge (14 miles), and inns at Altnagealgach (24 miles), and Inchnadamph (32 miles). Each of the houses has fishings attached.

Beyond Invershin the route becomes more rocky and precipitous and some lovely glimpses of the river *Shin* are obtained before reaching **Lairg** station, $66\frac{3}{4}$ miles from Inverness. The village and a good hotel are two miles distant, at the end of **Loch Shin**, a fine sheet of water containing trout and salmo-ferox. It can be fished by visitors at the hotels at Lairg and **Overscaig** (at the west end of the loch). The residents at these hotels have also the privilege of fishing other waters, and at Lairg there is an excellent 9-hole golf course and a tennis court.

Main Route continued on p. 167.

From Lairg station motor cars start for the north and west coasts of Sutherlandshire.

MOTOR CAR ROUTES FROM LAIRG.

1. **Lairg to Tongue** (37 miles). The route is up Strath Tirry, past the *Crash Inn*, to the foot of **Ben Klibreck** (3,164 feet), and winds round the western side of that to the *Altnaharra Hotel*, between the foot of Ben Klibreck and the lower end of **Loch Naver**, a sheet of water seven miles long, with the remains of a Scandinavian tower on an islet in the centre. The loch contains salmon, large trout and salmo-ferox. It can be fished by guests at the *Altnaharra Hotel*. From Loch Naver the car makes for the southern extremity of **Loch Loyal**, which has wooded shores and two pretty islets that are the resort of numerous wild fowl. The lake is about five miles long, and is surrounded by high hills. One of

these, **Ben Loyal** (2,504 feet), has a curiously splintered summit, presenting, when seen from a distance, a striking resemblance to the outline of the royal arms. The loch contains splendid trout and large salmo-ferox and can be fished by residents at the Altnaharra or the Tongue Hotel, as can also the neighbouring loch Craggie. The road skirts the western shore of the Loch and then runs due north, at a short distance from Loch Slam, to the village of **Tongue**, at the head of a pretty gulf known as the **Kyle of Tongue**, and in the neighbourhood of much mountain scenery of a grandly picturesque character. Near the village are the ruins of **Castle Varrich**, an old feudal keep. **Loch Slam** can be fished by the Tongue Hotel guests up to the end of July.

From Tongue there is a good road eastward to Thurso (p. 171).

A road runs westward from Tongue to **Durness** (about 20 miles). **Loch Erribol** is crossed by a ferry.

2. **Lairg to Scourie** (44 miles). The first portion of the road is along the north-eastern side of **Loch Shin** (p. 165). Then the road skirts **Lochs Grian** and **Merkland**, both of which can be fished by guests at the Overscaig Hotel, 16 miles from Lairg. Beyond Loch Merkland is **Reay Deer Forest**, of which **Ben Hee** (2,864 feet) is the highest point. Then comes **Loch More**, the nearest hotel to which is at **Overscaig**, 11 miles distant. At 31 miles from Lairg is **Achfarry**. Soon afterwards the road reaches **Loch Stack** and the river *Laxford* that flows from it. The lake is one of the most famous in Scotland for its fish, but it is not open to the public. The river ranks next to the Tay as a salmon stream. It also is strictly preserved. At 37 miles from Lairg is Laxford Bridge. From it a road runs northward to **Durness** and one south-west to **Scourie** (44 miles), a straggling village on the coast, with a good and comfortable inn, visitors at which may fish on several lochs.

Between Laxford and Durness conveyances run frequently in connection with the Sutherland Motor Company's cars. At the end of five miles from **Laxford Bridge** the road to Durness reaches the *Rhiconich Inn*, residence at which gives angling privileges. Two miles short of Durness a road branches off on the left to the ferry for **Cape Wrath**, the lighthouse on the latter being some twelve miles and a half distant. **Durness** has a fair inn, but with the exception of coast scenery the village has little to interest the tourist unless he is an angler. One mile east is **Smoo Cave**, which has a high local reputation. Close to **Balnakiel** (1½ miles) are some interesting tombs, and the ruins of a church.

3. **Lairg to Lochinver** (47 miles). From Lairg to **Rosehall**

(11 miles), thence by the side of the *Oykel* to **Oykel Bridge** and hotel (16 miles, free fishing for hotel guests), and thence over the watershed of Sutherland, with mountain peaks piercing the skyline in all directions, and numerous lochs within easy reach, all containing trout, to *Altnagealgach Hotel* (26 miles), a good resting-place, close to **Loch Boarlan**.

The hotel guests can fish *Led Beg*, which flows out of Loch Boarlan, and also the *Dhu Loan*.

From this point the road to Lochinver runs northward past Loch Awe to a comfortable inn at **Inchnadamph** (34 miles), from which **Canisp** (2,779 feet) can be ascended. Thence along the shore of **Loch Assynt**, nearly seven miles long, with **Quinag** (2,653 feet) in its vicinity, and the banks of the *Inver* to **Lochinver**, a good angling centre and with other attractions for the tourist (*see* p. 139).

Visitors at the Inchnadamph Inn can fish *Loch Assynt*; the *Inver*, which flows out of it; the *Loanan*, which flows from Loch Awe, and the *Traligill*, which runs into Loch Assynt. The scenery along the road from Inchnadamph to Lochinver is among the loveliest in Scotland.

Main Route Continued (*from* p. 165).

Leaving Lairg the line passes **Rogart** and runs through a district almost wholly given up to crofters and grouse until it reaches the Mound station, the junction for **Dornoch** (7 $\frac{1}{2}$ miles).

The **Mound** is a great embankment, 1,000 yards long, constructed across **Loch Fleet** in 1816, to carry a road to the peninsula on which Dornoch is situated. Upon it now runs a line which is technically a "light" railway, but is so substantially constructed that the heaviest modern carriages can be run upon it, so that tourists from London can now reach Dornoch without changing.

Main Route continued on p. 168.

Dornoch.

Hotels.—*See* Introduction.

This ancient burgh is the capital of Sutherlandshire and is the smallest county town in Scotland, its population numbering only about 750. It has a Cathedral, erected in the first half of the thirteenth century; the tower of an ancient castle which was the bishop's palace; excellent hotels and boarding houses; miles of links on which are two eighteen-hole golf courses; and unrivalled sands, always smooth and

sloping gently to the water, ensuring perfectly safe and pleasant sea-bathing. On three sides are heath-clad mountain- and pine-covered hills. The climate is bracing and invigorating. There is an excellent and constant supply of pure water. Salmon and trout fishing can be had in the neighbourhood. But it is as a "Golfers' Paradise" that Dornoch most strongly appeals, and it has become so popular that during the season the accommodation is unequal to the demand.

Golf.—The older of the two golf courses has a length of 6,300 yards. "A distinctive feature—one peculiarly its own—is the large number of table greens, while along the fairway the ground sweeps in graceful undulations, with numerous little promontories and bays which are a common source of trouble to the player addicted to slicing. The grass is always short and water never lies."

The new or ladies' course is shorter, flatter, and not nearly so exacting as the other, but it has several sporting holes. Its length is 5,300 yards.

Visitors' Fees—Ladies or Gentlemen : 2s. 6d. a day or 12s. 6d. a week during July, August and September ; 1s. 6d. a day or 5s. a week the rest of the year.

The above charges cover play on both the old and the new courses.

For the new course only, the fees are : for ladies or gentlemen, 1s. 6d. a day or 5s. a week during July, August and September ; 1s. a day or 5s. a week for the rest of the year.

Other golf courses near are :

Brora, seaside, 18 holes ; 17 miles by road or rail.

Golspie, seaside, 18 holes ; 11 miles by road or rail, 7 miles for cyclists by Little Ferry.

Bonar Bridge, inland, 9 holes ; 13 miles by road.

Tain, near the sea, but inland in character, 18 holes ; 9 miles by Meikle Ferry, 25 by road.

