North Queensferry in the Press Part 2
1900 – 1956

THE COURIER, SATURDAY, MARCH 24, 1900.

BOATING ACCIDENT IN THE FORTH.

SUPPOSED LOSS OF THREE LIVES.

A boating accident has occurred in the Firth of Forth off North Queensferry, involving, it is feared, the loss of three lives.

At nine o'clock on Thursday night Alex. Syme, pilot's boatman, North Queensferry, and Robert Downie Penny, a North Queensferry stone-dresser, who had a good knowledge of boating, and was occasionally in the habit of assisting Syme in his work, left the battery pier on the north side of the Forth, and in the immediate vicinity of the Forth Bridge cantilever, for the purpose of taking off a pilot who had accompanied an outward-bound steamer from Grangemouth. The pilot's name was William Reddie, and he resided at Grangemouth, but for the convenience of the pilots they have had for some years a station at North Queensferry, and it was in Reddie's pilot skiff that Syme and Penny left on Thursday night.

The weather was stormy; a gale from the east was blowing, and there was a heavy sea on. The night was also very dark. The steamer which Reddie was piloting down the Forth was the Entrepid, supposed to have been laden with coal. In view of the stormy weather the point where the steamer stopped in order to let the pilot off was a short distance above the Forth Bridge, where the effects of the gale were not so severely felt. Syme and his companion were not using a sail, preferring to row over to the steamer.

One of the Coastguardsmen at North Queensferry drew the attention of the chief officer, Mr Dennis Glanton, to the steamer, and Mr Glanton was then on the outlook for the pilot skiff. After the steamer had resumed her journey, Mr Glanton failed to see the lights of the pilot boat, and, fearing that all was not right, he sent a man down to the Battery Pier to make inquiries regarding the matter. Some of the pilots there did not seem inclined to take too serious a view of the fact that the skiff had not returned. As the captain of the Entrepid was believed to be a stranger to the Forth, it was thought that possibly the steamer had proceeded down the estuary towards Inverkeithing Bay to obtain safe anchorage there during the tempestuous weather, and that Reddie was still on board the steamer with Syme and Penny following in the pilot skiff.

Some of the Coastguardsmen put off in a boat with a view to discovering the whereabouts of the skiff, but the search was unsuccessful. Yesterday morning there was still no appearance of the skiff, and the gravest apprehension as to the safety of the men began to be entertained, particularly when parts of a boat were picked up by Coastguardsmen in the vicinity of the Coastguard Station. The pieces of wreckage washed ashore were believed to have formed part of the missing skiff, and later on in the day the skiff itself turned up at Inverkeithing.

Fears as to the fate of the men were intensified when a seaman's cap, picked up at Port Laing sands in the course of the day, was identified as that of one of the missing men. The boat found at Inverkeithing had the appearance of having been run into, and it is thought that the skiff had been run into after it left the steamer. The circumstance that a sailing vessel passed up the Forth while the Entrepid was in sight confirms this supposition, but whether Reddie was actually transferred to the pilot skiff it is impossible to say, but if he has gone down the Forth with the steamer it is said that he would have put off at Burntisland, and inquiries there elicited no information, so that it is thought he must have shared the fate of the other men.

Reddie was about 55 years of age, and was married and had a family of nine children. Syme was also married, and had a family of six children. Penny was 20 years of age, and was unmarried. A brother of Syme was drowned at North Queensferry several years ago, and a brother of Penny met with his death in a boating accident at the Mull of Kintyre eighteen months ago.

A HOLIDAY RAID INTO FIFE.

"NORTH FERRY" AND ROUND ABOUT IT.

Perhaps in no part of broad Scotland is there still to be found so much that is quaint and of "auld-warld" interest as in Fifeshire. Most districts of the county are fairly well endowed in the matter of scenic beauty of a certain subdued though withal ever-pleasant sort; but it has other attractions than those of mere scenic beauty, even than those connected with the royal game of golf, of which it is the acknowledged headquarters. To such minds as have in them a due share of the historical sense the whole region is a revelation and a delight. Its tongue is the finest survival, the most genuine existing form, of that ancestral Doric spoken of so lovingly and so truly by Carlyle as "full of picturesqueness, humour, emphasis, sly, deep meaning." In days of yore Fife was of first importance ecclesiastically and for shipping and commerce, while at Dunfermline and at Falkland kings brilliantly held their Courts, and ruled with proudest sway. The glory of those times has long vanished; yet Fife as it now is enjoys in some portions of it a good measure of modern prosperity. With few exceptions, however, its "burgh touns," of which it has far more than any other county of this northern realm, are decayed, partially or entirely, and claim notice only as curious and pathetic memorials of the past. Quaintness, indeed, is an outstanding characteristic of Fife and to a large extent of its people. That quality, it may be, is more strongly developed in the "East Neuck" than elsewhere; nevertheless there is plenty of it to be met with in the western or north-western corner also, as a congenial friend and I discovered to our mutual satisfaction on the occasion of a recent visit.

Taking the coach at Edinburgh, we had a highly enjoyable drive by way of Cramond—the scene of erratic James V.'s adventure, in which stout Jock Howieson so valiantly distinguished himself—to the Hawes Inn, the successor of the ancient hostelry associated in the pages of Scott and Stevenson with the names of Monkbarns, Lovel, and David Balfour. At the pier there we got on board the steamer Forfarshire, which does duty (with what efficiency she is capable of, poor old tub!) in plying between the two sides of the Firth. The Forfarshire, in fact, is but a sorry craft—old, dirty-looking, and exasperatingly slow. But she did manage to crawl across all right.

Having been fortunate enough to drop upon "up-putting" that gave promise of proving satisfactory, we decided to domicile ourselves in North Queensferry—or "North Ferry," as it is popularly called—for the next two or three days, and this resolution we certainly had no reason to repent. About sixty years ago, as stated in the "New Statistical Account of Scotland," then published, the place had thirteen licensed houses of different kinds where spirits and other liquors were sold for consumption on the premises. Now there are only two, the principal being the Albert Hotel, which moreover has excellent accommodation for guests remaining the night. It was in this tidy and well-appointed little establishment that we were lodged and entertained, and both lodgings and entertainment were all that could have been wished by ordinary mortal with an appreciation of home-like comfort and attention. "Mine host" of the Albert is a bit of a character in his way—a man of breezy volubility—a "gardener," ever ready with a crop of choice phrases, which he distributes lavishly out of the wealth of his native eloquence. If "North Ferry" should ever, even in this its old age, reach the dignity of a "burgh toun," it need not have far to look for a Provost of the abundantly articulate sort. It is to be feared, however, that it has no prospect of the kind. "Dwining" rather than growing and flourishing; that is its present condition, and that has been its condition for years. The ferry, which gives name to the town of South Queensferry and also to the village of North Queensferry, is of very ancient date, having been regularly used by Margaret, the sainted consort of Malcolm Canmore, and having been granted by Malcolm IV., their great-grandson, to the Abbey of Dunfermline. At the Reformation it fell into the possession of various territorial magnates of the neighbourhood, by whom and for whose profit it was let out to tacksmen and owners of boats. In 1809 Trustees were appointed over it by Act of Parliament, and the whole system on which it was conducted was reorganised and improved. For centuries it was the main ferry across the Firth of Forth. The first serious check it received was when the route between Granton and Burntisland was opened. In 1821 the steamer Queen Margaret was put on the passage, but a sufficient supply of yawls and pinnaces continued to be maintained. Ever since the Forth Bridge was erected the ferry has been under railway control, which is apparently so exercised as to fulfil the barest statutory requirements while really the service is made as inadequate as possible to the public convenience, the new custodiers finding their own interests best suited by that line of policy and not by ministering liberally to the needs of what has narrowed into an almost purely local traffic.

In its heyday "North Ferry" must have been a stirring little place, considerably more populous than it is at present, and not so many years ago it was still well frequented by summer visitors. Now it is a veritable "sleepy hollow," amid melancholy vestiges of what once was. A striking feature about it is the number of ruinous houses, some of them mere blackened shells of masonry, roofless and overgrown with weeds, which are to be seen in it and in its vicinity. In a lane leading off the centre of the village is a fragment of a wall which is all that remains of a small chapel dedicated to St James in the reign of Robert the Bruce. Adjoining it is a tiny burial-ground, where lie the ashes of generations of "ancient mariners" and their families. The chief industry of "North Ferry" is quarrying of whinstone, great quantities of which have been blasted, especially immediately to the east, the operation and its effects giving a chaotic look to the landscape there and at other points where the same kind of work has been going on.

The coast in this part of the country is in general rough and rocky. The quietly pretty bay of Port Laing is, however, a notable exception in this respect, possessing as it does a beautiful expanse of sand, enclosed by banks of richest verdure. It is an ideal spot for children enjoying their innocent gambols, and for their elders, "children of a larger growth," indulging in the calm pleasures of restfulness and reverie.

About two miles north-west of North Queensferry is the old Castle of Rosyth. It stands on a craggy promontory connected by a causeway with the mainland, and is surrounded by water at high tide. An excellently-preserved specimen of the feudal keep, it has all the appearance of being able to resist the stress and the storms of time for many a future year. It and the barony attached to it were formerly the property of a branch of the Stewarts. Over the main entrance of the building is the date "1561," with the initials "M.R." (Maria Regina), and on the south side is this curious inscription:—

"IN DEV TYM DRA TIS COED YE BEL TO CLINK QVAIS MERY VOCE WARNIS TO METE AND DRINK."

It is often stated, and very commonly believed, that the mother of Oliver Cromwell was born within these venerable wails. How the story originated cannot be known, but it is certainly fallacious and absurd. The lady responsible for or who had the honour of producing the great Protector was a Steward (or Styward) hailing from the English fen country. The barony of Rosyth is now owned by the Earl of Hopetoun.

Another interesting walk is to Inverkeithing, either by the turnpike road or by the rugged path over the Ferry Hills, where, in 1651, the grim psalm-singing soldiers of the Commonwealth were posted just before they marched to inflict sore and sanguinary defeat on the Scots at Pitreavie. Inverkeithing has to the full the aspect of a town that has seen better days. Time was when its Provost had the right of riding next his big civic brother of Edinburgh at the opening of the Scottish Parliament, when the Convention of Royal Burghs met within its municipal jurisdiction, when it exercised the privilege of levying customs from the Water of Leven on the east to the Devon on the west and as far north as Kinross, and when it commanded a goodly share of the Continental shipping trade. Alas! that time is past and done with, and Inverkeithing has long fallen from its high estate to the grade of rustic obscurity. Albeit it has about it, even to this day, an air of staid and tranquil comfort. It abounds in features worthy the attention of the antiquary and the artist.

A short distance out from North Queensferry is Inchgarvie, a water-covered spur of which was judiciously used by the engineers as a rest for the gigantic Forth Bridge. The island was granted towards the end of the fifteenth century to the then Dundas of Dundas, who was empowered to erect a castle on it, and who and whose successors for some generations were entitled to levy toll on vessels passing up the firth. The fortalice—a very small but strongly-built structure—is still "to the fore." It suffered a slight siege, and was captured by the English during the Cromwellian period, and when the bold Paul Jones was prowling off our shores it was again put in a state of defence, only to be dismantled shortly afterwards. At present the Government have in hand and are carrying out a scheme for the erection of efficient batteries on the mainland, on both sides of the estuary.

And now I must bring these rambling notes of mine to a close. In doing so let me say that for such persons as want fashion, and novelty, and the high-pressure style of living "North Ferry" is very much the wrong place to visit; but it has merits which will be appreciated by others—by those who know the value of a brief respite from the world's worries and turmoils and who pine for a placid and reposeful nook "far from the madding crowd."

CLIO.

The same article was carried in

THE FALKIRK HERALD AND MIDLAND COUNTIES JOURNAL, SATURDAY, JULY 14, 1900

A FIFE RIGHT-OF-WAY.

Mr John D. Hope asked the Secretary of State for War in the Commons last night, whether it was proposed to carry the north boundary fence of the proposed fortifications at Carlingnose, North Queensferry, down to the sea at Port Laing; and whether he is aware that such boundary fence would be an interference with a public right-of-way from Cruicknese to North Queensferry? Lord Stanley: There is no intention of interfering with any right-of-way from Cruickness to North Queensferry, nor have any instructions been given to carry a continuous boundary fence along the north limit of the War Department's property.

THE COURIER, MONDAY, JUNE 3, 1901.

DISASTROUS BOATING ACCIDENT.

THREE LIVES LOST.

EXCITING SCENE AT THE FORTH BRIDGE.

A boating accident, by which three men were drowned and other two persons had narrow escapes, occurred yesterday afternoon in the Firth of Forth, off North Queensferry. Shortly after one o'clock Thomas Moir and John Dignan, both employed as painters on the Forth Bridge, and residing at St Catherine Terrace, South Queensferry, together with a boy of ten years of age, son of the first-named, left South Queensferry Town Pier in a dinghy for the north side of the Firth.

At North Queensferry it was arranged that a man named James Young, miner, South Queensferry, and a young woman named Harriet Foster, formerly domestic servant in the employment of the Rev. Mr Hopcroft (lately of the Episcopal Church, South Queensferry), and latterly engaged in a temperance hotel in Leith Street, Edinburgh, should return to the south side in the dinghy with Moir, Dignan, and the boy. The party left the Old Pier shortly after two o'clock. The boat was a rowing one, and Moir, sen., and Miss Foster were at the oars. After getting into the fair way, a little to the west of the Forth Bridge, Young was observed to change his position in the boat, probably with a view to taking an oar. A strong south-westerly wind was blowing, and in the choppy sea Young's action was fraught with disastrous results.

THE BOAT CAPSIZED.

and the occupants were thrown into the water. The accident was observed from the shore by some miners' wives from Cowdenbeath, who had been spending the day at North Queensferry. They immediately raised the alarm. A boat was at once launched and put off to the rescue. The boy was discovered sitting upon the keel of the upturned boat, and the woman floating face downwards in the water. The boy was taken on board by the rescuers, and the woman, who was at first believed to be dead, was dragged out of the water. The upturned boat was next righted, and a man was found inside the boat, clinging tightly to one of the seats. The rescuers picked up a cap, and, having satisfied themselves that the other occupants of the boat had disappeared, they returned to the pier. The boy Moir soon came round, and the woman, who had been greatly exhausted, also revived after a time. All attempts to resuscitate the man who had been brought ashore proved futile. The body was afterwards identified as that of Young. Moir was married, and leaves a widow and three children, including the boy who accompanied him on his fatal journey. Dignan was 24 years of age, and unmarried. Young is supposed to belong to Dunfermline, where his father is said to have been a butcher. His body was removed to the Coastguards' Boathouse, where it was subsequently identified by a South Queensferry companion. The accident created a painful sensation in North Queensferry, and the Battery Pier was crowded with people when the young woman Foster, the boy Moir, and Young's body were brought ashore.

BOATING CALAMITY.

THREE PERSONS DROWNED OFF NORTH QUEENSFERRY.

Three lives were lost through a boating accident in the Firth of Forth, off North Queensferry, yesterday afternoon. Two local painters and a boy left the south side of the estuary in a dinghy, and picked up a man and woman at North Queensferry. The five were rowing back to the south side when the boat capsized, a little to the east of Forth Bridge. The three men were drowned, and the woman and the boy rescued in an exhausted condition. The names of the drowned are Tom Muir, John Dignan, and James Young, their leaves a family. The accident is ascribed to one of the occupants changing position in the boat.