Main Route Continued (*from p. 167*).

The next station is at **Golspie** (84½ miles from Inverness). It is a pleasant village possessing an 18-hole golf course and an excellent beach for sea-bathing. Visitors at the *Sutherland Arms Hotel* may fish Loch Brora, which contains trout averaging one pound. At a short distance are two of the best preserved Pictish towers in the Highlands. On **Ben Bhraggie**, behind Golspie, is a colossal statue of the first Duke of Sutherland, erected by the Sutherland tenantry. Golspie is a mile and a half from **Dunrobin Castle**, the princely seat of the Duke of Sutherland. Admission to the garden

and grounds is granted at any time, but the house can be seen only by special order. A glimpse of the Castle may be had on the right of the line.

At a short distance beyond Golspie is pretty Dunrobin station, intended for the private use of the Castle, and then comes the station at—

Brora,

on both sides of which is a beautiful bay stretching for miles, and perfect for boating and bathing.

Angling.—The river *Brora*, containing brown and sea-trout, is free for fully half a mile from its mouth, and visitors at the hotels may fish **Loch Brora**, 4 miles distant, one of the choicest sheets of water in Sutherlandshire. It was fished by the late King Edward when he was Prince of Wales.

Golf.—Within five minutes' walk of the railway station is a golf course of 18 holes, stretching along the seashore for more than 3 miles, with turf of the finest order, large greens of pleasing variety and bunkers besetting every hole and tee. The fees for gentlemen are 2s. 6d. per day; 10s. per week; £2 per month; and £5 per season. Ladies pay half these rates.

At 101½ miles from Inverness is **Helmsdale**, which has long been an important fishing centre. On the right are the ruins of a castle, formerly a hunting seat of the Sutherland family.

At Helmsdale the farther course of the railway by the coast is prevented by the **Ord of Caithness**, the beginning of a long chain of mountains running north-west. The line therefore turns inland through **Strath Ullie**, a bare valley having little to interest the traveller after the first few miles. There are stations at **Kildonan**, **Kinbrace**, and **Forsinard**. At Forsinard is an hotel, visitors at which may fish several neighbouring lochs.

At Forsinard also anglers alight if bound for **Melvich**, a popular trout-fishing resort, right on the north coast, and on the main road between Thurso and Tongue. The proprietor of the Melvich Hotel has fishing rights on over twenty lochs. (Melvich can be reached by public conveyance from Thurso.)

Beyond Forsinard stations follow at **Altnabreac**, noted for its snow blocks; **Scotscladder**; **Halkirk**, beyond which corn-fields re-appear, enclosed by slate slabs set up on edge; and **Georgemas Junction** (146¾ miles from Inverness).

Here the line divides. The right-hand branch goes south-eastward for 14 miles to—

Wick.

Angling.—May be arranged for in the river *Wick* and neighbouring burns and lochs.

Bowls and Tennis.—Excellent green.

Early Closing.—Wednesday.

Free Library.

Golf.—Excellent 18-hole course at Keiss Links, 3 miles distant.

Hotels.—*See* Introduction.

Motor Service daily to and from John o' Groats, 16½ miles north. The journey along the coast takes about two hours. Also between Wick and Berriedale, 27 miles to the south.

Population.—9,086.

***Steamers.**—Occasional service between Wick and the Orkney and Shetland Islands. Also to and from Leith.

Wick is the capital of Caithness-shire. Its population expands to about 14,000 in the herring-fishing season, when sometimes four hundred craft or more leave the bay.

In the neighbourhood are several interesting ruins, including Castles Sinclair and Girnigoe and an ancient tower called the **Old Man of Wick**. There are also some of the finest specimens of **Picts Houses** in the North, several of which, at **Keiss**, have been opened up. Near the Old Man of Wick is magnificent rock scenery, especially a piece called the Brig o' Trams. Botanists will find the *Primula Scottica* here in abundance.

Wick is connected with **Lybster**, a fishing village 13 miles to the south, by a light railway and by mail motor, the latter of which continues along the coast past **Latheronwheel** and **Dunbeath**, "the beauty spot of Caithness," to **Berriedale**—a magnificent drive of 27 miles from Wick. Dunbeath Castle is the seat of Rear-Admiral Sir E. S. Alexander-Sinclair of Freswick. Between Berriedale and Helmsdale is **Langwell**, a shooting seat of the Duke of Portland.

There are hotels at Latheronwheel, Dunbeath and Lybster. Residence at the hotel at Latheronwheel carries the privilege of angling in Loch Ruard (6 miles), in which good catches of trout may be had in May, June and July.

WICK TO JOHN O' GROATS.

The road, about 16½ miles, is a splendid one for cycling. For the most part it runs near the coast. There is a daily motor service. Objects of interest *en route* are the modern **Keiss Castle**, and the ruined ancient castle; **Bucholie Castle**, once a stronghold of Swayne the Pirate, whose career is briefly noticed in Calder's *History of Caithness*; **Freswick Castle**; a magnificent panorama from **Warth Hill** (412 feet).

See footnote, p. 10.

Visitors to **John o' Groats** may stop at *John o' Groats Hotel*. A flagstaff in front of the building which was formerly the *Huna Hotel* is supposed to mark the site of John o' Groats house, of which no vestige remains. The beach is thickly strewn with shells, particularly with a kind of cowry, known as Groatie buckies. It is the only real cowry shell found in Europe.

The legend attached to John o' Groats House is as follows :—During the reign of the Scottish King James IV. (who married an English princess in 1502) a Lowlander of the name of Groat settled here and founded a family, of which in the course of time there came to be eight branches. At an annual festive meeting there was a great dispute as to who could rightly claim to sit at the head of the table. Peace was restored by one of the family, named John, promising to devise a method by which the dispute would be settled to the satisfaction of all. He immediately built an octagonal house with a door at every side and put in the room an octagonal table. Then, summoning the representatives of the whole family to a feast, he invited each to enter by a different door and to take the seat opposite to it. They did so and John had the pleasure of learning that his ingenious arrangement satisfied all parties.

According to another story John came from Groot in Holland and the house was probably built for the accommodation of travellers by the ferry between the mainland and the Orkneys. The name of Groot or Groat occurs in deeds dated from 1488 to 1741, and there are still persons of the name of Grot in the neighbourhood.

Two miles east of John o' Groats is **Duncansby Head**, the most beautiful headland in the north of Scotland. About a mile south of the head are two immense pillars of rock, called the **Stacks of Duncansby**.

From Georgemas Junction (p. 169) to Thurso is only a run of seven miles, making the total distance by rail from Inverness 153 miles.

Thurso.

Conveyances daily from Thurso to Castletown, 5½ miles ; Dunnet, 8 miles ; Mey 13½ miles, and Reay, 12 miles.

Early Closing.—Monday.

Fishing and Bathing.

Free Library, Museum and Reading Room.

Golf at Dunnet, 8 miles east. Public conveyances run.

Hotels.—See Introduction.

Population.—4,709.

***Steamers**.—Regular communication is maintained between Thurso and Leith and Orkney.

Thurso is the most northerly town on the mainland, and

* See footnote, p. 10.

has considerable tourist traffic in the season. Steamers to and from the Orkney Isles call daily at **Scrabster Harbour**, 2 miles north of the town. The quarrying of Caithness flag-stones is still carried on to a limited extent. The town has an unsurpassed beach for bathing. **Thurso Castle**, near the town, the residence of Sir A. H. M. Sinclair, Bart., of Ulbster, occupies the site of the old seat of the Sinclair family of the county. Other objects of interest are the house of Robert Dick, the baker-botanist and geologist, immortalized by Smiles, situated in Wilson Street, and the Museum bequeathed to the town by Dick.

Thurso, it will be recalled, was the port of embarkation of Lord Kitchener, when proceeding on his fatal voyage to Russia. H.M.S. *Hampshire*, which conveyed the Secretary for War and his staff, foundered to the west of the Orkneys on June 5, 1916.

Mr. Harry Hawker and Commander Grieve, the heroes of the first attempted flight by aeroplane across the Atlantic, were landed at the town on May 26, 1919, after having been picked up in mid-ocean by a Danish steamer.

EXCURSIONS FROM THURSO.

1. **Holburn Head** (4 miles). The road passes through Scrabster, the port of Thurso. Near Holburn Head is the **Clett**, a huge isolated rock rising perpendicularly to the height of the adjacent land, which is 400 feet high. During the nesting season, its top is the home of thousands of sea-birds. Close by is the **Devil's Brig**—a natural bridge across a chasm.

2. **Dunnet Head** (13 miles) is 350 feet above the sea, and commands magnificent views.

3. To **John o' Groats** (20½ miles, *see* p. 171). Coaches make special runs during the season, and advantage can be taken of the daily motor-service to Huna.

4. To **Reay and Melvich**. A motor mail car leaves Thurso daily for Melvich, 18 miles west. As noted on p. 169, Melvich is an important angling centre.

EAST COAST TO WEST COAST BY RAIL.

DINGWALL TO KYLE OF LOCHALSH.

THE Dingwall and Skye section of the Highland Railway runs through a continuous chain of valleys, which intersects Ross-shire from sea to sea, just as the Great Glen, through which the Caledonian Canal has been cut, intersects Inverness-shire. The line has lofty mountains on both sides, and picturesque lochs nearer its rails.

The branch leaves the coast line of the Highland system at **Dingwall** (p. 161), and soon reaches **Achterneed**, where **Castle Leod** may be seen on the left. On the same side, about a mile away, is **Strathpeffer** (p. 161). Soon the *Peffery* is crossed, and then on our left is a lofty precipitous mass called the **Raven Rock**. Beyond the gorge the line crosses the *Blackwater*, and skirts the southern shore of **Loch Garve**, a fine sheet of water near **Garve** station (11½ miles from Dingwall, 30 from Inverness).

The village has a good hotel, whose residents may enjoy free fishing on the loch, as may also guests at the Hazel Brae Hotel, Contin, and the Spa Hotel, Strathpeffer.

Main Route resumed on p. 174.

Garve to Loch Broom and Ullapool.

A motor mail car leaves Garve daily in connection with the mail train from the south.

The road runs through one of the most beautiful districts in the North of Scotland, the scenery being grand and varied. It first traverses the pretty **Strathgarve**, and at the end of ten miles reaches *Alguish Inn*. Thence it ascends through **Strath Dirie**, an intensely gloomy and solitary region, some nine miles across. The summit level is reached at **Loch Druim**, 15 miles from Garve. On the right is **Ben Derg** (3,547 feet). About 21 miles from Garve a sudden bend round a shoulder of Ben Derg gives a startling change in the immediate scenery, dulness being replaced by marvellous brightness. Here are the fork of the Dundonnell road and the lodge of **Braemore**.

A few yards beyond the lodge a path leads to the comparatively unknown **Falls of Measach**, unique in their character so far as Scotland is concerned. The uppermost is particularly beautiful and resembles nothing so much as "the graceful drapery of a Shetland shawl." The scenery all along the ravine through which the stream flows is of the most romantic nature.

From Braemore to Ullapool the road commands a succession of beautiful views, and the eye gratefully rests upon cultivated fields, patches of woodland, the grass-clad hills of **Loch Broom**, and the bright waters of the ocean.

Main Route Continued (*from p. 173*).

After leaving Garve station, little of interest is to be seen until the line reaches **Loch Luichart**. Here a scene of great beauty breaks upon the view. The lake is about five miles in length, by about a mile in breadth. The whole expanse is not visible from the train. It holds abundance of trout and sometimes grilse enter its water. It may be fished by residents at Garve Hotel, Hazel Brae Hotel, Garve, and the Spa Hotel, Strathpeffer. Near its head is Loch Luichart station.

Beyond that the line crosses the Conon, and shortly after passes close to the **Falls of Grudie**. Then comes **Achanault**, just within **Strath Bran** ("the valley of the drizzle"), along which the train runs for ten miles. At the head of the valley is **Achnasheen** (46 miles from Inverness, 27½ from Dingwall), the most important station on the line. It has good hotel accommodation and a refreshment room.

Main Route continued on p. 177.

Achnasheen to Gairloch, etc. The roads for Torridon and Gairloch strike off at Achnasheen. A motor or mail coach runs daily *viâ* Loch Maree to Gairloch, a distance of 29 miles, after the arrival of the mail train from the south. The journey is through scenery varied by mountain, loch and stream. From **Achnasheen** the high-road ascends considerably, passing on the left **Loch Rosque** and then **Glen Docherty**. From an altitude of 900 feet there bursts into view the beautiful **Loch Maree** (*see p. 176*). Near the southern end of the lake, at the junction of a road to Torridon, 12 miles to the south-west, is the hamlet of **Kinlochewe**, with its hotel, post office, and telegraph station. There is a daily mail gig service between Kinlochewe and **Torridon**.

The road to Gairloch runs alongside Loch Maree for several



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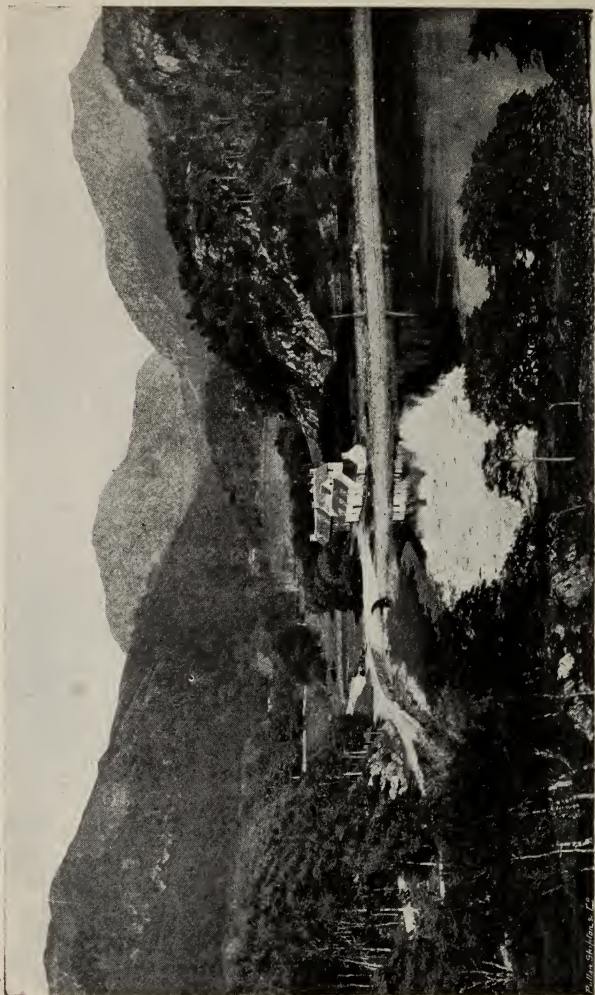
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miles through forests of pine and birch. Loch Maree is also traversed by steamers. About 8 miles from Achnasheen is **Talladale** (*see* p. 176).

Gairloch.

Access.—By rail from Inverness to Achnasheen, thence by motor coach.

Golf.—Capital 9-hole course within half a mile of the hotel.

Hotel.—*Gairloch*.

Post Office.—Near the Pier.

Recreation.—Boating, bathing, sea and river fishing.