BOATING DISASTER AT QUEENSFERRY.

THREE LIVES LOST.

A boating accident, by which three men were drowned and other two persons had narrow escapes, occurred on Sunday afternoon in the Firth of Forth off North Queensferry. Shortly after one o'clock Thomas Moir and John Dignan, both employed as painters on the Forth Bridge, and residing at St Catherine Terrace, South Queensferry, together with a boy of 10 years of age, son of the first-named, left South Queensferry town pier in a dinghy for the north side of the Firth. Meeting at North Queensferry a man named James Young, miner, South Queensferry, and a woman named Harriet Foster, formerly domestic servant in the employment of the Rev. Mr Hopcroft (lately of the Episcopal Church, South Queensferry), and latterly engaged in a temperance hotel in Leith Street, Edinburgh, it was arranged that Young and the woman should return to the south side in the dinghy with Moir, Dignan, and the boy. The party left the old pier shortly after two o'clock. The boat was a rowing one, and Moir, sen., and Miss Foster were at the oars. After getting into the fairway a little to the west of the Forth Bridge Young was observed to change his position in the boat, probably with a view to taking an oar. A strong south-westerly wind was blowing, and in the choppy sea Young's action was fraught with disastrous results. The boat capsized, all the occupants being thrown into the water. The accident was observed from the shore by some miners' wives from Cowdenbeath, who had been spending the day at North Queensferry. They immediately raised the alarm, and the pilots at the old Battery Pier were quickly apprised of what had occurred. George M'Laren, pilot, Kilmore Cottage, Bo'ness Road, Grangemouth, along with James Gay, pilot's boatman, and a North Queensferry labourer named John Brown at once launched a boat and put off to the rescue. They discovered the boy sitting upon the keel of the upturned boat, and the woman floating face downwards in the water. The boy was taken on board by the rescuers, and the woman, who was at first believed to be dead, was dragged out of the water. The upturned boat was next righted, and a man was found inside the boat clinging tightly to one of the seats. The rescuers picked up a cap, and, having satisfied themselves that the other occupants of the boat had disappeared, and returned to the pier. Dr Logan, North Queensferry, was early on the scene, and he and the coastguardsmen lost no time in beginning the work of resuscitation. The boy Moir soon came round, and the woman, who had been greatly exhausted, also revived after a time. The coastguardsmen sailed over to the Forth guardship and procured the assistance of Dr Arthur T. Sheldon, but attempts to resuscitate the man who had been brought ashore proved futile. The body was afterwards identified as that of Young. The cap of one of the missing men was afterwards picked up. The boy was able to be taken home to South Queensferry by train in the evening. The young woman Foster was provided with clothing, and had her wants carefully attended to at the Forth Bridgeworks Office, and later on she was removed to the Albert Hotel. The fatal dinghy, which was brought to the Battery Pier, measured 11 feet 3 inches in length. It had two cross seats and a seat at the stern. When the accident happened the boy was sitting at the bow. The boat belonged to a pier porter at South Queensferry named Sinclair, and had been hired for the afternoon by Moir and Dignan. In recrossing the estuary the intention of the occupants was to sail round the warship, so that the woman Foster might have a view of the Anson. Young was a strong, heavy fellow, and this doubtless accounted for the upsetting of the dinghy when he changed his position. Moir was married, and leaves a widow and three children, including the boy who accompanied him on his fatal journey. He was a man of about 40 years of age. Dignan was 24 years of age. He was unmarried, and resided with Donald M'Lean, a Forth Bridge engineer. He was a native of Ireland, and his parents reside in the County of Roscommon. Young was unmarried, and lodged with a Mrs Chalmers, near Catherine Terrace, South Queensferry. He was 50 years of age, and is said to belong to Dunfermline, where his father is said to have been a butcher. The accident created a painful sensation in North Queensferry, and the Battery Pier was crowded with people when the young woman Foster, the boy Moir, and Young's body were brought ashore.

The same article was carried in the

LINLITHGOWSHIRE GAZETTE, FRIDAY, JUNE 7, 1901.

THE BOYS' BRIGADE CAMP.

To-morrow the 1st Bathgate Coy. the Boys' Brigade proceeds to camp for the second year, and by night there should be close on fifty under canvas. This is considerably more than last year; and it is fully expected that by the beginning of the week this number will be further augmented. Port Laing, North Queensferry, is the spot again chosen, although the camping ground is a little further to the east. Last year the ground occupied was the property of the Government, but since then operations have been going on in connection with the new fort that is being built at North Queensferry, and last year's spot has all been staked off for building purposes. However, a little to the east there is ground belonging to Martin Hardy, Esq., A.R.A., Garthill, and on application being made to this gentleman, he readily assented to the Company having the use of the ground. Than Port Laing no better spot could be selected for such a camp. Surrounded on three sides by hills, it is admirably sheltered, while the sands and bathing facilities are of the best. An admirable view can be got across the water, Dalmeny policies and Cramond Isle just lying immediately opposite. Should the weather prove good, there is no doubt that the 1st Bathgate will again have a most enjoyable and successful camp.

This year some new arrangements have been made in connection with the camp, the baggage having been sent off on Wednesday evening, and to-day an advance party of six, under Lieut. Shanks, left to get the camp put in order. The remainder will follow to-morrow, under the guidance of Capt. Fairley, and it is expected that when they arrive, matters will all be in order.

Owing to the number of lads going into camp being larger than last year, increased tent accommodation had to be found, and this turned out a rather difficult matter. However, the Military Authorities came to the assistance of the Company, and a tent is being sent from Stirling for their use. The tents will also be made more comfortable by the addition of wooden bottoms. The Company have again been fortunate in securing the services of Mrs Mooney, from Inverkeithing, to act as cook.

A Company of the Royal Engineers is at present encamped at North Queensferry, and as they were also there last year at the same time, the boys will be able to renew acquaintances. The inspection of the Sub-Marine Miners is to take place on the Tuesday, so that this would be a most suitable day for visitors from Bathgate visiting the camp. Any communications that are likely to be sent to camp should be addressed:—Boys' Brigade Camp, North Queensferry.

SHIPWRECKS ON FIFE COAST.

CREWS' TERRIBLE EXPERIENCES.

NIGHTS AND DAYS WITHOUT SLEEP.

Last night a steamship was driven ashore at North Queensferry, and at an early hour this morning a schooner was wrecked on Inchgarvie Island midway between North and South Queensferry.

The steamship is named the Dronning Teyda, and belongs to Christiansand, Capt. Severin Akslesen. The ship arrived at the Battery Quarry Pier, North Queensferry, on Sunday morning after discharging a cargo of wood at North Shields. She came to the 'Ferry for a load of whinstone, and was lying alongside the pier. Yesterday afternoon when three-quarters loaded she broke from her fastenings, veering round, and was driven on to the beach. The ship was badly damaged, and is likely to become a total wreck. After the tide receded the crew got off their effects. In being driven to the beach the steamship knocked down a wooden jetty that was in course of erection.

The schooner which has been wrecked on Inchgarvie is the Tura, belonging to Oscarham, Sweden, Captain Morton Anderson. The vessel, which was bound for Methil with pit props from Helmstad, was driven up the Forth, and ran on to the north-west side of Inchgarvie during a blinding snowstorm at two o'clock this morning. The bottom of the vessel was badly damaged, and being filled with water the ship is likely to become a complete wreck.

The crew had an exciting experience. They had encountered rough weather in the North Sea, and they had neither sleep nor rest for two days and nights. When the ship got on to the rocks the captain and a member of the crew were pitched into the water, but they managed, along with the other members of the crew, to scramble on to the island. After spending two hours exposed to the full fury of the gale, they managed to make their way to the lighthouse on the island, and at seven o'clock in the morning they ascended the workmen's gangway leading to the Forth Bridge, and walked along the bridge to North Queensferry. They were all in a very exhausted condition, and were taken to the Albert Hotel, where they were supplied with warm clothing and food. The captain had sustained a bad injury to one of his knees, and had to be medically attended to. The crew lost nearly the whole of their effects. The schooner, which was owned by Captain Anderson, was insured.

HALL BLOWN DOWN AT NORTH QUEENSFERRY.

During the gale a hall nearing completion for the workmen employed at the Battery Quarries was blown down.

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When the schooner struck the island intense darkness prevailed. The ship had refused to answer her helm when under the north cantilever of the Forth Bridge. There are strong currents in the vicinity of the island, and the ship had also to contend against the full force of the gale, the Forth at this part being much exposed in an easterly wind. The schooner lost nearly all her sail, and further serious damage was done as the wind and waves lashed her against the rocks. The captain and crew, consisting of seven hands, had difficulty in reaching the island. They were all in the water more or less. Some of the pit-props composing the cargo were used as a platform so that a landing might be effected, the pit-props resting at the one end on the schooner and at the other end on the rocks. The men scrambled along the props as best they could in the darkness. The only person who could have rendered any assistance was the man who had charge of the lighthouse, but he did not seem to have been aware of the wreck for some time. One or two of the shipwrecked men eventually managed to reach the lighthouse, but not many could be put up there, owing to the very restricted extent of the accommodation. The others passed the time on the island as best they could. Their experience was a trying one. They had been tempest-tossed for forty-eight hours. They had a rough time of it in the North Sea, and had had no rest. On the island they made what provision they could against the fury of the elements. They discovered two huge shields, each weighing about two and a half tons, which are to be used in connection with the fortifications in course of construction, and the shipwrecked sailors pitched their tent behind these shields, as affording them a very acceptable shelter. The men had brought the most of their effects with them, and they made themselves as comfortable as was possible under the circumstances. At seven o'clock in the morning Mr James Morton, coastguard officer at North Queensferry, went to the rescue of the mariners. The coastguardsmen had been on the watch all night for any disaster to shipping, and at an early hour in the morning it was seen that the light of a schooner which was seen going up the Forth had disappeared. It was feared that a wreck had occurred, but some time after it was noticed that there were some persons on the island carrying a lighted lamp, and it was concluded that if there had been a wreck the crew had reached the island safely. Mr Morton walked along the Forth Bridge between six and seven o'clock, and descended the gangway leading from the bridge to the island. To descend the ladder in a gale was found to be no easy matter, but Mr Morton accomplished the task, and the shipwrecked men were taken as quickly as possible to the Albert Hotel, North Queensferry.

THE FORTH BRIDGE.

It is another proof of the stability of the Forth Bridge that no damage is reported as having been done to the Bridge during the gale.

HALL BLOWN DOWN AT NORTH QUEENSFERRY.

During the gale a hall nearing completion for the workmen employed at the Battery Quarries was blown down.

QUEENSFERRY ANNUAL REGATTA.

This annual regatta was held on Saturday last, and proved a great success. The weather was all that could be desired, and a large assembly of spectators gathered on the piers and on the Public Baths and every place of vantage to witness the races. In the absence of the commodore, the Right Hon. the Earl of Hopetoun, K.T., the duties were taken up and duly performed in a most able and praiseworthy manner by the president of the Regatta Club, Provost Stevenson. Lieutenant Godfrey, R.N., of H.M.S. Anson, was clerk of the course and starter, and great praise is due to him for the manner in which all the events were carried through. The events on the programme numbered 15, and were all keenly contested. Five of the events were confined to H.M. Ships Anson and Caledonia, and the "handy men" pulled exceedingly well. In the first race for cutters, confined to boys of the ships, two boats entered, one from each ship, the one from the Caledonia beating the Rodney boys by a good few boat lengths. The second was a prize for the best-rigged punt. Only one entry was made for this, and it was awarded the prize. The punt was rigged up by men of the Anson, and it caused considerable amusement to those on the piers who got a good view of it, and also of the performances of the men belonging to it, tumbling somersaults in the water and making all sorts of fun, such as only Jack can do. For the yawl race, confined to boys of H.M.S. Caledonia, there were four entries. This was a very exciting race, and had a close finish, No. 4 boat beating No. 3 boat by three boat-lengths—the course was round H.M.S. Anson and H.M.S. Caledonia and back to the starting point. In the cutter race for seamen and marines there were three boats entered from the Caledonia and one from the Anson. The Anson men came in first, Caledonia No. 6 being a capital second (though only pulling 10 oars to the Anson's 12), only being beaten by a boat-length. The all-comers' race, open to H.M. ships (prize presented by Mrs Fisher), caused keen competition, there being four boats entered. The first prize was won by Caledonia Boat No. 4, the Anson's gig coming in second. In the jollyboat races North and South Queensferry crews had all the races in their own hand. The principal race for jollyboats was the Silver Challenge Cup Race, for which there were three boats entered. The cup was presented by the captain and officers of H.M.S. Rodney and Caledonia, and confined to the upper reaches of the Forth. The entrants were North Queensferry, South Queensferry, and Linlithgow. The clerk of the course had great difficulty in getting a start made with the race, as the competitors were keen in getting the best of the start. A start was made and the gun fired, but South Queensferry crew, not being ready at the time, did not start, and the other two crews came back. At last a start was made, and great excitement prevailed as to the probable winner, North Queensferry being the favourites. Both boats turned the buoys at the same time, but the South crew, seeming to have the staying powers, gradually gained the lead, and 50 yards from the finishing point were leading by a boat length. Ultimately the North crew seemed to give way, being completely done up, the South crew thus winning by 4 lengths. The winners got a great ovation for their victory, cheer after cheer being raised by those on sea and land when they went round exhibiting the cup. This is the fourth time in succession that the South Queensferry crew have won the cup. In the open jollyboat race the excitement was again very keen. There were five entrants for the race, one boat from North, and two boats from South Queensferry, one from Inverkeithing, and one from Linlithgow. All the boats made a good start, but Linlithgow and Inverkeithing did not seem to make much headway, and were soon left behind. The North and South Queensferry boats kept very close together, if anything the North one turning the buoy slightly in advance to the South one, who beat them in the former race. The other Queensferry crew were behind and turned the buoy a good third. Coming home it was difficult to say which had the lead, sometimes North seemed to be leading, then South. Even at the finish one would have thought that the South crew had gained another victory, the boats being so close to each other, but the North-side crew were first over the line, thus winning a most exciting and capital race by half-a-length. For the confined jollyboat race there were three entries, the boat Helen Dundas (Wilson, stroke), coming in first, and Dundas (J. Brown, stroke), being second. In the two-oared jollyboat race there were five entries, viz., two from North Queensferry, one from South Queensferry, one from Inverkeithing, and one from Linlithgow. Linlithgow gave up shortly after the start. North Queensferry, White Rose, led from the start, and keeping the lead all the way, finished first, South Queensferry being a good second. In the consolation race for jollyboats only two boats made an appearance, South Queensferry No. 2 crew and Inverkeithing. The south crew had the race well in hand from the commencement, and pulling well, finished an easy first. In the two-oared boat race for lady and gentleman only two boats competed, the winners being Susan Duncan and T. Smellie, Inverkeithing. The Murrayfield Pipe Band, under the leadership of Mr Dick Marshall, paraded the town and piers at intervals during the day. By kind permission of Commander the Hon. R. F. Boyle, the band of H.M.S. Caledonia, under the conductorship of Bandmaster Dorsett, discoursed music to the delight and enjoyment of the spectators on the Public Bath promenade, the use of which was kindly granted by the Town Council, during the afternoon. The committee deserve great credit for the way in which they carried through the programme of events, having kept the races well up to time, never having allowed any space of time to elapse between the events and the getting of the boats into their respective places. The regatta concluded with an upright greasy pole competition. After several had made the attempt the pole was at length got to the top of and the prize a ham, presented by Messrs Mossman & Son, Edinburgh, was carried off by Archibald M'Lean, Queensferry. This concluded a most enjoyable and successful afternoon's sport. The other races were a two-oared boat race, confined, for boys under 16 (4 entries)—1, T. Garvie and M. Wilson; 2, H. Macintosh and J. Hughes. Handicap, open to pleasure boats, any rig (2 entries)—R. Marshall, Queensferry. Boys' swimming race, confined, 50 yards (3 entries)—1, T. Garvie; 2, J. Roberts. Two-oared boat race, single (4 entries)—T. Smellie, Inverkeithing.