This Ross-shire village, at the head of the sea loch of the same name, far up the West Coast, is the centre of a beautiful district, and has grown rapidly in popular favour. It has a genial and salubrious climate. There are excellent facilities for sea-bathing, by non-swimmers as well as swimmers. Boating and fishing may be enjoyed in the bay, which abounds with a great variety of fish that afford good sport with hand lines, trolling rods, and salmon, minnow, and sand eel tackle. Many of the fish captured weigh from 8 to 14 pounds. Excellent trout fishing, free to visitors at the hotel, may be had on three lochs within an easy hour's walk, and about half a mile from the hotel there is a 9-hole golf course. In the neighbourhood there are many charming walks and drives. A good road connects the village with **Ullapool** (p. 139), 40 miles distant.

The places and objects of interest in the district include **Flowerdale House**, an eighteenth-century mansion between the hotel and the pier; **Flowerdale** and its fine waterfall; the picturesque village of **Strath**; the **Vitrified Fort**, *viâ* Leabaidh-na-ba-ban (Bed of the White Cow), where the Communion Service of the Free Church is held twice a year, the number of persons present being sometimes over four thousand; **Kerry Falls**; Queen Victoria's favourite drive to Opinan, *viâ* Flowerdale, Kerrysdale, Shildaig and Badachro, along the southern shore of Gairloch; **Sands**, with its sand mountains; **Cliff House**, built and occupied by Hugh Miller; caves in the vicinity of **Stirkhill** and **Cove**; **Loch Maree**.

Gairloch to Achnasheen by Road.

The road is at first on the rise. The highest point affords a good view of the head of the loch. The descent is to **Flowerdale**. Then the road enters the **Pass of Kerrysdale**, a charming glen. Four miles from Gairloch are the **Kerry Falls**. In

another two miles, the rocky basin containing **Loch Maree** comes into view. Some hundred yards to the right of Garavaig Bridge are the **Victoria Falls**. Our road thence lies by the side of the lake to **Talladale** (10 miles), where is the *Loch Maree Hotel*. (Post and Telegraph Office in the hotel.)

Excursions from Talladale.

1. **Ascent of Torr-na-hiolare and Meall Garavaig**. Hills opposite the hotel affording good views.

2. **Ascent of Ben Slioch** (3,217 feet). By boat to Furnes or to Smirisar, $3\frac{1}{2}$ miles farther, and thence climb. The row occupies about two hours and the ascent from two to three. The descent may be made to Kinlochewe in from $2\frac{1}{2}$ to $3\frac{1}{2}$ hours. The view from the summit is very fine and extensive. The ascent should not be attempted without a guide.

Four miles from Talladale we reach the **Bridge of Grudie** and skirt the shore to the head of the loch, two miles beyond which we enter the hamlet of **Kinlochewe**, where there is a good little hotel. Then we ascend **Glen Docherty**, a wild and narrow ravine bounded by lofty and excessively steep mountains and extending for almost four miles. The upper end of the Glen affords a grand view of the lake. At Achnasheen there is a small but comfortable hotel at the station.

Gairloch to Achnasheen by Coach and Steamer.

At a point between three and four miles from Gairloch the road begins to skirt **Loch Tollie**. Nearly a mile past the loch a path that can be taken by pedestrians bound for Talladale branches off on the right. It strikes the high-road again just beyond Garavaig Bridge.

A little farther is the coach-road to **Poolewe**, at the lower end of Loch Ewe, and from the vicinity of the point where the roads diverge the visitor obtains the best view of Loch Maree. Half a mile from this view is *Tollie Farm*, near the stage used by passengers by the steamer.

Loch Maree

is one of the finest lakes in Scotland, and its sea trout and yellow trout give good sport to anglers, who can fish 10 miles of the loch by residing either at the Loch Maree Hotel or at the Kinlochewe Hotel. The lake is about 18 miles long, and from one to three miles broad. On both sides are lofty mountains. The most conspicuous on the northern side are **Ben Slioch** (3,217 feet), **Ben Lair** (2,817 feet) and **Ben Airidh Charr** (2,593 feet). On the southern side **Ben Eay** (3,309



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THE OLD MAN OF HOY.

feet), towards the upper end of the lake, attracts special attention by its peaks of white quartz rock and its beautiful form. The surface of the lake is broken by no fewer than twenty-four islands, situated about midway between the two ends where the water is widest, and so opposite the Loch Maree Hotel.

Eilean Sooin, one of the largest of these islands, is a mile and an eighth in length, with an average breadth of three-quarters of a mile. On it are three lakes, one of which covers about nine acres. **Garbh Eilean** ("rough island") and **Eilean Ruairidh** (pronounced "rory"), which lie towards the west, are generally regarded as the most beautiful. The most celebrated island of the group is but five acres in extent, and is known as **Eilean Maree**. It lies near the northern shore, directly opposite Loch Maree Hotel, and contains a little primitive burying-ground and the scanty ruins of an ancient chapel.

At the head of the loch is **Rhu Nohar**, where a seat on the boat is exchanged for one on the coach, or *vice versâ*. From **Kinlochewe**, situated a short distance from the lake, the road to **Achnasheen** has already been described.

For the railway journey between Achnasheen and Inverness, see pp. 173-174.

Main Route Resumed (from p. 174.)

On leaving Achnasheen the railway crosses the *Bran*, and runs along the valley of its tributary, the *Ledgowan*, and the southern shore of **Loch Gowan**, lying in the midst of wild moorland scenery. A mile beyond the lake the summit level of the railway is reached, 644 feet above the sea. The railway next passes pretty **Loch Scavan**, or Sgambain, with its two beautiful wooded islets, and runs along the valley of the *Carron*, passing **Loch Doule**, about a mile and a half in length, with **Achnashellach** station close to the water's edge. On the opposite side of the lake is the deer forest of Craig-an-Eilan. The line now approaches the salt-water **Loch Carron**, at the head of which are **Strathcarron** station, and a good hotel. Just before reaching the station the **Sir William Harcourt Hill** may be seen on the right. The top of the hill resembles the upturned face of that statesman. The likeness is more pronounced when the hill is viewed from points farther westward, and is visible for miles.

Strathcarron, Jeantown, and Shildaig. From Strathcarron
The Highlands (m)

178 LOCH CARRON—KYLE OF LOCHALSH

there are mail-gig services to Jeantown, and Shildaig.

The road to Loch Torridon runs by **Jeantown**, through the romantic **Glen of Slumba**, with its overhanging cliffs, from four to five hundred feet high. Near the centre of the pass a fine waterfall is seen. Emerging from the glen, the road proceeds northward to **Shildaig**. Here there is a small inn, and boats can be hired for a sail on **Loch Torridon**, which is surrounded by grandeur and beauty. Guides may also be had to take travellers by mountain paths to the village of **Torridon**, whence a good road runs to Loch Maree. A visit to Loch Torridon will well repay the time it occupies. The loch, running for twenty miles into Western Ross, opens out some of the wildest scenery in the West Highlands. The mountains around its upper portion rise from two to three thousand feet above the sea.

Leaving **Strathcarron**, the line crosses the *Udale* and the remainder of the route is mostly along the shore of **Loch Carron**. Eastward there is an ever-changing series of unrivalled pictures of hill and strath, mountain and loch, while towards the west, the north and the south the picture is framed by lofty bens and beautiful islands. In the last stretch of the line the mountains of Skye—the bare-peaked Coolins, of which fifteen are over 3,000 feet in height—burst upon the eye.

In these last ten miles, stations are passed at **Attadale** **Strome Ferry**, for many years the western terminus of the line (*ferry across Loch Carron*), **Plockton**, and **Duirinish**. Then comes **Kyle of Lochalsh**, the western terminus, 82 miles from Inverness, 64 from Dingwall, and about half a mile from Skye.

Since the railway came to it, the hamlet has become a considerable village, with hotels, banks, and general shops. Adjoining the station is a substantial wharf, which in the height of the fishing season presents a busy scene. The climate is mild but exhilarating. There is good deep-sea fishing. Several places of historical interest are within easy walking and boating distance. Frequent steamer excursions are made during the summer to neighbouring lochs. MacBrayne steamers call regularly and an interesting trip may be made to Stornoway in about six hours. On leaving the pier the steamer enters the inner Sound of Sleat and proceeds to the pleasant village of **Applecross**, on the mainland. From there the vessel passes to the **North Minch** and so to Stornoway.

A coach leaves Kyle of Lochalsh daily for Balmacara,

TO READERS.

Every care has been taken to render this volume accurate and trustworthy. But changes take place, both in town and country, with a rapidity which often thwarts the efforts of the most alert and painstaking writer. We should, therefore, esteem it a favour if readers discovering errors, either of omission or of commission, in these pages, would promptly inform us. Such communications will be duly acknowledged and the inaccuracies rectified at the earliest opportunity.

THE EDITOR.

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THE ISLANDS OF SCOTLAND

"From the lone shieling of the misty island
Mountains divide us, and the waste of seas—
Yet still the blood is strong, the heart is Highland,
And we in dreams behold the Hebrides."

—*Canadian Boat Song.*

OF the four distinct groups which the islands of Scotland form, three may be visited during a tour in the Scottish Highlands. These are the Hebrides, the Orkneys and the Shetlands. The omitted group, the islands in the Firth of Clyde, are described in our *Guide to Glasgow and the Clyde*.

(1) THE HEBRIDES.

The Hebrides, or Western Isles, is the name given to the group stretching almost along the entire west coast of Scotland. They are commonly divided into two portions, the **Outer Hebrides** and the **Inner Hebrides**. The former, generally called the Long Island, from the narrowness of the straits which separate them, comprise **Lewis** (*lews*), **Harris**, **North Uist**, **Benbecula**, **South Uist**, and **Barra**, and extend for a distance of 139 miles from north to south.

The Inner Hebrides are more widely scattered along the coast. The larger are **Skye**, **Mull**, **Jura**, **Islay**, **Rum**, **Eigg**, **Coll**, **Tiree**, **Colonsay**, and **Oronsay**. Forty-two miles west of the Outer Hebrides is the small island of **St. Kilda**.

The Outer Hebrides

are of comparatively low elevation, being mostly less than 500 feet above the sea. They consist chiefly of bleak stretches of bog or moorland, and the scenery is only saved from being monotonous by the numerous lakes and inlets of the sea, and by picturesque ranges in Harris and Barra. Visitors to the Outer Hebrides are mainly attracted by the salmon and trout in the streams and lakes. **Stornoway**, the chief town,



has been noticed in connection with the routes taken by the MacBrayne steamers (*see* p. 139).

The town next in importance is **Tarbert**, in Harris, the southern portion of the largest island. From it come the true Harris tweeds. It is a splendid fishing centre, with good accommodation, and is reached by steamer *viâ* Portree from Kyle of Lochalsh station.

Lewis and the greater part of Harris were recently acquired by Lord Leverhulme, and great developments are taking place in the islands.

The Isle of Skye,

the largest of the Inner Hebrides, is about fifty miles in length, and varies in breadth from four to twenty-four miles. Its coast is so indented that, it is said, hardly any part of the island is more than four miles from the sea. Its surface largely consists of a great mountainous moorland. The climate is very wet, the proportion of rainy days being exceptionally high. Skye is the Isle of Mist, but there is no land more loved by its people. To their appreciation of it Alexander Nicholson has given expression—

“Jerusalem, Athens, and Rome,
I would see before I die.
But I'd rather not see any one of the three
Than be exiled for ever from Skye!”

Some of its scenery is exceedingly grand and sublime. The ever-changing atmospheric effects on the hills are magnificent, and nowhere are sunsets more beautiful.

“Lovest thou mountains great,
Peaks to the clouds that soar,
Corrie and fell where eagles dwell,
And cataracts dash evermore?
Lovest thou green glassy glades,
By the sunshine sweetly kist,
Murmuring waves, and echoing caves?
Then go to the Isle of Mist!”

“To visit the island,” says Alexander Smith in *A Summer in Skye*, “is to turn your back on the present and walk into antiquity. Everything about the traveller is remote and strange. You hear a foreign language; you are surrounded by Macleods, Macdonalds and Nicholsons; you come on grey stones standing upright on the moor, marking the site of a battle or the burial-place of a chief. You listen to traditions of ancient date in which Ossian might have sung.

The loch yonder was darkened by the banner of King Haco. Prince Charles wandered over this heath or slept in that cave. . . . The precipices of Storr tower grandly over the sea ; the eagle has yet its eyrie on the ledges of the Cuchullins (Coolins). The sound of the sea is continually in your ears ; the silent armies of mists and vapours perpetually deploy ; the wind is gusty on the moor ; and ever and anon the hills are obscured by swirls of fiercely-blown rain. And, more than all, the island is pervaded by a subtle spiritual atmosphere. . . . There is a smell of sea in the material air, and there is a ghostly something in the air of the imagination. There are prophesying voices among the hills of an evening. The raven that flits across your path is a weird thing—maybe, by the spell of some strong enchantress, a human soul is balefully imprisoned in the hearse-like carcase. . . . You breathe again the air of old story books, but they are Northern, not Eastern ones. . . . The Sahara itself is not a greater contrast from the London street than the Skye wilderness.”

Measured by the presence of man, the contrast is increasing, for the island is losing its people and is being more and more given over to the deer. During the French war Skye supplied the British army with 71 generals, lieutenant-generals, colonels and lieutenant-colonels, 600 other commissioned officers, 170 pipers and 10,000 foot soldiers. In 1821, six years after Waterloo, the total population was 20,827 ; now it is only about 13,000.

Skye approaches so close to the mainland that the steam ferry from Kyle of Lochalsh crosses the strait in five minutes. It lands its passengers at the picturesque village of **Kyleakin**.

Portree, the principal town in the island (*see* p. 138), and **Broadford** (p. 138), where good fishing may be enjoyed, are so situated that the voyage from Kyle of Lochalsh is almost entirely in calm waters. At **Sligachan**, a village nine miles from Portree and fifteen from Broadford, there is a good hotel, and visitors may have good fishing.

At **Uig**, fourteen miles from Portree, there is an hotel from which the Quiraing can be visited and the surrounding district explored. The **Quiraing**, nearly 1,800 feet in height, consists on the north-east side of precipitous columnar basalt and fluted rocks, standing out in bold masses from its face. On the west it presents a steep but sloping face. Its peculiar characteristic, however, is a very flat-topped, turf-covered platform, surrounded by pinnaced peaks and columns.

ORKNEY & SHETLAND ISLANDS



Twenty miles from Portree is **Kilmuir**, the burial-place of Flora Macdonald.

Dunvegan, twenty-two miles from Portree, is the site of one of the most interesting of the historic castles of Scotland. It is the seat of the chiefs of the Macleods. The great treasure of the castle is the *Fairy Flag*, said to have been taken by one of the Macleods from a Saracen chief during the Crusades.

Loch Coruisk, called by Turner "one of the wildest of nature's landscapes," can be visited from Mallaig or Kyle of Lochalsh (p. 128).

(2) THE ORKNEY ISLES.

These lie off the north-eastern coast of Caithness, from which they are separated by the **Pentland Firth**, about six and a half miles across at its narrowest point. The distance from Scrabster Harbour (Thurso) to Scapa (for Kirkwall) or Stromness is about thirty miles.

Communication with the south is maintained mainly by the *North of Scotland and Orkney and Shetland Steam Navigation Company*, whose vessels make the voyage several times a week in summer and twice a week in winter, and may be joined at Leith or Aberdeen or at Thurso. The chief offices of the Company are in Aberdeen.

The isles number sixty-seven, of which twenty-nine are inhabited, and they extend for upwards of seventy miles.

The western coasts present to the Atlantic an almost unbroken front of lofty cliffs, the abodes of innumerable sea-birds. Everywhere the coast teems with fish; and seals, otters, whales, and porpoises are by no means uncommon.