At the conclusion of the regatta, Provost Stevenson, acting as president, and on behalf of the Regatta Club, thanked Lieutenant Godfrey for the efficient and able manner he had acted as clerk of the course and starter, also for the kindly interest he had taken in the regatta in laying down the buoys and numerous other duties which he had performed that day. Provost Stevenson asked the committee to give three cheers for Lieutenant Godfrey, and these were heartily accorded.

Lieutenant Godfrey, in replying, said that it gave him much pleasure to have attended to the duties which had fallen to him, and he thanked the president and the others of the committee for the manner in which he had been entertained, and if at any other time he was at Queensferry Regatta, he would be very pleased to give his services to make the regatta a success.

Mr R. M. Anderson, on behalf of the committee, thanked Provost Stevenson for his presence in their midst, and said it was very pleasing to have had the Provost of the Royal burgh beside them. He called upon the committee to give three cheers for the commodore and president, which were heartily accorded.

Provost Stevenson said it gave him very much pleasure in being with them that day. The committee had worked hard, and although they had so little time to get up this regatta this year (having had barely a fortnight), he was sure that no one had any cause to complain about the arrangement that had been made by them. He considered the committee deserved great honour and praise, and called upon those on the commodore boat to accord them three hearty cheers, which were duly given.

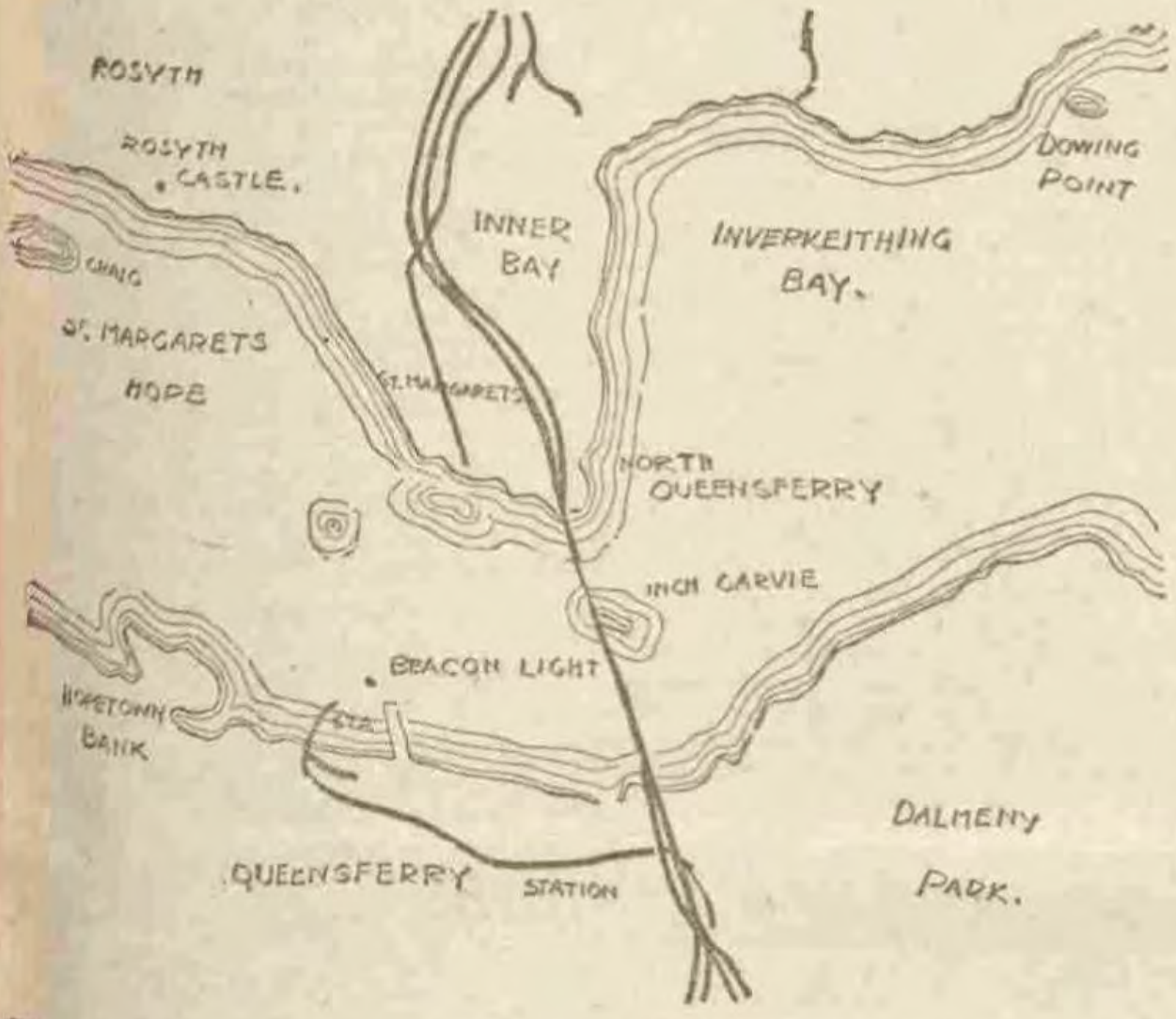
FUTURE OF SUBMARINES.—Admiral Makarov's invention of a submarine destroyer has created considerable interest in scientific circles. It has been known for some time in this country, says the "Daily Express," that Admiral Makarov has been studying a scheme for overcoming the new destroyer, but the fact that the means are telephonic comes as a surprise. By means of his "radioson" the approach of a submarine, it is said, can easily be detected, the presence of a body of steel being magnetically transmitted, as well as the sound made by moving through the water. The magnetic indication has always been an apparent weapon of defence against the submarine, but the exact location by sound is a far more important discovery. A representative of the new Howard Submarine Syndicate told an "Express" representative that telephonic warning was quite a possibility, but that with vessels of the submarine destroyer class, which work in deep water, the damage to the bigger ship would be done before the apparatus became definitely sensitive to their approach. "The density of water," he said, "will prevent sound being carried with sufficient accuracy, except when the submarine is near its mark. It will then be too late to receive warning, for the vessel will be torpedoed before it can alter its course. To submarines which sail on or close to the surface the instrument will be a sure detector, but the submarine which attacks from underneath the keel will have no rival. The invention may drive out the 'surface' boats, but the deep-sea vessels will always be a match for the battleship, and in submarines there is a future for deep-sea craft only."

NAVAL BASE FOR FIFE.

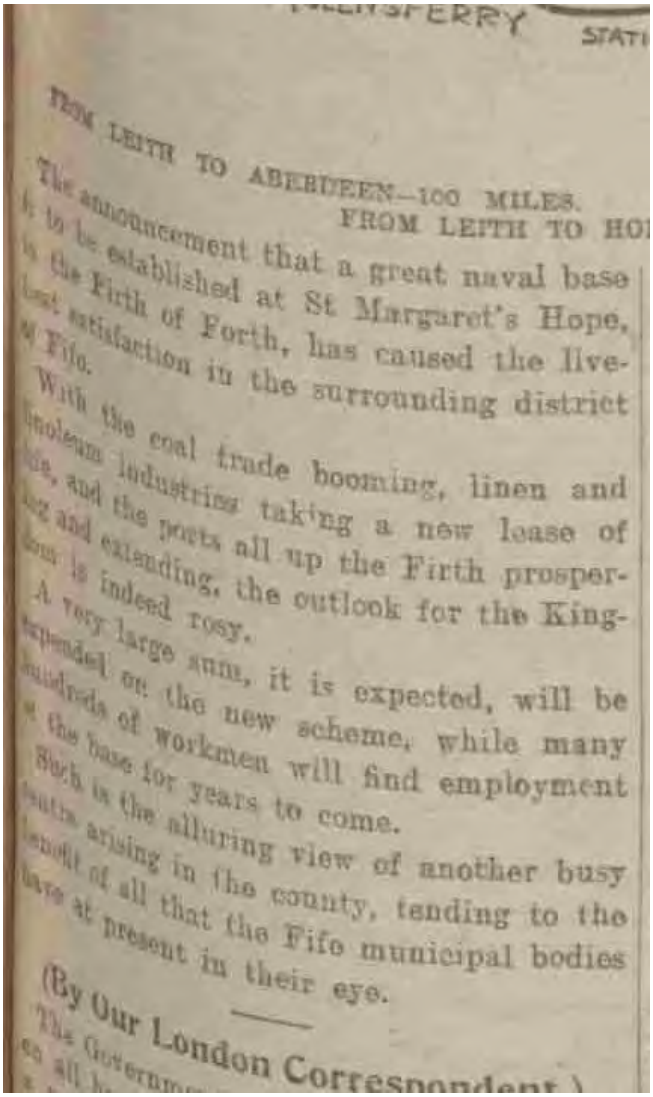
DOCKYARDS TO BE ESTABLISHED.

LARGE SUMS TO BE EXPENDED.

PROVIDE WORK FOR HUNDREDS: VIEWS ON THE SCHEME.



FROM LEITH TO ABERDEEN—100 MILES. FROM LEITH TO GERMANY—500 MILES.
FROM LEITH TO HOLLAND—450 MILES.



FROM LEITH TO ABERDEEN—100 MILES.
FROM LEITH TO HO

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(By Our London Correspondent.)

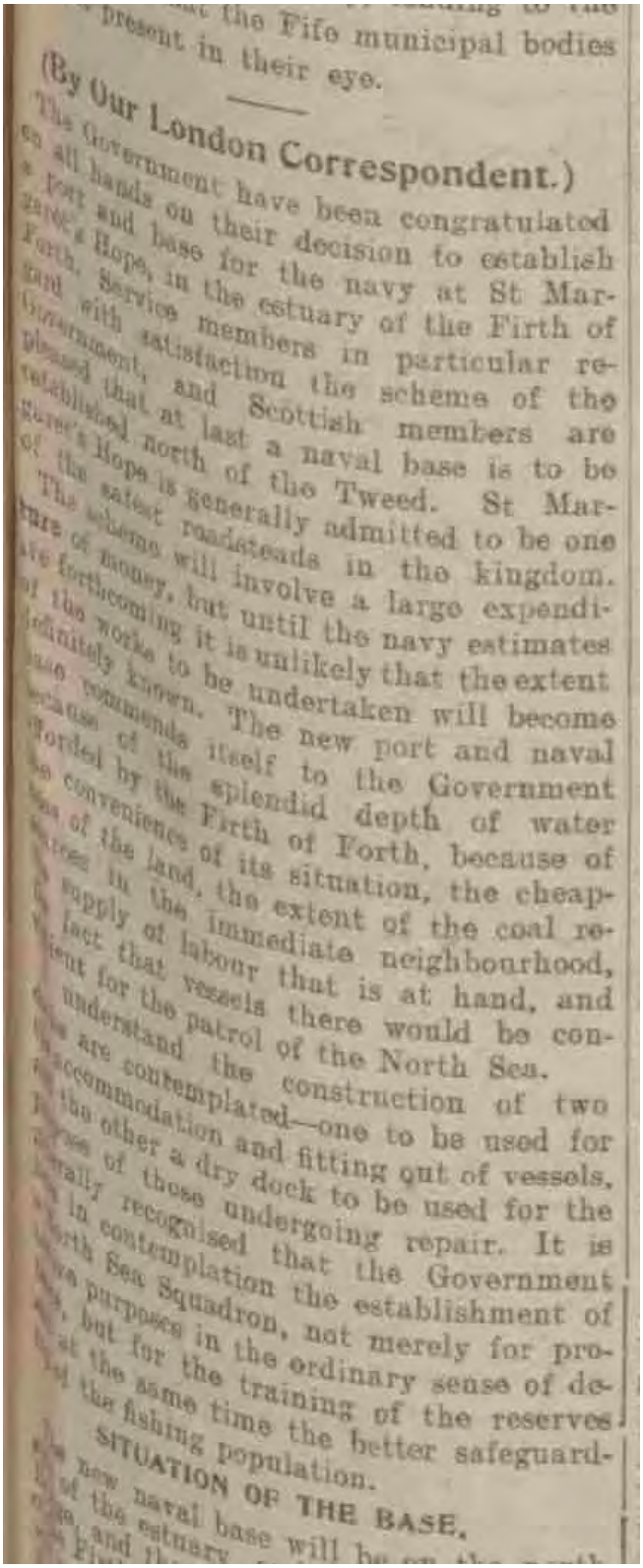
From Leith to Aberdeen – 100 miles
From Leith to Germany – 500 miles
From Leith to Holland – 450 miles

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Such is the alluring view of another busy centre arising in the county, tending to the benefit of all that the Fife municipal bodies have in their eye.



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(By Our London Correspondent.)

The Government have been congratulated on all hands on their decision to establish a port and base for the navy at St Margaret's Hope, in the estuary of the Firth of Forth. Service members in particular regard with satisfaction the scheme of the Government, and Scottish members are pleased that at last a naval base is to be established north of the Tweed. St Margaret's Hope is generally admitted to be one of the safest roadsteads in the kingdom. The scheme will involve a large expenditure of money, but until the navy estimates are forthcoming it is unlikely that the extent of the works to be undertaken will become definitely known. The new port and naval base commends itself to the Government because of the splendid depth of water afforded by the Firth of Forth, because of the convenience of its situation, the cheapness of the land, the extent of the coal resources in the immediate neighbourhood, the supply of labour that is at hand, and the fact that vessels there would be convenient for the patrol of the North Sea.

We understand the construction of two docks are contemplated—one to be used for the accommodation and fitting out of vessels, and the other a dry dock to be used for the purpose of those undergoing repair. It is generally recognised that the Government has in contemplation the establishment of a North Sea Squadron, not merely for protective purposes in the ordinary sense of defence, but for the training of the reserves and at the same time the better safeguarding of the fishing population.

SITUATION OF THE BASE.

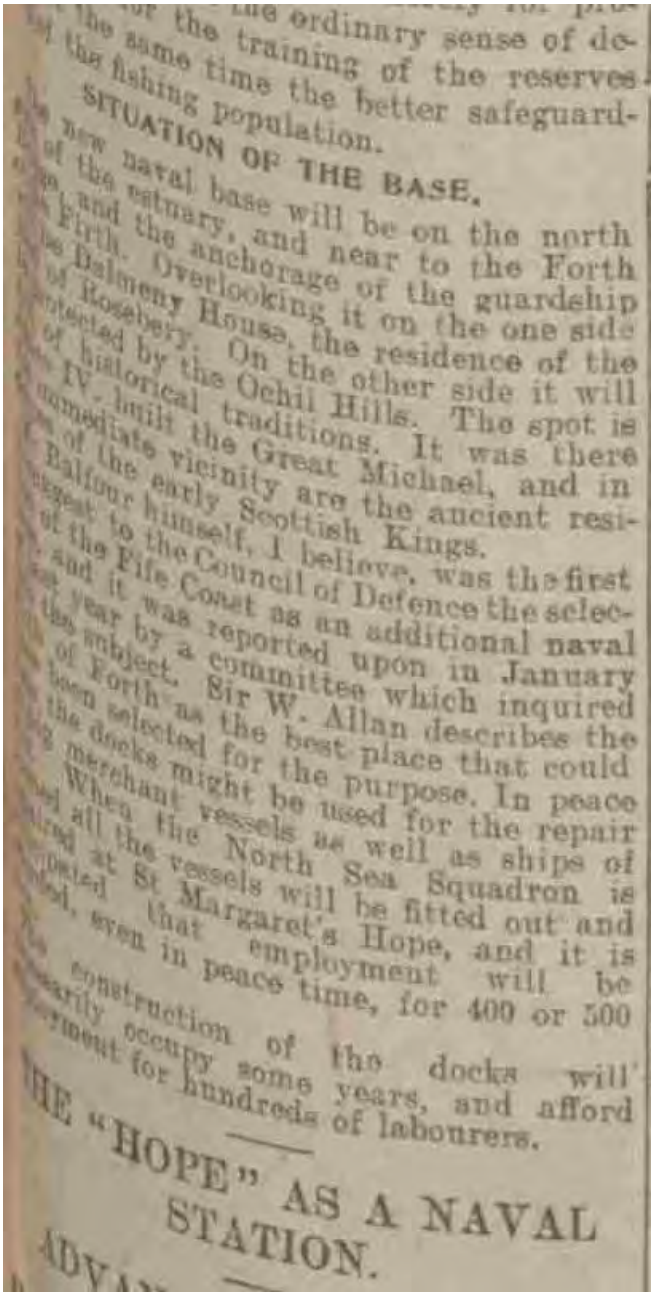
The new naval base will be on the south

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THE "HOPE" AS A NAVAL STATION.

ADVA

SITUATION OF THE BASE

The new naval base will be on the north side of the estuary, and near to the Forth Bridge and the anchorage of the guardship of the Forth. Overlooking it on one side will be Dalmeny House, the residence of the Earl of Rosebery. On the other side it will be protected by the Ochil Hills. The spot is one of historical traditions. It was there that James IV built the Great Michael and in the immediate vicinity are the ancient residences of the early Scottish Kings.

Mr Balfour [ed - the then Prime Minister] himself, I believe, was the first to suggest to the Council of Defence the selection of eth Fife Coast as an additional naval base, and it was reported upon in January last year by a committee which inquired into the subject. Sir W. Allan describes the Firth of Forth as the best place that could have been selected for the purpose. In peace time the docks might be used for the repair of big merchant vessels as well as ships of line. When the North Sea Squadron is created all the vessels will be fitted out and repaired at St. Margaret's Hope, and it is expected that employment will be needed, even in peace time for 400 or 500 men.

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THE "HOPE" AS A NAVAL STATION.

ADVANTAGES TO FIFE.

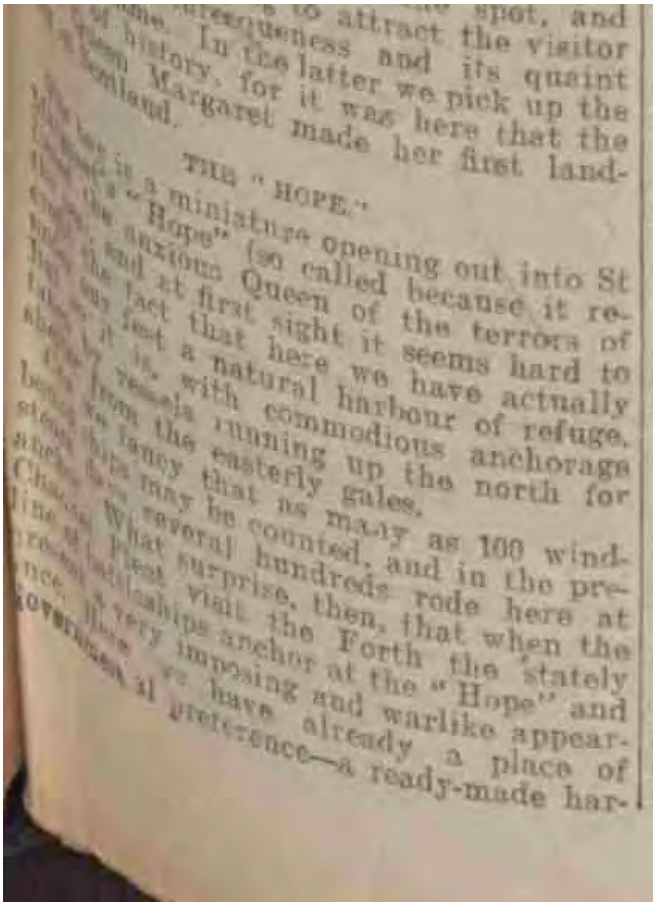
By an Evening Post Representative.

Sir William Allan told the recent ence, and particularly an English Ad- that the Forth was the fleet-building quarters of Scotland at a time when had no fleet at all—it was no mere of speech, for public attention once turned to the subject—has had the of a universal acquiescence in its ad- suitability.

Margaret's Hope is a wonderful little sheltered under the steep rocks the upper side of the Forth close village of North Queensferry. The as old in historical interest as it is conspicuous in the earlier naval the Forth. It has a weird associa- the dark deeds of smuggling days, contests between the Government of long past and the restless spirit who the village are oft-told tales. And advent of steam has taken away much one time interest of the spot, and remains nothing to attract the visitor the picturesqueness and its quaint name. In the latter we pick up the of history, for it was here that the Queen Margaret made her first land- Scotland.

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called a "Hope" (so called because it re-
the anxious Queen of the terrors of
and at first sight it seems hard to
the fact that here we have actually
feel a natural harbour of refuge,
it is, with commodious anchorage
reveals running up the north for
easterly gales.
that as many as 100 wind-
may be counted, and in the pre-
several hundreds rode here at
What surprise, then, that when the
fleet visit the Forth the stately
battleships anchor at the "Hope" and
very imposing and warlike appear-
have already a place of
preference—a ready-made har-

bour with all the requisites of shelter from the wild gusts of the Firth.

Let us see how it is otherwise adapted to the needs of the present scheme.

North Queensferry, the nearest village, lies on a peninsula, and the old pier built in 1834 is little used now except as a summer promenade. There is a wooden jetty which was at one time used for landing the steamers between Leith and Stirling, and there are two older piers adapted to low tides, and which were in use when the stage coaches ran between Edinburgh and Perth over what is known as the "old road" between Inverkeithing and North Queensferry.

A FIFESHIRE CARMYLLIE.

But there is a small wharf where stones from the Ferry Toll and the Jubilee Close Quarries are shipped, and thereby hangs a theme, because nearby are the Carlin's "Nose" Quarries, making this a Fifeshire Carmyllie, for the products of these whinstone quarries have gone all over the world. Four years ago they were quarried for the new docks at Leith, but since the land was acquired by the Government new fortifications are in due time to be completed on the site. Between Battery Pier and Inchgarvie is a depth of 220 feet of water—the deepest sounding in the Forth, and deeper than many parts of the German Ocean itself.

Away back in 1772 these stones were taken to pave the London streets! At one time some were shipped to Russia to build the fortifications at Cronstad. And what the stones could do for a formidable foreign power it can surely do for the home service to the extent of forming a ready resource for dock construction. Here we have therefore the second point in favour of the new organisation.

FORTIFICATIONS.

As for the existing state of fortification of the surrounding neighbourhood, what more excellent site could be found than that which commands the Oxcar lighthouses—Inchcolme, Aberdour, Kinghorn, the Isle of May, Inchkeith, and the Bass Rock.

When the fortifications of Inchgarvie were strengthened in 1781 in view of the French invasion, Battery Hill nearby got its christening in cannon. Again on the top of the hill there is a signal station, and the pilots' huts at the base remind us that vessels going up and down take on and put ashore their pilots at this point. These, as well as the two landing steps, are now enclosed in the yard of the Forth Bridge Works. It is truly a place haunted by the dapper figure of the handy man, and through the trees of St Margaret's one gets a glimpse of H.M. guardship in the pretty distance.

PROSPECTS FOR FIFE.

But these do not exhaust the limits of the new naval station. Its unrivalled position beside the great coal-producing centres of Fife give it the most important qualification of all, ranking it in this respect along with the Tees, the Humber, or the Tyne for advantages which a wise Admiralty cannot possibly overlook. Such advantages have indeed grown imperative in those days of ironclads and triple expansion and triple pressure. Resourcefulness in a naval sense implies coal. It is a necessary of every sailing thing, whether smack, whaler, or man-of-war. And hence we may conclude there lie in store for Fife many prospective good things which at this juncture it would not be wise to anticipate too eagerly in case the sails of the Government be trimmed into different policies and suggestions. As things appear at present, however, North Queensferry is the model haven of the North Sea scheme, and St Margaret's "Hope" promises to justify its long-borne designation.

£100,000 FOR GROUND.

A BUSY CENTRE EVEN IN PEACE.

The Marquis of Linlithgow is, I believe, the landowner with whom the Government have been in negotiation. They have arranged with him for a large purchase. The extent of the ground which is to be required for the scheme may be judged from the fact that the price in contemplation is £100,000.

The purchase has, I am informed, been completed in the sense that everything is agreed upon except the exact price.

A naval base means a great deal. It means so much that some years will pass before it is fully equipped. For the purposes of mobilisation St Margaret's Hope will take its place beside Portsmouth, Chatham, and Devonport. It will be furnished with complete resources for turning out its quota of the fleet in time of war. There will be enormous stores, large barracks for marines, and engineers' workshops sufficient for the execution of repairs—everything, in short, required for a depot which can be drawn upon by His Majesty's ships when engaged in active service.

It will be a large and busy centre of naval life even in time of peace, for the immediate cause of its creation is that the Navy is becoming so strong that the bases now in existence do not provide sufficient accommodation for ships lying up.

GERMANS WERE PREPARED FOR IT.

Berlin, Thursday.

A distinguished member of the German Admiralty, to whom I communicated the news of Mr Balfour's announcement of the proposed establishment of a new naval base on the Forth, said German naval authorities were not surprised, for they had long expected such action on the part of the British.

"We do not consider this step in the light of an affront to Germany," he continued. "Nor to any other nation, for it is a foregone conclusion that for the useful employment of a fleet of battleships it is absolutely necessary to have a suitable base which secures them protection against bad weather, and affords them the opportunity of replenishing their stores and munitions.

For reasons which cannot be foreseen, it might be impossible in war time for a squadron to reach one of the western bases. We therefore regard this measure as only another step towards the perfection of the English Coast defences, which cannot affect Germany's position in any direction. England cannot ignore—or rather she must conform to—the altered conditions of the naval world abroad, brought about by the constant increase of the fleets of all the Powers."

The opinion of the press is best shown by the comments of the Tageblatt. When the measure was first discussed this paper said, "People of a highly nervous temperament in England expect an attack from Germany on the English Coast, and therefore demand the creation of a special British North Sea Squadron. It is ridiculous to see what strange ideas some people bother their heads about."

A semi-official organ in Berlin said with reference to the same subject—"It is queer that England should take offence at every new naval venture by Germany. The proposition to form a naval base on the Eastern Coast is evidently another expression of England's unwarranted suspicion of Germany. There is no reason why we also should not regard this new venture with suspicion."—Mail.

THE NEW NAVAL BASE.

As Viewed by the Press.

It is not uninstructive to note that the negotiations for the purchase of the necessary land at St Margaret's Hope were proceeding at the very time that certain fussy amateurs convened "an emergency meeting" to impress upon the Government the necessity of establishing a naval station on the East Coast. The promoters of that meeting were apparently under the delusion they have long nurtured that the Government are victims of German diplomacy, and that it was essential to rouse them from their fond dream. As a matter of fact, the committee which recommended this step was appointed as long ago as March, 1900, and its report upon which the Government have acted was handed in more than twelve months ago. The reasons which deterred the Government from taking the country into confidence sooner were, as Mr Balfour pointed out, of a financial character, incidental to the acquisition of the necessary land. This new naval base is not a menace or even a warning to anyone, for no intimation is necessary that Great Britain intends to remain absolute mistress of the seas that wash her shores. Mr Balfour did not state the character of the works which are to be undertaken at St Margaret's Hope. Under the Military Works Act of 1897 provision was made for the defence of the Firth of Forth, and no doubt some further guns will be mounted, and at least one large dock provided in which a crippled battleship might be placed in an emergency. With this accommodation and the splendid docks in the Humber at Newcastle-on-Tyne, and in the Medway, the East Coast of Great Britain will be well provided for. It is estimated that for half a million sterling a first-class dock with all necessary equipment can be constructed at St Margaret's Hope, especially as the material is near at hand, but much depends on the character of the site. As a place of repair in time of war the new base is well situated, as in a little over an hour any number of experienced workmen from the great war shipbuilding yards on the Clyde could be on the spot with their tools.—Telegraph.

Some Objections.

The spot, though open to some objections, has natural advantages, being the only natural harbour of refuge between the Humber and Aberdeen. The formation of a North Sea Squadron is another matter, and there are objections to anything which would seem to imply that particular portions of the coast line of the Empire require particular squadrons to be allocated exclusively or specifically to their defence. —Chronicle.

Rumours of War.

What with the debate on the new defence Committee, and on Colonel Kinloch's retirement, and that on Lord Carrington's motion on our military organisation, what with the announcement of the establishment of a new naval base in the Forth, and with a deputation wanting the Premier to tell them what we should do for food in war time, it would really seem as though the frenzy of militarism was rather heightened than otherwise by the terrible lessons taught us in South Africa.—Leader.

Press Did It.

In this matter the Government has received some assistance both from the press and from the influential meeting recently held at the Westminster Palace Hotel. The influence of public opinion in facilitating and perhaps even accelerating the action of the Government in the matter of national security is not exhausted by yesterday's important announcements.—Post.

Welcome Announcement.