In calm weather the sea, land-locked by the islands, resembles a vast lake, clear and bright as a mirror, and is without a ripple, save for the gentle impulse of the tide. But during a storm the grandeur of the islands is fully revealed. Thick driving mists sweep over the hilly districts and upon the weather shore, especially if it be on the west side, beat waves of a magnitude and force of which few visitors can previously have formed any adequate conception. Tumbling across the ocean they come "like monsters of the deep, their heads erect, their manes streaming in the wind, roaring and foaming as with rage, till each discharges such a Niagara flood against the opposing precipices as makes the rocks tremble to their foundations, while the sheets of water that

immediately ascend, as if from artillery, hundreds of feet above their summits, deluge the surrounding country, and fall like showers on the opposite side of the island."

Kirkwall and Stromness, the largest towns in the Orkneys, are on **Pomona** or Mainland, which is roughly like a figure eight upon its side. Both towns have nine-hole golf courses.

Kirkwall stands at the head of a fine bay which indents the centre of the north side of the island. Its narrow streets and lanes, and its houses, with thick, strong walls and small windows, which turn their crow-stepped gables toward the street, testify to its Norwegian origin. During the Great War it was customary to send to Kirkwall for examination neutral vessels suspected of carrying goods intended for the enemy. The most attractive edifice is the **Cathedral**, erected in 1138 and dedicated to St. Magnus. (*Admission 6d.*) Close to the Cathedral are the remains of the Bishop's and Earl's palaces. The latter is considered one of the finest specimens of 16th-century domestic architecture. **Wideford Hill**, in the neighbourhood of the town, commands an uninterrupted view of all the Orkney Isles. On the opposite side of the island, and nearly two miles from Kirkwall, is **Scapa Pier**, at which the mail-boat from Thurso calls. Opposite is **Scapa Flow**, one of the principal bases of the Grand Fleet during the War. Here, too, the Germans scuttled their Fleet in May, 1919, six months after the fateful surrender.

Coaches run between Kirkwall and **Stromness**, at the south-west corner of the island. The winding road is about fifteen miles long. A little beyond the ninth milestone is the far-famed **Mound of Maeshowe**, a large, chambered barrow. Not far beyond Maeshowe are the **Standing Stones of Stennis**, similar to, but smaller than, those of Stonehenge. One of the stones is "The Stone of Odin," mentioned in Sir Walter Scott's novel, *The Pirate*.

The island of **Hoy** comes next in size to Pomona. Its steep, dark-tinted hills are the highest in the group, and its cliff scenery the most imposing in the British Isles. It is, however, less often visited than many of the other islands, being more difficult of access, and lacking in accommodation for travellers, at least at the northern end, where most of the wonders of its cliffs, mountains and antiquities are situated. It contains the **Dwarfie Stone** and the **Carbuncle** (a mass of sandstone) on Ward Hill, the legends attached to which play an important

part in the plot of Scott's *Pirate*. But the most prominent feature of the island is the **Old Man of Hoy**, a pillar of isolated rock bearing a decided resemblance to a human figure. It is 450 feet high, and serves as a landmark from the Caithness coast and for ships far out at sea.

The **Isle of Egilshay**, one of the most interesting of the group, contains the ruins of **St. Magnus Church**, in which the patron saint of Orkney and Shetland, St. Magnus, was murdered by his colleague in the government of the two archipelagos, in the early part of the twelfth century. It is of very peculiar architecture, many of the thin flat stones of which it is composed being built edgewise into the walls.

South Ronaldshay, the most southern of the group, has an area of about eighteen square miles. It contains the little town of **St. Margaret's Hope**, near which is a Pictish castle called the **Howe of Hoxa**.

(3) THE SHETLAND ISLES.

Communication between the mainland and Shetland is maintained by the *North of Scotland and Orkney and Shetland Steam Navigation Company*, whose steamers may be joined at Leith or Aberdeen. Full particulars respecting fares and times of sailing may also be obtained from the Manager, Aberdeen.

The Shetland, or Zetland, group is separated from the Orkneys by a wild and stormy sea, about forty-eight miles across, in the midst of which lies the **Fair Isle**, which, though it might be claimed with equally good reason by both groups, has long been assigned to the northern one. Excluding this, the Shetland Isles are seventy-three miles from north to south; Lerwick, their capital, being a hundred and fourteen miles north-east of Kirkwall. The group consists of about a hundred islands, of which only twenty-eight are inhabited.

The surface exhibits a prospect of dark, mossy hills, intersected by verdant plains and marshy hollows, and adorned with lakes and streams; long winding voes, bordered by cultivated fields, and sheltered from every wind; sombre, treeless wastes, and lofty cliffs that for grandeur and sublimity are unrivalled in the kingdom. The inhabitants are engaged in fishing, farming, knitting and the rearing of sheep and ponies, for which the islands are renowned.

Mainland, the largest of the islands, is fifty-two miles long. Its torn and irregular outline makes it difficult to fix an

average width. On it is **Lerwick** (pron. *Ler-wick*, not *Ler-rick*), the capital. It is the most northern town in the kingdom, and contains many quaint features. Its chief street is so narrow in places that one may touch the opposite walls with outstretched hands. It has two golf courses, one of six holes near the town; the other in Bressay, a mile by boat. Visitors, 2s. 6d. per month.

On the west coast, six miles from Lerwick, is **Scalloway**, formerly the chief town. It is chiefly visited for the sake of the ruins of its castle, built in 1600.

To the east of Lerwick is the **Isle of Bressay**, with the two islets, **Noss** and the **Holm of Noss**, lying to its east.

South of Lerwick is **Mousa Island**, which contains the most perfect specimen of a Pictish broch at present in existence. This, known as **Mousa Castle**, is about 40 feet high, and 158 feet in circumference at the base. The peculiarity which distinguishes it from all other round towers lies in the fact that it gradually decreases in width till within about ten feet of its top, and then again expands—an arrangement which effectually prevented an attacking force from scaling its walls, while the small size of its doorway, which could be built up in case of attack, rendered access in that way impossible.

On a conical rock, rising nearly 200 feet out of the sea off the coast of **Unst**, at the north of the group, stands the **Muckle Flugga Lighthouse**, the tower of which had to be raised 50 feet above the rock—that is to say, 250 feet above the water—to render the light safe from the fury of the waves.

For rough shooting and all-round fishing, the Shetlands offer an attractive field. Rabbits are fairly abundant in many of the islands. There are also wild duck and golden plovers.

The sea-fishing is splendid, and fine sport is to be had with saithe off the rocks. Sea trout run large, and the lochs are full of brown trout.

An occasional shot can be got at a seal, but in order to do much execution amongst these animals, it is necessary to go out to the **Skerries**, where there are great numbers.

The islands are also of especial interest to the geologist, who finds in the extensive areas of metamorphic and igneous rocks and the massive remains of the old red sandstone, a rich field for his labours.

For Index see pp. 187–192.