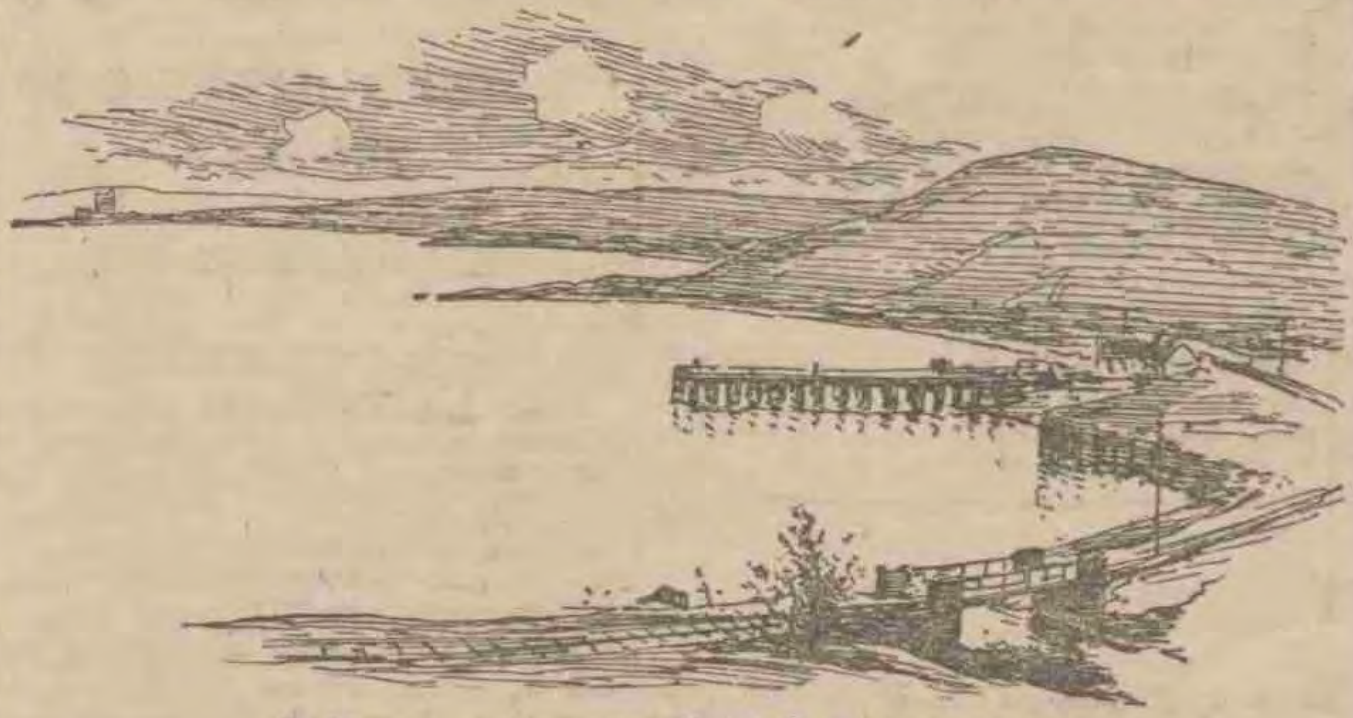
Mr Balfour had a notable field day yesterday as head of the Government and most responsible guardian of national efficiency. With regard to the naval base on the North Sea, again pressure of opinion has at last brought the Government up to the point of making a very welcome announcement.—Express.

To Checkmate the Slav.

A great navy supported by a mighty Empire is rising at the mouth of the Elbe and in the Baltic, while the persistent efforts of Russia are giving ever-increasing bulk and consistency to her fleet. Though a naval base serves only a subsidiary purpose, it is yet of extreme value to a fleet which must have the means of renewing its stores of food and fuel safely and rapidly. The Firth of Forth would render this assistance to a force engaged in blockading or giving battle to another that issued from Cronstadt or the Elbe. —Standard.

We cannot doubt that the resolve of the Government to lose no time in creating a fourth home port in the United Kingdom is a highly judicious and timely one. Though Portsmouth, Devonport, and Chatham have all been greatly enlarged, they are now all overcrowded with ships and men. There are doubtless other ports on the East Coast which might have been selected, but the strong recommendation of the committee, reinforced by the mature judgment of the Admiralty, must be taken to show that the position selected on the Forth possesses exceptional advantages from all important points of view—industrial, climatic, strategic, and the like.—Times.

THE NAVAL BASE AT ST MARGARET'S HOPE.



ST MARGARET'S HOPE FROM NORTH QUEENSFERRY ROAD.

At present the shore at St Margaret's Bay is quiet and peaceful. Whinstone quarries are being worked, and a service railway connects with North Queensferry junction, but the quarrymen and their picks do not disturb the landscape. Rosyth Castle, an old Scottish keep, is at the western extremity, and is on the seashore, built in the days when there was no fleet and no danger from the sea. Modern villas have been erected at the North Queensferry or eastern end; and the village is quite close at hand. When the Forth Bridge was under construction money was spent freely in North Queensferry, and in particular the two hotels benefited; but that was brought to an end 13 years ago, and since then there has been tranquillity. Still houses are taken up, and just now building is going on. Land, too, is evidently not cheap. For a patch of garden ground, not adjoining a public road, £30 was asked; this was before the news of the naval base at the Hope was known. But North Queensferry anticipates much from the naval workshops and yards, and only regrets that the ascent to the station is so steep. There is an old ferry boat plying between the two shores. It is the Forfarshire, and was built by Gourlay, of Dundee, in 1861, and for long on the Tay Ferries passage.

BLASTING ACCIDENT AT NORTH QUEENSFERRY.

TWO MEN INJURED.

An unfortunate blasting accident occurred last night at Carlingnose whinstone quarry, North Queensferry. It appears that a hole had been driven into the rocks for a big blast, and that a preliminary or shaking shot was prepared for making the hole ready for the main blast. On the fuse being lit, a loud report was heard, and the men returned to the hole to prepare for the heavy charge. A quantity of the powder had evidently got into a crack in the rock, however, and a second shot went off. The result was that James Fairley, foreman, and James Brown, labourer, were badly injured. Fairley was blown a distance of several yards, and had his right leg and right hand so much shattered that on his being conveyed to Dunfermline Cottage Hospital, it was found necessary to amputate both limbs. Brown had his left leg badly injured, and sustained a severe shock to the system.

ALICE.—North Queensferry telegraphs: The steamer Alice, of Dundee, stranded west side of railway pier.

THE GEOLOGY OF THE FORTH NAVAL BASE.

On Monday the members of the Glasgow Geological Society visited North Queensferry, Rosyth, and Charlestown, under the leadership of Mr Goodchild, of the Geological Survey. The principal feature studied was the great intrinsic sheet or sill of dolerite, which is so extensively worked in the quarries at North Queensferry. The leader said that this sill occurs in Dalmeny Park, and it is believed to extend in a north-westerly direction from there across the bed of the Forth to the great headland just referred to. The dolerite was intruded, far below the surface, into the upper half of the lower carboniferous rocks. It cuts irregularly across these, so that at one part it occurs several hundred feet below the Burdiehouse limestone, and at another part it is quite as much above that geological horizon. The dolerite appears to have been formed shortly after the close of the carboniferous period, and yet at some considerable time before the advent of any part of the New Red rocks. The Queensferry dolerite gives rise to some geographical features which have played important parts both in connection with Scottish history in the past, as well as in relation to the Forth Bridge of to-day. Moreover the peculiar physical configuration to which this rock and its associated strata have given rise has been one of the principal reasons which have led to the choice of St Margaret's Hope as the site for the new naval base. Hence, a few remarks concerning the history of both the rock itself and the geographical conditions to which it has given rise may be not without interest to many persons.

The most essential feature connected with the dolerite which is important to bear in mind is that connected with its rate of waste in a given time as compared with that of the other rocks amongst which it occurs. To begin with, it is a thick sheet of rock, which at one time had above it many thousands of feet of other rocks, mostly of sedimentary origin. These, in the course of long ages, have been gradually wasted away. The sedimentary rocks below the dolerite, as well as those above it, have wasted, under ordinary circumstances, at a somewhat faster rate than the dolerite itself. So, out of a surface originally at the same level, and composed of both these kinds of rock, the sandstones in time have wasted to a lower level than the dolerite. The broader features of the whole valley of the Forth are due to the prolonged waste wrought by rain and rivers, and one may confidently state that at any particular period during the progress of that excavation the dolerite of North Queensferry might have been seen to form low hills, craggy ground, and steep slopes in general, wherever it appeared at the surface. But for a long time after the valley of the Forth had been shaped by the prolonged action of those forces into something like its present form, Scotland stood much higher above the sea level than it does to-day. Perhaps it may have been this greater elevation that led to the cold conditions which culminated in the Age of Snow. During a great part of that long period of cold one arm of the vast mantle of ice that slowly made its way seaward from the chief centres of precipitation, started from near Inveraray, made its way over the Clyde watershed into the basin of the Forth, past Queensferry, and out to what is now the North Sea. There is good reason for believing that the ice in question was very thick, and that it slowly moved over these parts for, perhaps, some hundreds of thousands of years. One of the results arising from this slow grinding of the rocks was that important modifications of the surface of the land took place. The Queensferry dolerite withstood the abrasive action of the ice better than the softer rocks above it and below. Hence the inequalities of the surface which had arisen before the ice reached Queensferry soon became still more strongly marked, and increased in extent as time went on. Consequently, wherever the dolerite appeared

Consequently, wherever the dolerite appeared at the surface, its superior power of resistance to glacial erosion helped it to maintain a higher level above the general surface and to give rise to steeper slopes than possible in the case of the rocks with which it is associated. So a great ridge was left, which extended in a north-westerly direction along the outcrop of the dolerite, through Dalmeny Park, across the bed of the Forth to North Queensferry, the elevated tract following the zone where the dolerite came to the surface. The ridge was not quite continuous all the way, for the ice had ploughed out great east and west grooves across it, several of which may be seen between North Queensferry and Inverkeithing. Two of the largest of them lie in the bed of the Forth, beneath the bridge. The deeper of the two is between Inchgarvie and North Queensferry itself. The glacial action took place when the land was still at a higher level than it is at present. After a time, however, North Britain gradually subsided to a depth of perhaps as much as two or three hundred feet lower than it is at present. Hence the sea was admitted into what is now the North Sea, and much of the Forth valley was drowned to far above where Stirling is now. The present islands of the Forth are thus simply old hills which are not entirely submerged. Owing to the unequal widening of the valley above and below Queensferry, the Forth, when the sea was admitted in consequence of the submergence, became much wider than where that river valley is crossed by the ridge of dolerite. It may be remarked that had it not been for the great furrows ploughed across the ridge of dolerite by the ice the sea water would not have been able to find its way above the Forth Bridge under the present conditions of the level of the land. There would be, even now, a great fresh water loch above the bridge and sea water below it but for that reason. As it is, these great "deeps" not only let in the sea water above the bridge, but they also afford channels of entry by which our largest ships of war can make their way to the safe anchorage of St Margaret's Hope.

The leader's remaining observations related to the causes which are concerned in the weathering of dolerite in general, with special reference to the remarkable examples to be seen in the quarries at North Queensferry.

At the Forth Bridge.

ASSEMBLY MINISTERS.

It is told of the father of the late Lord Patrick Robertson, minister of a North country charge, that when on one occasion he was catechising in the manner common in that day, he met with "a foeman" not "worthy of his steel" in the person of a Highland soldier. The Son of Mars being asked, "Who brought us out of the land of Egypt and out of the house of bondage?" answered, "But that's not true, sir; we were ordered to Egypt, but we proceeded no farther than Queensferry." The object of this column is to record how some members of the U.F. Church General Assembly belonging to that section of it which prides itself on having been not only in Egypt, but delivered from it and from the house of boudage, paid a visit to the far-famed 'Ferry one day during the last General Assembly, an agreeable change from close and diligent attention to the reading of long reports and listening to longer motions and secondings. And why not? When a minister and elder who have been brought up in the breezy uplands accept the office of commissioner to the General Assembly, is it expected of them that they should sacrifice their health on the altar of long and continuous sederunts in the close and used up atmosphere of a hall attended daily by some 1800 people for 10 or 11 hours per day? And does not this grand turnout which leaves the Register House each morning of coach and four, and driven in red, somewhat resemble the turnout of the Lord High Commissioner of the Church that has not yet got out of Egypt? Nay, is it not better? Is not the ride along Princes Street and out the Queensferry Road better than that up the Canongate or past the Calton Jail? No doubt we may be pleasantly reminded by an informational coachman, as we pass the Dean Bridge, "This is the place, sir, where most of our suicides is committed." Our mind passes from suicides to the murder of the Queen's English that has just been perpetrated; but what is that to a human life flinging itself away in such beautiful surroundings. We are soon, however, far past the Dean Bridge of such terrible size (sighs) and are spanking along the road which has been traversed so often by Scotland's most popular orator. And here we are at Cramond Bridge, on the banks of the Almond, on the boundaries of Edinburgh and Linlithgow shires. The Gazeteer informs us that it has a good inn and an eight-arched bridge, erected in 1823. And that is all. One or two, who have not yet seen fit to fall in with the Southern custom which is rapidly spreading, of influencing public opinion on the question of intemperance by having a congregational temperance society, enter the inn, probably to see if it is entitled to the recommendation of the Gazeteer. One, however, bluntly affirms, "I'm indeed very thirsty." But the majority improve the interval in admiring the banks of the river, which are beauty itself compared with its first two or three miles over the moorland of Shotts. Some of the trees are worth looking at, being upwards of 80 or 90 feet high, one of them reaching even 101, with girths from 18 to 26 feet at one foot from the ground. And here is Jock Howieson's cottage, which of course comes in for a double share of attention, immediately in front of us, at the side of the river as we look West. This property has belonged to the Howiesons from the reign of James I., but part of it is said to have been granted them by James V., in reward for his rescue from a gang of gipsies, in one of his wanderings as "Gudeman of Ballengeich." The tradition is embodied in the popular drama of "Cramond Brig," and the tenure under which the land is held—the presenting a basin and a napkin to the King—was actually performed in 1822.

On resuming the journey the horses walk up the hill past the entrance to Dalmeny, but the Mansion House is hid from view. Though it is a little world we live in, there have been other great men in it, as well as Lord Rosebery. One of the "fathers" who in his quiet manse has varied his study of Matthew Henry, and Brown's Dictionary, with the reading of some of the Edinburgh Reviews, asks if we cannot make out Craigrook Castle, nestling at the foot of Corstorphine Hill, the house of Constable, the great publisher and afterwards for 35 summers the residence of Scotland's greatest critic, Lord (Francis) Jeffrey. He

remodelled the gardens, which are understood to be a prototype of those of "Tully-Veolan" in "Waverley," and so added to the house that it became at last a most lovely and delightful spot. Another, who has dabbled a little in shares, tells us of Lauriston Castle, in the parish, built by Archibald Napier, a younger brother of the inventor of logarithms, where was born in 1671, John Law, one of the most remarkable characters this or any other country has ever produced. Disgusted with some treatment he had received in this country, he went over to France, where he was raised to the high rank of Comptroller-General of the finances of France, and erected a national bank, which proved a great success. He afterwards planned the Mississippi scheme, which, however, proved to France what the South Sea Company afterwards was to Britain —only a bubble, threatening to involve the nations in ruin. He ended his chequered career in Italy, in a state of great poverty, after having astonished all Europe with his abilities, his projects, his success, and his ruin—a warning to more than "worldly ecclesiastics."

Almost by the time that the story of the Cramond financier is finished we are at the Old Hawes Hotel, now no longer a place for bona fides, but which could boast until recently of being the second oldest hotel in Scotland. Heretofore it has been associated in our mind with Mr Jonathan Oldbuck of "Antiquary" fame, and the visit which he paid to it, after the breaking of a spring and the casting of a horse shoe; but now it will be mentally linked in all minds with that Bridge which with its leviathan bulk is perhaps the very greatest of engineering wonders. Here is an undertaking compared with which the great Pyramid itself is a trifle. The Suez Canal cost ten times as much as this bridge has done, and the Panama Canal cost 20 or 30 times as much, but canals are, compared with this great engineering feat, easy and primitive modes of construction. Even the difficulties connected with the tunnelling of the Alps whilst great, were all of one kind, and were got over by mere digging, but here a great variety of problems had to be solved, not only in connection with foundations, but the manufacture of the steel superstructure and subsequent erection. If one of the tubes of the Britannia Bridge, at the Menai Straits, the greatest bridge in this country, were brought alongside of this one, it would be found to span little more than ¼ of the span of these girders.

When it is remembered that there was a whole army of men (some 3,500) employed in the undertaking; that they were at work for years; that there was a whole navy of steam and other barges, tugs, launches, and boats in use, and that there were hundreds of cranes, steam, hand, and hydraulic, drilling machines and steam engines of all sorts and conditions; that the combined plates that were required would stretch 42 miles if put on end; that on the engineering staff, presided over by Sir John Fowler, there were representatives of England, Scotland, Ireland, Germany, Denmark, Sweden, and Japan—when all that is remembered, it cannot be a matter of surprise that the Forth Bridge has been a shrine which half the engineers in Europe, Asia, America, and Africa have visited, or hope to visit, as the work went on. With the view of getting a closer and better look at the work we put ourselves into the charge of two sturdy boatmen who, for a consideration, were willing to take us out under the bridge close to the island of Inchgarvie, without which this great work could not have been accomplished, and round the guardship stationed there, which did so much execution at Alexandria. Some measure the depth of the water with their walking stick as if to satisfy themselves that it is not too deep, and one repeats the story of the woman who, about to set sail for America, when she saw the ship getting into the deep water, cried out, "Come now, Captain, none of your fun; keep near the shore." Ours was a smaller vessel than the Queen Margaret, in which in 1842 Queen Victoria passed over to North Queensferry, which with the two villages on either side of the Firth, is evidently named after Margaret, the queenly wife of Malcolm Canmore, who often passed here on his journeys between Edinburgh and Dunfermline. As fate would have it, a R.C. priest, who was doing the sights in the neighbourhood of Edinburgh, got mixed up with our party, and occupied a seat in the bow as if to get the first view of all that was to be seen. Perhaps he did so as knowing that Malcolm 4th, the great-grandson of Margaret, made the monks of that time and this neighbourhood, a grant of the right of ferry here. But the ferry as such is a thing of the past, with the opening of the line between North Queensferry and Dunfermline, and the ferry-boat now plies from Port Edgar, a mile further up.

After a look across to what is called the Hope Basin, immediately to the West of North Queensferry, which is said to be the best natural refuge on the East coast between Yarmouth Roads and the Moray Firth, and in which 100 vessels at a time have taken shelter, we seek the shore, delighted with all that we have seen, saving and except a court martial which we witnessed on one of the men of the warship, "who probably had been spending too much time and money in the Hawes, the little Inn patronised by Monkbarns and his genteel companion. We also must see the inside of the far-famed inn, and as it is near the middle of the day, prefer to dine here to waiting till Edinburgh is reached. The gudewife gives us a warm reception, pouring into us, indeed, both "canister and grape" (if on such an occasion we may borrow a phrase from poor Tom Hood), in well directed and fast succeeding discharges—of course, after doing our best, we are at length compelled to capitulate. The bill is most moderate, and although ministerial stipends are going down rather than up, we are as rich this year as last year, even taking in the expense of our Queensferry trip.

NIGHT ATTACK ON THE FORTH.

FORTIFICATIONS OF FIFE SIDE.

The Strategical Advantages of the Kingdom.

(BY OUR OWN REPRESENTATIVE.)

To Northern interest the main question of the night attack on the Forth is the value of the batteries on the Fife side, which play so important a part in the scheme of defence.

THE ENEMY'S FIRST SALUTE.

Kinghorn forms a powerful battery, with its 18-ton guns placed there in 1881, and those heavy ordnances recently erected there. Crying Hill, with the higher ground, purchased not long ago by the Government, proved a splendid centre for observation. It is the wider channel of the Forth on its northern side which is here protected. It is here that an enemy would receive his first salute. Inchkeith is properly intended to be the bulwark of the outer defence of the Forth.

SECRET BATTERIES.

The island is a perfect mass of fortification, with its heavy modern guns peeping over the massive crags of rock. The guns here fully command the southern channel, and would be more than sufficient to protect Edinburgh and Leith. It is difficult to convey any description of the resources, because all technical detail regarding Inchkeith is cautiously withheld, for it is a secret garrison, a place of hidden strength and masked batteries.

MENACING THE TORPEDO BOATS.

Inchcolm, with its ancient grass-grown battery, the small Island of Inchmickery, and the Binn Hill on the northern shore, were all depended on to bar the southern passage last night.

The hostile torpedo boats, menaced by mounted guns at various positions to the east of the Forth Bridge, would in actual warfare have had little chance against the formidable defence that awaited them. On the south side of the Forth a couple of 4.7 guns, on the Island of Inchgarvie 2 quick-firing 12-pounders, on the north side another couple of 4.7's, and two 6-inch guns at the Coastguard Station were all brought into play.

THE BLOWING UP OF THE FORTH BRIDGE.

Stretching from the promontory at North Queensferry to the southern shore, the Forth Bridge makes the Rock of Inchgarvie a stepping stone. Here the action of the river has scoured the channel on either side to a depth varying from 150 to 200 feet, sufficient to provide for that great apprehension—the blowing up of the Forth Bridge. The fortified island is really the base of one of the cantilevers of the Forth Bridge.

THE FIGHT IN THE DARK

conveys many interesting lessons, all of which will not readily be disclosed, for the reason that the authorities do not care to show the chinks in their fortifications, but if any there be last night's demonstration will tend to the greater perfection of our only great safeguard against foreign invasion.

THE NAVAL BASE.

The Channel Fleet, safe behind the great girders of the Forth Bridge, would, to the lay mind, be as safe from intrusion as in the placid reaches of the best defended estuary of the kingdom, while the defensive strength of the county of Fife, so far as it borders the Forth, and the excellent adaptiveness of the proposed headquarters of the naval base, have created a greater feeling of public security and a certain sense of local self-confidence and satisfaction.

THE SHAM FIGHT.

Crowd Disappointed.

Thousands of people from Dunfermline, Kirkcaldy, an dother places in Fife visited North and South Queensferry with the expectation of witnessing the sham attack on the Forth defences. Between seven and eight a special train left Kelty for South Queensferry, stopping to pick up passengers at all the intermediate stations. The long train was packed by eager sight-seers. Special trains also ran from Kirkcaldy and other towns on the main line. At Dalmeny, where the majority of the passengers went the scene beggared description. Motor cars, char-a-bancs, cycles, landaus, hansoms, and almost every conceivable vehicle conveyed passengers, and positions were taken, with the view of witnessing the engagement. A disappointment was in prospect for the excursionists, however, the N.B. Railway Company reaping the benefit. The vast multitude of people lining either shore, and especially at Dalmeny, saw little or nothing. With the exception of a couple of searchlights sweeping around the waters of the Forth from the forts on both sides nothing unusual was apparent until twelve o'clock. Then, when the crowd had pushed and crushed their way to the Dalmeny Station, and were wedged on the platform there like herrings in a barrel, the guns commenced to fire, and the searchlights from the vessels, which were stationed above the Forth Bridge, commenced to flash. The reflection was seen in the heavens, and the reports of the cannon were heard, but hundreds had to be satisfied with this idea of a naval engagement. Those at North Queensferry were more fortunate, and were enabled to witness the proceedings. Until well on in the morning the countless lights of cycles flickered on the roads from North Queensferry, but considerable disappointment must have been felt by all.

THE NAVAL DEMONSTRATION IN THE FORTH.

On Tuesday afternoon it became known in town that the North British Railway Company were to run a special train from Kirkcaldy to Dalmeny in connection with the manœuvres of the fleet. Notwithstanding the short notice, a great crowd took advantage of the trip. The train started from Thornton, and before it reached Kirkcaldy it was so crowded that very few passengers could be taken on, and another special train was arranged for, and arrived shortly after eight. Most of the passengers went the whole distance to Dalmeny, although a number came out at North Queensferry. On reaching Dalmeny it was found that large crowds had already arrived, and were parading the streets and roads near the beach. In Queensferry the restaurants and other places for the supply of refreshments were thronged with hungry and thirsty visitors. The weather was delightful, and as the sun was setting a magnificent view was obtained from the heights. The war vessels were lying above the bridge, and in the foreground was the old Caledonia, which is to be put out of service in a few months, while numerous small craft were steaming over the peaceful waters, the whole completing a most lovely picture. About ten o'clock the searchlights were turned on from the forts on both sides of the Forth, and the two shafts of light merged into each other and illuminated the waters for miles around. Silhoutted against the light were the trellis work of the Forth Bridge and the dense crowds of spectators who lined the shore. All eyes were now turned seawards, the spectators being on the qui vive for the first indication of the outbreak of "hostilities." Steam launches were observed speeding from the illuminated area which surrounded the forts into the darkness where the fleet were now lost to view, not a light being shown to indicate their whereabouts. By this time the crowd of spectators had assumed enormous dimensions, and some parts of the road were almost impassable owing to the number of 'buses, motor cars, and cycles which were standing about. The train for Kirkcaldy was timed to leave Dalmeny at 11.40, and when it approached eleven o'clock, and there were no signs of the manœuvres commencing, many of the more foreseeing travellers wended their way to the station disappointed that they had not seen what they had anticipated, but mostly looking as if they had nevertheless spent a very enjoyable evening. About half-past eleven there was a general rush for the station, and those who had delayed until this stage had to experience all the discomforts of a rolling, crushing crowd before they got past the station entrance. Had the train been up to time half the passengers must have been too late, but the North British may generally be depended upon to allow a little latitude. The first train, which was packed, left Dalmeny at 11.59, and just as it entered on the bridge the first shot was fired from the fort at North Queensferry, and for once North British unpunctuality was generally appreciated. Those who were fortunate in having a position at the windows now had a splendid view during the few minutes they were on the bridge. Immediately beneath were seen four torpedo boats, one behind the other, tearing through the water at full speed, every detail of the vessels being clearly delineated under the bright glare of the searchlights, while the guns of the fort kept up a continuou' rattle. The little steamers made no reply, and seemed to depend entirely on their speed. The flames were leaping several feet above their funnels, while volumes of spray were rolling from their bows, testifying to the great force with which they were being propelled through the water. Before the train had reached the end of the bridge the first of the torpedo boats had passed underneath, and the war vessels on the other side got the signal, and the darkness of a few minutes before became a perfect blaze of light as the various vessels turned on their searchlights, while their guns were brought to bear on the approaching craft. On reachin: Queensferry Station many were tempted to leave the train, as the guns of the fleet could be distinctly heard, but they were lucky who resisted the temptation, as, before they could have got clear of the station buildings, the "fight" was over. At North Queensferry there had also been an immense crowd, many having cycled or driven from various parts of the county. A considerable number of those who had left the train at North Queensferry had just been about to leave for the station on heir return journey when the operations commenced, and they go so engrossed in the proceedings that, when the manœuvres were completed, about 12.15, they realised that they were too late for the train. Some atempted to get lodgings for the night, and others set out to tramp home, several belonging to Kirkcaldy not arriving until well on in the forenoon. Those who were cycling state that on the conclusion of the operations there was an immediate exodus from the village, and the road for some miles was so congested that it was impossible to ride, while others who left later in the morning passed on the roadside numerous parties repairing their machines, or footsore pedestrians resting by the way. Luckily, the weather was the open are not likely to have suffered any the open are not likely to havesuffered any bad effects.

AT KIRKCALDY

the beach was lined with spectators from about nine o'clock until nearly midnight. As darkness set in there was considerable fog on the water, and, with a view to getting a better sight, a considerable crowd gravitated towards Seafield, while others proceeded to Kinghorn. There was, however, considerable disappointment, as the torpedo boats were so far out when they passed up that they could not be seen from the shore, and the only intimation that the boats were in the vicinity was by hearing the guns on Inchkeith and Kinghornness firing as the steamers passed.

GRAND SPECTACLE AT KINGHORN.

A splendid sight of the naval fight was had from Kinghorn on Tuesday night. Large crowds of visitors poured into the town by train, cycle, brake, and vehicles of every description, several thousand people assembling in the vicinity of the Kinghorn Battery and Pettycur Pier. The first indication of the battle commencing was th eflash of a rocket across the sea from the Kinghorn fortifications about 11.30, which disclosed the torpedo craft stealthily sailing up the Firth. Firing commenced immediately, the powerful guns of Kinghorn pouring out shell with telling effect, not a shot seemingly being wasted. The sight of the flame from the cannon mouth and the rockets on the dark water was indeed brilliant. The firing from Kinghorn lasted fully a quarter of an hour.

DEPARTURE OF THE FLEET.

The Fleet left its anchorage in St Margaret's Hope en route for Portsmouth on Thursday, as did also the destroyer flotilla. The manœuvres during Tuesday night being purely of an experimental character, it is intimated by the naval authorities that the result of the attack will not be made public. It is understood, however, that the destroyer craft will make an attack on the Fleet in the open sea.

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Meantime the Russo-Japanese war was being waged for real

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THE NAVAL BATTLE.

ENORMOUS LOSS OF LIFE.

The Russian losses are estimated at from 7000 to 9000. Many bodies are coming ashore on the islands and neighbouring coasts. The Russian prisoners number over 3000.

The Japanese losses and casualties are very slight.

BADLY WOUNDED RUSSIANS THROWN OVERBOARD.

SHOCKING SCENES ON THE OREL.

A Press Association telegram, dated Tokio, Friday, says:—A terrible story concerning the Russian battleship Orel is in circulation. It is said that at the very opening of the fight 300 men were killed and wounded on board the battleship, and the groans and shrieks of the wounded exercised so harmful an effect upon the rest of the men that an exreme course had to be determined upon. The men who were wounded beyond all hope were, it is said, cast overboard, to the number of 143. The slightly wounded were placed round the mast, being made fast with ropes, and thus they could not hinder the fighting of the ship. It is impossible as yet to confirm this statement.

Later reports indicate that the Orel fought with desperate bravery for a day previous to surrendering. The hull was covered with marks of shells, and the guns were smashed and dismantled

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NIGHT TORPEDO ATTACK IN THE FORTH.—On Tuesday night an interesting spectacle was provided for the numerous visitors at present resident in Inverkeithing and neighbourhood in the shape of a night attack by torpedo boats on the forts commanding the upper reaches of the Forth. In addition to the engineers and a detachment of the R.A. from Leith Fort, the local volunteers formed part of the defending force, their position being on the guns at the North Queensferry Fort. The torpedo fleet were represented by a peaceful tug boat which made its appearance within the range of the searchlights about 10.20. A brisk fire was opened by the land forts, which lasted about five minutes, repelling the threatened attack in gallant style. The operations were witnessed by a large concourse of the general public.

NORTH QUEENSFERRY.

Considerable opposition is being put forward to the proposal to repair the old North Road, and it is stated that a deputation of the Landward Committee of the Inverkeithing Parish Council may meet with the Local Government Board in reference to the matter.

A RUN THROUGH FIFE.

FROM THE FORTH BRIDGE TO ST ANDREWS.

NORTH QUEENSFERRY.