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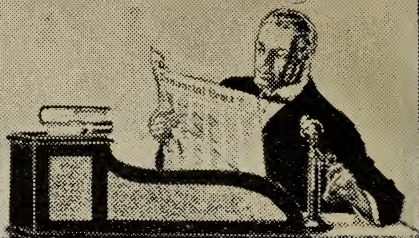
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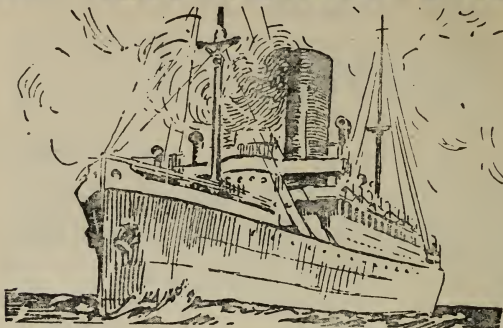
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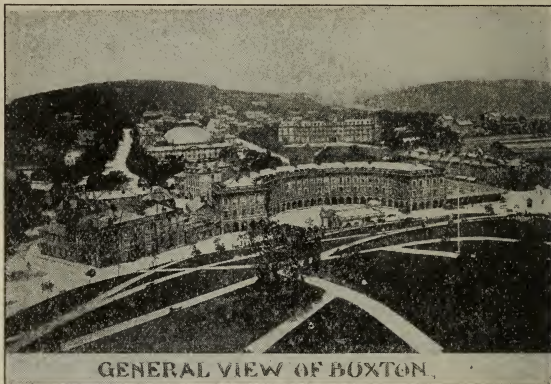
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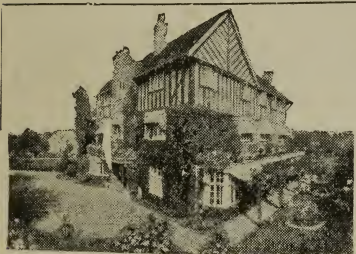
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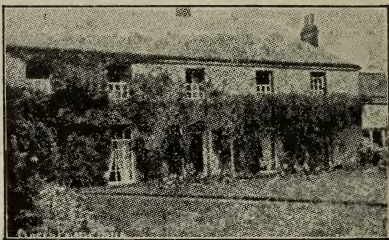
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English Lakes

(See pages 15, 18, 30, 35, 36, 51, 68)

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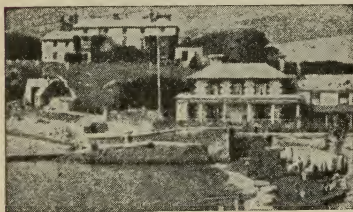
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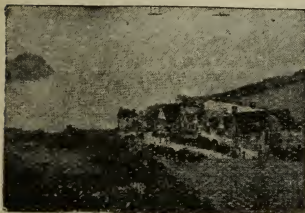
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For Tariff apply

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Isle of Man

(See pages 26, 52, 53)

Isle of Wight

(See pages 54, 55, 67)

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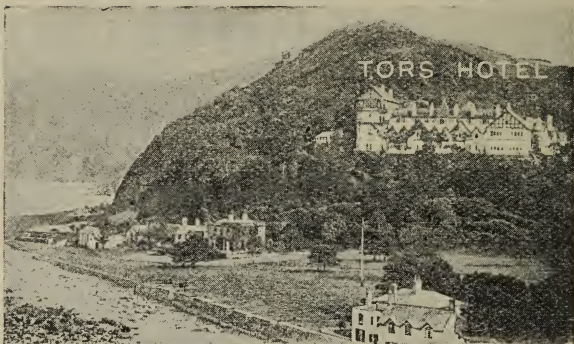
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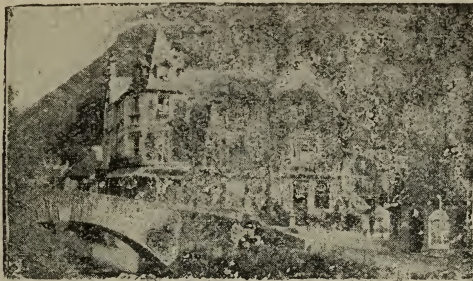
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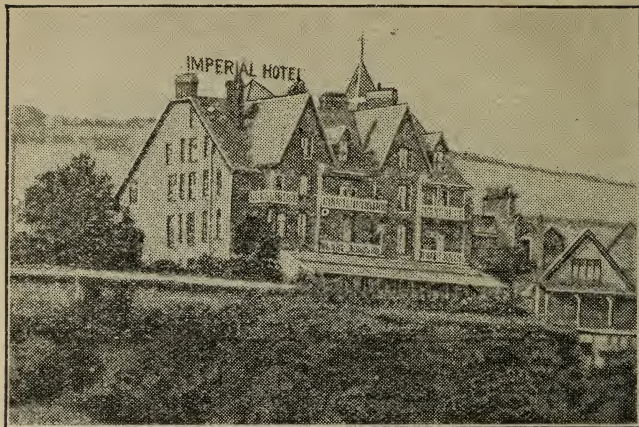


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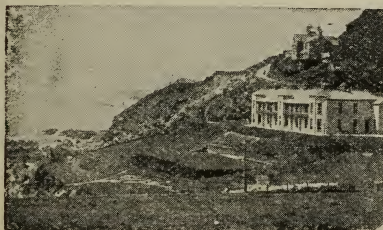
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(See page 40)

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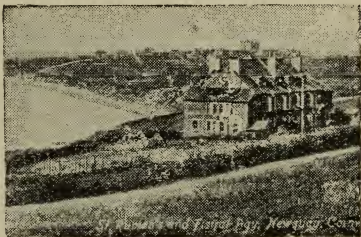
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Proprietresses.

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Motor Garage, Petrol, &c.



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Overlooking the whole Bay and Headlands. Adjoining Golf Links. GARAGE. Personal Supervision. Tariff. Apply P. DANSON

Port Erin, I.M.—Eagle Hotel—First-class Family and Commercial. Facing Sea.

Boating, Bathing, Fishing, and Tennis. Moderate and Inclusive Tariff. Tels., “Eagle, Port Erin.” W. WHITHAM, Proprietor.

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Telegrams: "Emery, Port St. Mary."

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Twenty Magnificent Photos and Visitors Guide, 1s. 6d.

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Establishment, **MOORAGH PROMENADE.** Close to Baths, Tennis, Bowling, and Golf Links. Finest Position on Sea Front. Separate Tables. Excellent Cuisine. Splendid **Recreation and Ball Room.** Every Comfort. Moderate Inclusive Tariff on Application.

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Boarding Establishment, **MOORAGH PROMENADE.** Comfortable and Well-appointed. All Windows Facing the Sea. Boating and Bathing Opposite. Private Bathing Box. Close to Park, Lake, Tennis, and Golf Links. Ex. Cuisine. Terms Moderate on Application. Telegrams—"Kneale, Belvedere, Ramsey."

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The Best for Residential and Visiting.

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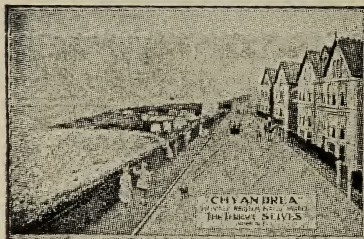
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Ten minutes (by train) from West Cornwall Golf Links.

Beautifully situated, facing St. Ives Bay. Lovely Views from large Bay Windows. Dining, Drawing and Smoking Rooms face the Sea.

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St. Leonards-on-Sea

(See page 33)

Sandown, I.W.—THE SANDRINGHAM HOTEL (Private). First-class. On Esplanade. Spacious Dining Room, Lounge, & Drawing Room. Terraced Gardens. Winter Terms. Tel. 66. Mr. & Mrs. THOMAS, Prop'tors.

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Billiards. Comfortable Lounge. Private Sitting
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Handsome and
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The Leading High-class Residential.

FACING the Historic Spithead, and only a few yards from Promenade and
Sea. Two minutes from Pier, New Golf Links, Tennis Courts, and Trams.
Spacious Lounge. Dining, Smoking, Writing, and Billiard Rooms.
**Central Heating. Electric Light Throughout. Experienced Chefs. High-class
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THE IDEAL ILLUSTRATED MONTHLY.