Looking from the south side of the Firth of Forth, what an open and picturesque view meets the gaze. Under the Ferry hills snugly nestles North Queensferry, with its red tiled houses and whitewashed coastguard station. About a mile westwards looms the remains of Rosyth Castle, a grim square tower, a relic of bygone grandeur, which at high tide is on a little island, but at low tide it is connected to the mainland by a causeway. At one time there was also a drawbridge. Over the gateway there is an inscription and the letters M.R. 1561, but I think it is of much older date. It appears that St Margaret's Hope and Queensferry take their name from Margaret, Queen of Malcolm Canmore. At the Norman Conquest the English Royal family of the Saxon dynasty were trying to escape from William the Conqueror, intending to go to the Continent, but were overtaken by a severe storm and were driven up the Forth, and reached the Hope in safety. This was in 1069. Edgar Anthony and his sister landed and set off on foot for Dunfermline, then the Royal residence of Malcolm Canmore. There is a large stone on the roadside known as St Margaret's Stone, where she is said to have rested, being overcome with the long journey. When they arrived at Dunfermline Malcolm gave them a very warm welcome, and ultimately married Margaret, who was the eldest daughter. At one time Rosyth belonged to the Stuarts, but is now Crown property. When Queen Mary escaped from Loch Leven she rested here on her way to Edinburgh. Not far from here is the Royal Burgh of Inverkeithing. It was a Royal Burgh in the twelfth century. The oldest existing charter is by William the Lion, which is but a confirmation of an earlier one. It is a dreary-looking old place, with its quiet streets and old-fashioned red tiled houses, but in former times the Burgh Parliament met here, and sometimes the King's Court. At the present day, however, it is but a summer resort. There is a very ancient and curious baptismal font in the little church here, and a very old mansion-house known as Rotmel Inn, where the beautiful Arabella Drummond lived for some time. She was Queen of Robert III., and died here of a broken heart, 1403. This house is said to have an underground passage which leads out to the Forth, and during the reign of David I. the last assembly of the Culdees took place here. Admiral Greig was born here in 1735 on the 30th November. He fought both the Swedes and the Turks, and came out with flying colours. He died on the 26th October, 1788. Here also, in June, 1651, Oliver Cromwell landed an army at the Cruiks of Inverkeithing. He had been successful at Burntisland, and suddenly surprised North Queensferry. He drove Roy of Aldwadoch and his small force out of Inchgarvie. A force had been sent out, under Brown and Holborun, to defend Burntisland. When informed of Oliver's movement they tried to regain this important position, but Oliver was there before them, with an army of four thousand five hundred horse and foot. In the awful battle which ensued the Scots were heavily outnumbered, both as regards discipline and strength, and were defeated. Brown sent Holbourn with dispatches for assistance, but he destroyed them and substituted a lying dispatch. The battle, along the valley of Pinkerton Burn, continued for six hours, and it is reported that Holbourn stood on a hill and shouted through a speaking trumpet to the English officers. The Scots gave way, but stood again at Pitreavie for two hours, and the MacLeans were almost annihilated. The battle took place on Sunday, 20th July, 1651, and left many widows and orphans in Fifeshire. Sixteen hundred foot were killed, and a great number of prisoners were taken, among which was General Brown, who died in Leith. Holbourn, the traitor, made his escape.

EDINBURGH

ABERDOUR.

Aberdour Castle is of great antiquity. It stands near the harbour, and at one time belonged to the Euponts, then through marriage to the Mortimers, and then it came to the Douglases. In David II.'s reign the dark knight of Liddesdale held it, and he conveyed it to his younger son James by charter, and through him it descended to that rapacious monster Regent Morton. In 1543 Sir John de Lutterell stole the boats at North Queensferry and landed his men at Aberdour, and burnt a house at the end of the town, but the district rose so rapidly that he had to retreat without doing further damage. Aberdour had at one time a priory and a nunnery dedicated to St Clair. The Castle has a very fine gateway, and the courtyard and garden adjoin the churchyard, and overlook the door. About 150 years ago it was burnt down. Close by there is a fine old dovecot, and the fine ruin of the Old Church is hidden away among the trees and brushwood. It has a fine belfry and a pointed window. There is a row of fine round Norman arches, and some square windows of a more recent date. Aberdour is an ideal spot. The sands on the east side are called the Silver Sands, and I believe their equal is not to be found in Scotland. I think the poet had them in his mind's eye when he wrote the verses—

The King sits in Dunfermline town
  Drinkin' the bluid-red wine.
O where will I get Skeilly Skipper
Tae sail this ship o' mine?

O up an' spake an eldern Knicht,
  Sat at the King's richt knee—
Sir Patrick Spens is the best sailor
  That sails upon the sea.

The King has written a braid letter,
  An' signed it wi' his haun,
And sent it tae Sir Patrick Spens,
  Was walkin' on the sands.

It is quite probable that Sir Patrick lived near the port of Aberdour, and, although now of no consequence, it might at that time have been of considerable importance; in fact, it is quite likely to have been the seaport for the inland palace town of Dunfermline, for the Scottish Kings nearly all resided in Dunfermline from the reign of Malcolm Canmore to that of Alexander III., and the verses allude to the marriage of the daughter of Alexander III. Fordoun, in his history of Scotland, says:—A little before this, namely, in the year 1281, Margaret, daughter of Alexander III., was married to the King of Norway, who, leaving Scotland on the last day of July, was conveyed thither in noble style, in company with many Knights and nobles. In returning home after the celebration of her nuptials, the Abbot of Balmerinach, Bernard of Monte-Alto, and many other persons were drowned. Owing to the imperfect state of navigation and incapacity and light draught of the vessels, no doubt caused Sir Patrick to have a fear for their safe journey, when he exclaimed—

O wha is this has done this deed,
  And tauld the King o' me,
To send us oot at this time o' year
  To sail upon the sea?

For beauty and variety of scenery Aberdour can hardly be surpassed. James Ballantyne sings—

The wind blaws saft frae sooth tae north,
  And wafts the seedling frae the flower
Far ower the broad an' glassy Forth
  To grow in bonnie Aberdour.

Fair Aberdour! dear Aberdour!
  I would I were that seedling flower;
For there I felt love's holy power
  Among the woods o' Aberdour.

[Burntisland and Kinghorn in our next.]

—★—

WHINSTONE ROCK AT THE FORTH BRIDGE.

ACTION AGAINST DUNFERMLINE GUILDRY.

In the Court of Session yesterday, Lord Dundas closed the record in an action by the Forth Bridge Railway Company against the Incorporation of the Guildry of Dunfermline, and Alexander Brunton & Son, quarry masters, North Queensferry.

Pursuers seek declarator that under a disposition by Robert Donald, then Dean of Guild, dated 1884, they are proprietors of the whole whinstone rock forming part of certain specified areas, and also of the piece of ground at the High Battery, North Queensferry. Otherwise it is sought that the defenders be ordained to deliver to the pursuers a conveyance of the whinstone rock referred to. It is further sought to be declared that pursuers, in implement of a decree arbitral, in a reference between them and the Incorporation in 1884, have paid to the first defenders the full value of their right and interest in the whinstone rock, and that in any event the defenders ought to be interdicted from quarrying the rock lying in or under the pieces of ground specified

Pursuers state that they found it necessary to acquire certain subjects belonging to the first defenders near North Queensferry. A reference was entered into, and defenders claimed £5000. In terms of the oversman's decision, the pursuers paid £2300, and a disposition was executed by Robert Donald. The decree arbitral was, they say, pronounced on the footing of giving the first defenders the value of the whinstone rock in the lands taken, and the rock was sold to the pursuers along with the surface.

The first defenders plead that the disposition in favour of the pursuers being exclusive of minerals they should be assoilzied, and in any case the defenders, having given no notice of their desire to work stone or any other minerals in the lands acquired by the pursuers, the action is premature and unnecessary.

Counsel for the pursuers, Mr Cooper, K.C., and the Hon. W. Watson; agents, Miller, Robson, & M'Lean, W.S.

Counsel for the defenders, the Lord Advocate, K.C., and Mr Constable; agent, John Stewart, S.S.C.

train to North Queensferry, where they embarked in the North British Railway Company's launch, and spent about three-quarters of an hour on the water, steaming first under the Forth Bridge and then round a number of the cruisers at present lying in the Forth. Yesterday the visitors drove to Roslin Chapel.

The Prime Minister of Nepaul, attended by his suite, arrived in Edinburgh on July 3, on a short visit to Scotland. At noon he was formally received in the City Chambers by Lord Provost Gibson and a number of the magistrates, wearing their robes and chains of office. The Lord Provost said it afforded them the greatest pleasure to welcome their guests to the City. In reply the Prime Minister said, "I thank you very cordially for your kindly welcome. It is my intention to be friendly to Scotland, and I am sure my visit to this country will be a great pleasure." Thereafter the party visited the Law Courts. They were received by the Lord Justice Clerk and conducted round the Courts by the Dean of the Faculty of Advocates. The remainder of the forenoon was spent in shopping, and in the afternoon Holyrood Palace was visited, his Excellency exhibiting an intelligent interest in the historic associations of the building. The Prime Minister of Nepaul on July 4 visited Edinburgh Castle and the Forth Bridge. At the Castle a company of the Seaforth Highlanders was drawn up on the esplanade, where his Excellency, who was received with a general salute, inspected it. Subsequently, accompanied by Major Cowans, of the Seaforths, Brig.-Gen. Hall, in charge of administration, and Lord Malise Graham, aide-de-camp to the general commanding, the Prime Minister and his party visited the Crown Room, the Banqueting Hall, Queen Mary's Room, the Argyll Tower, and Queen Margaret's Chapel. In the course of the visit the party were joined by General Sir Edward Leach, commanding the forces in Scotland, and Col. Cavaye, Military Secretary. In the afternoon the party travelled by special

train to North Queensferry, where they embarked in the North British Railway Company's launch, and spent about three-quarters of an hour on the water, steaming first under the Forth Bridge and then round a number of the cruisers at present lying in the Forth. Yesterday the visitors drove to Roslin Chapel.

CLIFF ACCIDENTS AT NORTH QUEENSFERRY.

Two cliff accidents of a serious nature have occurred at North Queensferry. While on his way home about ten o'clock at night a man named William Brown, residing at North Queensferry, fell over the quarry face of a gullet called the Cleek. He managed to crawl to an adjoining house, and from there was carried home, where it was found he was suffering from a deep wound in the head, a dislocated ankle, and bruises. The unfortunate victim of the second accident is George Mitchell, who also resides at North Queensferry. He fell over the railway cutting above the tunnel near North Queensferry Station, and sustained an injured spine.

KIRKLISTON.

NOTES.

A friendly football match between the Strollers and North Queensferry Thistle was played at Loanhead Park on Saturday, and resulted in a win for the visitors by 3 goals to 2.

QUEENSFERRY AND DALMENY.

GARRISON ARTILLERY FOR NORTH QUEENSFERRY.—There is reason for believing that within a comparatively short time the headquarters of the Royal Garrison Artillery will be transferred from Leith to Carlingnose, North Queensferry. It is matter of common knowledge that the lease held by the military authorities of the property in which the Leith garrison is stationed expires in the course of a year, and that there is litle likelihood of the lease being renewed. At Carlingnose there is accommodation for about eighty men, although it has been very rarely indeed that that number of men have been quartered at the fort at one time. Recently War Office representatives, including General Friend, have visited North Queensferry for the purpose of surveying the extensive stretch of ground overlooking Port Laing, which is admirably suited for the erection of the additional accommodation which will be required. On behalf of the military authorities, inquiries have been made in the village with regard to temporary married quarters for seventeen families. Such accommodation is not at present available, and it is stated that local quarrymasters have indicated their willingness to erect dwellings for the men and their wives and families. With North Queensferry the headquarters of the Forth Royal Garrison Artillery, the advent of more prosperous times for the village is being regarded with the liveliest anticipation.

WARSHIPS AT QUEENSFERRY.

On Thursday of last week H.M. armoured cruiser Indomitable, 17,250 tons, flagship of Rear-Admiral Commanding the First Cruiser Squadron, Hon. Stanley C. J. Colville, C.V.O., C.B. (Captain Charles A. de Bartolomie), arrived in the Firth of Forth, having steamed round from the Cromarty Firth on the cessation of the series of exercises carried out in these waters. The cruiser dropped anchor to the south of the north channel leading through the Forth Bridge, and to the north-east of the island of Inchgarvie, immediately below the Forth Bridge. By eight o'clock a thick haze driven up the Firth before a cold easterly wind obscured the view on the water, but as the day advanced the mist was gradually dissipated, though the range of view remained limited. Early in the day the work of provisioning was begun, and by means of a special steamer provisions were taken on board the flagship, while stewards, postmen, and messengers were carried to and fro on the ship's pinnace. There was some delay occasioned on the arrival of the other vessels expected by the prevailing fog in the lower reaches of the Forth, and it was reported that the Indomitable had experienced fogs ever since she left the Moray Firth. Early in the afternoon the hulls of the cruisers Shannon, 14,600 tons, flagship of Rear-Admiral Commanding Second Cruiser Squadron, Robt. S. Lowry (Captain James A. Fergusson); Cochrane, 13,550 tons (Captain C. Hickley); and Warrior, 13,550 tons (Captain Owen F. Gillet), loomed up dimly in the rising fog off Hound Point in Dalmeny policies as seen from the neighbourhood of the Forth Bridge. These came to anchor forming a line clear of the south fairway to the east of the Forth Bridge. Large consignments of stores of various descriptions arrived at the local railway station for the warships. The fog became so dense during the afternoon that the outlines of the warships were completely obliterated to spectators from the south shore of the Forth.

H.M.S. Inflexible joined the five cruisers lying in the Firth later in the evening, and anchored in line astern of the Indomitable, the flagship. Five patients were removed, two from the Shannon and three from the Indomitable, to the Royal Naval Hospital at Butlaw.

FORTH BRIDGE

IS SCENE OF MILITARY ACTIVITY.

Searchlight and Firing by Night.

The vicinity of the Forth Bridge, especially on the north side, is at present the scene of military activity. At Carlingnose, North Queensferry, two large white cities of canvas have sprung up since last Thursday. One of these is on the War Department ground, and forms the joint camp of the Garrison Artillery and the Royal Engineers. The other, the camp of the 6th Battalion Black Watch, is situated on high ground immediately to the west of North Queensferry Station. Altogether, nearly 1200 men are under canvas, including detachments of Territorial Artillery from the Forth and Clyde, numbering about 250, the City of Edinburgh (Fortress) Royal Engineers with 200, while the infantry from Perthshire make up the remainder.

Work is carried on night and day. The Artillery companies are mostly practising night firing on targets representing an attack by hostile vessels. During the whole night the waters immediately below the Forth Bridge are brilliantly illuminated by the powerful searchlights of the Royal Engineers, which may occasionally be seen flashing on the clouds even from Edinburgh.

Near by North Queensferry, at Port Laing, may be seen further evidence of the many-sided activity of the Territorial Engineers in the shape of a neatly-built timber landing stage, which juts out into the water, with a large "barrel raft" moored alongside. The men are engaged in digging trenches and improvising other means of defence against a possible enemy.

PROMINENT AIRMEN

Are Likely to Compete at Lanark.

We understand that Mr Ker Seymer, one of the officials of the Lanark Aviation Meeting, is at present in France making final arrangements with a number of French airmen for their presence at the meeting, and for the transference of their machines to Lanark. It is expected that the list of selected entries will be made public in a day or two. Among the prominent aviators who have announced their desire to compete are the following :—

Captain Bertram Dickson.
Mr J. A. Drexel.
Mr Cecil Grace.
Andemars.

Captain Dickson's recent sensational performance at Rouen is still fresh in the public memory, while Mr Drexel claims prominence as the holder of the British altitude record, his ascent to a height of 2490 feet at Bournemouth last week placing him in the forefront of airmen.

Mr Grace's performance in flying over the British fleet on a recent occasion, was much commented on at the time. And Andemars' displays on a miniature Santos Dumont Damoiselle were among the features of the Rouen and Bournemouth meetings.

DIPHTHERIA AT NORTH QUEENSFERRY.

A recurrence of the outbreak of diphtheria has taken place at North Queensferry. In the spring the number of cases was almost epidemic, and several deaths occurred. There have been no deaths at present, but over a dozen patients have been sent to the hospital.