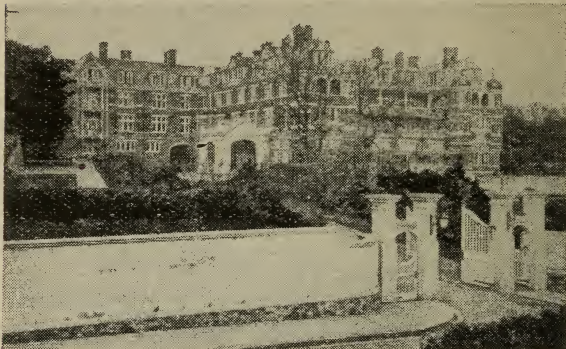
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THESE two fine Hotels, of Sidmouth Hotels Company, Limited, are situated near Sea and Baths and Golf Links. Electric Light. Passenger Lifts. English Managers and Waiters. Excellent Motor Garage, with Lock-up Compartments. R.A.C., M.U., A.A. Visitors at these Hotels have special advantages at Baths and Golf Links. Exceedingly fine Lounges and Public Rooms, and all Rooms are furnished luxuriously

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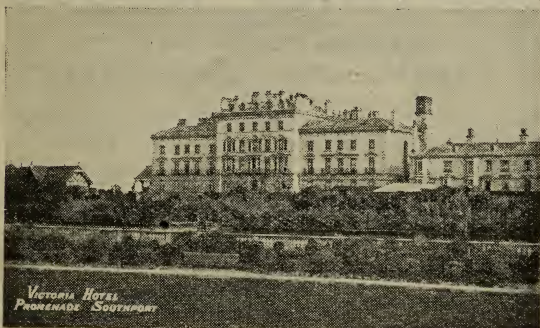
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FOUR HUNDRED FEET ABOVE THE SEA.

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Specially adapted for Winter Residence, and occupies finest position on Esplanade, facing Sea. Close Greens Pier

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Views from all windows
finest in Teignmouth.

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Best Position on Sea Front. Facing the Promenade. Very Suitable for Winter Residence. First-class Cuisine. Separate Tables. Apply PROPRIETRESS.

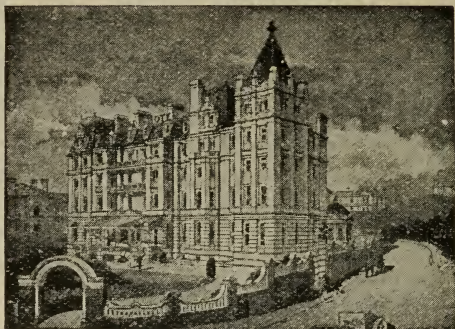
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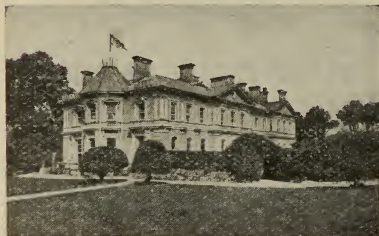
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DELIGHTFUL Situation on Sea Front.

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Tennis, Croquet, Billiards.

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Telephone 62.

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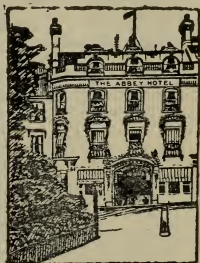
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PRIVATE HOTEL.

Ideally Situated.
 Grounds Leading to Sea Front.



Excellent Cuisine.
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 Easy Access to Two Golf Links. **Public Rooms include Dining,**
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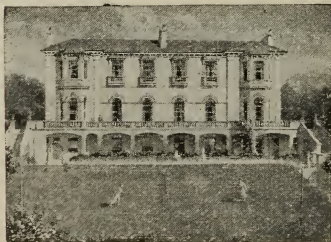
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SOUTH Aspect. Splendid Sea
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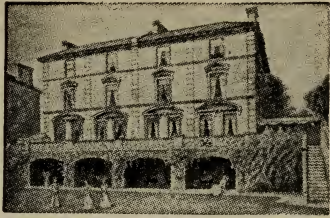
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Now under New Management.

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Facing South. Splendid Sea Views. Sep. Tables. Croquet and Billiards. Easy access to Golf Links. Heated in Winter. Every Comfort. Personal Supervision. 'Phone 467.

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TORQUAY.



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BEAUTIFULLY Situated in Own Grounds, facing South. Within a few minutes of Sea Front, Station, and Town.

Separate Tables. Terms Moderate and Inclusive.

Personal Supervision of Proprietress,

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TORQUAY.

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Private Hotel.

FIRST-CLASS. Charming Situation, facing South. Magnificent Sea & Landscape Views. Excellent Cuisine. Elec. Light Throughout. Separate Tables. Baths (h. & c.). Smoking Room.

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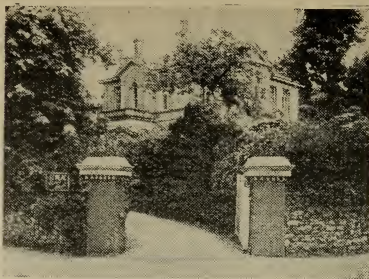


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**Private Hotel,
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FIRST-CLASS. Commanding Corner Site. Convenient for Sea, Trams, Shops & Golf. Elec. Light throughout. Adjoining the Famous Lincombe Drive. Personal Supervision.

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THE only house of its kind situated on the level. On Sea Front. Central for Sea, Shops, Piers, Baths, Gardens, and Amusements. Mag. Sea and Land Views. Sheltered from N. and E. Winds. Private Suites of Rooms. Baths (h. and c.). Elec. Light. Elec. Fires in Bedrooms. Sep. Tables. Excellent Cuisine. Mod. Tariff. Garage. Hotel Conveniences with Home Comforts



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ONE of Torquay's famous Villa Residences. Ideal Situation, due South, commanding Unequalled Views, including the whole of Torbay. Spacious Lounges. Elec. Light Throughout. Ex. Cuisine. Good Service. Noise-proof double Windows (fronting Sea).

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Beautiful Situation. South Aspect. Lovely Views of Torbay & surrounding Scenery. Sheltered from N. & E. Winds. Central Position for all Places of Interest. Excellent and varied Cuisine. Large Drawing Rooms, opening on Balconies, overlooking Torbay. Billiard & Smoke Rooms. Baths (H. & C.). Terms on Application. 'Phone No. 391 Mrs. COOMBES CROSSLEY,

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Under New Management. Delightfully Situated in Own Grounds and Facing Sea Front. One min. from Elec. Cars and Princess Gardens. Adjoining New Public Tennis Courts. Electric Light. Lounge. Sep. Tables. Moderate Terms. 'Phone 635.



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A Delightfully Situated Detached Residence, standing in Own Grounds of about an Acre. Commanding Magnificent Sea Views. Large Lofty Rooms. Overlooking Torbay. Highly Recommended. Terms on application. Private Suites of Apartments during Winter Months.

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TORQUAY.

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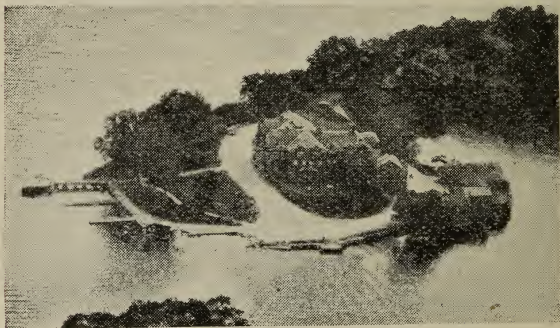
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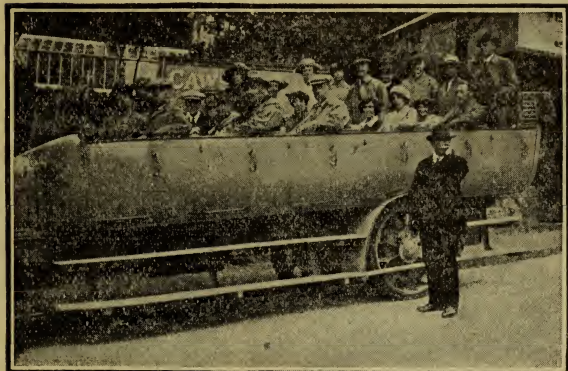
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