Evening Telegraph and Post.

MOST WIDELY CIRCULATED EVENING PAPER IN SCOTLAND OUT OF EDINBURGH OR GLASGOW.

1 POST. DUNDEE, TUESDAY, SEPTEMBER 13, 1910. [REGISTERED AT THE GENERAL POST OFFICE AS A NEWSPAPER.]

DEEN BOY | SCOTTISH REPRESEN | FOUR MEN KILLED | VENICE MURDER | DOUBLE TR

Messrs A. Brunton & Son, quarrymasters, North Queensferry, have obtained an order to supply 4000 tons of granite setts, and in connection with the contract the workmen will be kept employed for over a year.

DUNFERMLINE WATER DIFFICULTIES.

SANITARY CONDITIONS AT NORTH QUEENSFERRY.

It was reported at the Dunfermline District Committee yesterday that forty cases of infectious diseases had been reported during the month, 22 being diphtheria.

Attention was directed to the unsatisfactory state of the sewage arrangements at North Queensferry, where there had been a large number of diphtheric cases. It was recommended by the Public Health Committee that two outfall sewers be extended to low-water mark and a sewer laid in the West Bay, into which drains from private houses would be carried.

Mr A Brunton asked if the proposal had been made to the North British Railway Company in regard to the filling up of the bay.

The Chairman (Mr D. Alexander) said it would be a rather difficult thing to compel the Railway Company to do this.

Mr C. Martin Hardie said he got a hint that the Railway Company would be prepared to give up their right to the ground.

It was pointed out by the Chairman that the Clerk was in communication with the Railway Company, and had not yet received a reply.

The recommendation of the committee was approved of, and it was agreed to communicate with the Inverkeithing School Board regarding the condition of the school at North Queensferry.

WATER BURSTS.

Mr D. Mackenzie, master of works, reporting on the water supply in the Glenquey Reservoir, referred to the trouble caused by defective joints in the main pipe.

The Chairman stated that since the last meeting there had been a serious burst at Rumbling Bridge, and damage had been done to the railway embankment near the station. Mr Parker, C.E., recommended as a remedy for the bursts that concussion valves be placed above the pipe. It would be desirable to provide storage at Redcraigs at a height sufficient to deliver the water to Kelty over the hill at Blairadam. This would give a supply to the whole district in the event of the main supply being cut off. The cost would be something like £3000.

Asked by Mr D. Bennett what was the cause of the numerous bursts, the Chairman said he understood it was the great pressure.

It was agreed to fall in with the recommendation of Mr Parker to place concussion valves on the main pipe, and the other matters were remitted for consideration to the Water Supplies Committee.

Mr James Terris reported that the Kirkcaldy District Committee had withdrawn from the scheme to have a proposed joint fire brigade for the district, and that negotiations would now be carried on between the Lochgelly and Cowdenbeath Town Councils and the Kelty district.

THE WEST FIFE SEWAGE SCHEME

NORTH QUEENSFERRY'S OPPOSITION.

A meeting of the inhabitants of North Queensferry was held on Tuesday night to consider as to the drainage scheme proposed by the burgh of Dunfermline, and which will serve the new community at the Rosyth Naval Base. Mr C. Martin Hardie presided.

Mr W. J. Kennedy, secretary of the committee, reported what had been done in regard to the matter, and pointed out that the committee had consulted several experts. It was to be suggested that the screening chamber be placed further inland, and away from the vicinity of dwelling-houses. The specialists were of opinion that instead of the sewage being discharged at the Long Craig Island it should be carried 100 yards farther out. They believed, however, that it would be still better below the Forth Bridge.

The Rev. E. H. Fraser read a petition, which it was proposed to forward to the Secretary for Scotland. It embodied the suggested alterations mentioned by Mr Kennedy. The petition bore out that the proposed outfall would cause much obnoxious matter to be thrown into the bays and be deposited on the beaches in the immediate vicinity of the dwelling-houses, and be most dangerous to the health of the community.

The Chairman was of opinion that it would be an easy matter to build a wall separating the east and west bays from the Firth, which would prevent sewage being washed into them. The best experts in the country had said that nothing would be washed into the bays. They in North Queensferry knew otherwise.

Mr Davidson said the sewage should be screened before it came to North Queensferry at all.

Mr Stewart stated that if the Commissioners thought it would be absolutely necessary for the public health of North Queensferry that the outfall should be east of the Forth Bridge then it would be there.

Mr J. D. Robertson said the promoters of the scheme were taking advantage of North Queensferry for a large undertaking concerning an area with which they had nothing to do.

After further discussion it was agreed to forward the petition, which was largely signed, to the Secretary for Scotland.

SHERIFF UMPHERSTON

INQUIRES INTO WEST FIFE FATALITIES

At Dunfermline Court.

George Mitchell, kerb dresser, lately residing at Main Street, North Queensferry, was injured on 19th May at the house at North Queensferry occupied by William Carstairs Aikman, manufacturer, by falling from a ladder when cleaning windows, and died on 20th May in the Royal Infirmary at Edinburgh.

At the inquiry held at Dunfermline to-day, James Livingstone, labourer, North Queensferry explained that he was working in Mr Aikman's garden when he heard a thump. He found Mitchell lying across the ladder on the ground, and he said he had hurt his wrist. Mitchell himself asked how the accident happened. He appeared to be stunned.

William Thomas Hawkins, painter, North Queensferry, said Mitchell also complained about a pain across his stomach. He thought Mitchell was overreaching himself when the ladder went away at the top. There was no necessity for a man being at the foot of the ladder as a guard.

INVERKEITHING SCHOOL BOARD

ARE FACED WITH NECESSITY TO BUILD NEW SCHOOL.

Inverkeithing School Board are faced with the necessity of building a new school at North Queensferry, but at the monthly meeting last night a scheme of temporarily dealing with the situation was proposed.

It was reported that Mr Cuthill, headmaster at North Queensferry, had intimated that 191 pupils were now on the roll of the school, and that since November he had had a list of children waiting for the first vacancies. He considered temporary accommodation was urgently required.

The Education Department, it was stated, had written as to the necessity of the erection of a new school at North Queensferry.

The Board gave instructions to the Clerk to obtain estimates for the erection of a temporary composite school on the site secured for a proposed new school to accommodate fifty pupils, or, alternatively, a building of two classrooms to accommodate one hundred pupils.

Mr Wm. Dow stated that there were grave accusations in Dr M'Ewan's report against the Board. The statements therein contained he repudiated.

The Chairman (Mr A. Brunton) said they met Dr M'Ewan frankly and freely, and carried through any alterations on the school with the greatest promptitude.

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The Chairman (Mr A. Brunton) said they met Dr M'Ewan frankly and freely, and carried through any alterations on the school with the greatest promptitude.

Mr Dow said that, notwithstanding medical inspection, boys were now turned out at fourteen years of age only able to hold cigarettes in their hand. Twenty-five years ago they turned them out able to work. He did not know of anything more hurtful to the Ferry School than what the chairman and he saw when they visited it. They certainly saw conditions which were not salubrious.

Bailie Wyllie said too much had been made about the Queensferry School. The fault was in the village.

It was resolved to apply to the Parish Council for £1800 to meet the deficiency on the School Board funds. The result is understood to bring an increase of 2d in the rates.

THE COURT.

BALMORAL CASTLE, September 25.

Prince Henry left the Castle to-day on his return to St Peter's Court School at Broadstairs.

Admiral Sir A. Berkeley Milne, Bart., has arrived.

The Prince of Wales, midshipman on the Hindustan, went ashore at North Queensferry on Sunday, and motored to the Earl of Mar and Kellie's seat near Alloa. Yesterday the Prince was engaged in coaling operations along with other officers in the Forth.

Lord Kitchener arrived at Malta yesterday from England, and after going on board the cruiser Diana, continued his journey to Egypt.

Sir Edward Grey was in attendance at the Foreign Office yesterday for some time. Among the visitors were Count Benckendorff and the Spanish, Austro-Hungarian, and the Turkish Ambassadors.

Mr Lloyd George spent some time at the Treasury yesterday. It is expected that the right hon. gentleman will make a short stay in London and then go to North Wales for the remainder of the Parliamentary recess.

The Prime Minister and his family will, it is anticipated, remain at Archerfield for another week or ten days.

Mr Allan H. Bright, of Liverpool, has decided not to contest Stalybridge and Dukinfield at next General Election.

Lord Balfour of Burleigh, K.T., and Sir A. G. Boscawen left the Waverley Station last night by the 10.40 train for London; and Sir F. Carmichael Anstruther and Lord Bective joined the same train at Drem.

Lady Colvin and party and Lady Frayer and party travelled to London from Princes Street Station by the express yesterday. Lord Dartmouth left for Euston by the 10.50 P.M. train.

INVERKEITHING SCHOOL BOARD

REFUSE TO HAVE DANCING TAUGHT AT EVENING CLASSES.

The morals of the young people of Inverkeithing as affected by dancing were discussed at the monthly meeting of the School Board last night.

Mr D. Milne objected to a committee deleting dancing from the subjects to be taught at the evening continuation classes. The reason given for the dropping of the dancing class was that the Education Department would not give a grant.

Mr Sterling Craig supported Mr Milne, and said that dancing, if properly taught, could be educative, and both young men and women could be taught to dance gracefully. They had to consider that they had to attract the young people. The Naval Base took it out of the boys, and when the girls were up at five in the morning to go to the factories in Dunfermline they could not be put to continuous exercise. They should try to make the classes a social centre for the young people.

Mr William Dow, North Queensferry, said Mr Milne favoured ballroom dancing, and to this the Committee objected.

Mr Milne—Do you think you would get young men to come for step-dancing?

Mr Craig favoured physical training and dancing, remarking that physical training with music very soon became dancing.

By a majority the class was deleted.

FIRE AT NORTH QUEENSFERRY.

Fire was yesterday discovered to have broken out at the Pierhead House, North Queensferry, occupied by Mrs Brown and Mrs Grieve. The fire appliances were insufficient, and a hose from the railway station was requisitioned.

Excitement was occasioned when it became known that there was an invalid in the house, but the person, a woman, was assisted to the street before the fire had spread to any great extent.

BIGGEST BATTLESHIP AFLOAT

IS LAUNCHED BY PRINCESS CHRISTIAN.

At Portsmouth yesterday before a gathering of about 50,000 people Princess Christian launched the new battleship King George V.

The vessel is named after the King, and, although His Majesty was unable to launch her, he is expected shortly to pay a visit of inspection to the vessel. When completed she will displace 24,000 tons, being thus the heaviest warship and the largest.

She is 496 feet long and 89 feet wide. She is to be completed by January, 1912.

MOVEMENTS OF WARSHIPS AND TORPEDO BOATS.

Naiad, passed Needles, 7.
Julia, passed west Lizard, 8.
Cynthia, passed east Lizard, 7.
Argus, passed west Prawle Point, 7.
Sapphire, passed east Prawle Point, 7.
Two Torpedo Destroyers passed south Flamborough Head, 8.
Furious, passed Gibraltar, 4.
Good Hope, Black Prince, and Duke of Edinburgh, at Gibraltar, 8.
Crescent, left Port Said for Gibraltar, 8.
Pyramus, left Batavia for Thursday Island, 5.
Lancaster, left Malta, 5
Medea, left Aden for Berbera, 5.
Philomel, left Aden, 8.
Alacrity, at Tsingtau, 6.
Sentinel and Destroyer Flotilla, passed east Prawle Point, 8.
Sappho, left Aden for Port Said, 7.
Formidable, at Gibraltar, 9.

It is a thousand pities (says the "Family Doctor") that walking is so little indulged in, for it is without exception the most health-giving, and—given one or more pleasant and congenial companions—the most enjoyable form of recreation.

By the purchase of Craigdhu, North Queensferry, at £2250, the Dunfermline Town Council, it is stated, will be enabled to save several hundreds of pounds in compensation and other outlays in connection with the outfall sewer scheme.

BRIGHT OUTLOOK FOR NORTH QUEENSFERRY.

FUTURE NAVAL ACTIVITY.

In the near future the village of North Queensferry is likely to be the scene of naval activity, and for the small community at the north end of the Forth Bridge there is a bright outlook.

The garrison of the Leith Forts is being transferred to Queensferry, where the headquarters of the Forth defences will be situated. With the permanent fleet stationed in the Forth, things will further boom at the village, and by officers inquiries have been made for suitable residence. Houses of the kind desired are, however, scarce in the neighbourhood, and it will be unfortunate if this fact tends to send the naval men to Edinburgh and the south side of the Firth.

It will be the business of the authorities at Dunfermline to endeavour to attract the tars.

At a social gathering in Dunfermline Provost Husband indicated that he had received information to the effect that the crews of the gunboats are to be paid their salaries and wages at North Queensferry. He intimated that he was to try to get the payments made in Dunfermline.

DUNFERMLINE DISTRICT COMMITTEE

AND TOWN-PLANNING AT NORTH QUEENSFERRY.

At Dunfermline District Committee yesterday Lord Bruce proposed that the Committee apply to the Local Government Board for permission to prepare a town-planning scheme for North Queensferry and the county areas which had been included in the Dunfermline and Inverkeithing schemes.

It was essential, he said, in the opinion of the Local Government Board, that the area at North Queensferry lying south of Inverkeithing should be town-planned.

Lord Bruce's suggestions were agreed to.

Mr James Ferris of Dullomuir reported that the capital expenditure in connection with the construction of the reservoir at Glenquey exceeded the amount borrowed to the extent of £5388 0s 4d. A further sum of £6800 would be required to meet the expenditure in connection with the extension of the puddle trench and for capital payments.

The Committee agreed to apply for a loan of £12,500, to be spread over a period of forty years.

LACK OF HOUSING ACCOMMODATION AT NORTH QUEENSFERRY.

Sir Wm. Arrol & Co., Ltd., who received the contract for the construction of the lock gates at Rosyth Naval Base, have acquired a piece of ground at North Queensferry from the N.B. Railway Company as a site for their workshops. Piling operations in connection with the building of a jetty have been commenced.

For the accommodation of their workmen the Company are to erect huts, the house famine in the district being acute.

REMARKABLE SHOOTING AT NORTH QUEENSFERRY.

In connection with the manœuvres held in the Forth last week a remarkable accuracy in shooting was performed by the regulars of the Leith forts, who were transferred for the week to the forts at North Queensferry. Firing during the night, out of 33 rounds the gunners had 33 hits. The time taken was two minutes less than the prescribed period.

It was learned at North Queensferry yesterday that the authorities are not in any immediate hurry in regard to the transference of the garrison at Leith forts to North Queensferry. The proposal is that the change shall be made to coincide with the completion of the construction of Rosyth Naval Base.

THE COURIER, FRIDAY, AUGUST 30, 1912.

NAVAL DEVELOPMENT IN FIFE.

HYDROPLANE STATION TO BE ERECTED AT NORTH QUEENSFERRY.

The latest Fife scheme of the Admiralty is the construction of a hydroplane station at North Queensferry, near to Rosyth Naval Base.

A few years will see the Fife shore adjacent to the Forth Bridge a scene of great naval and military activity. The authorities have had under their consideration a scheme of having a hydroplane station on the east coast of Scotland.

Various sites were visited and inspected by officials, but they decided on that at North Queensferry as being the most suitable. The latest examination was made only on Monday of this week.

The ground which the Admiralty have earmarked for the purpose is situated a little to the east of the northern end of the Forth Bridge, and belongs to Mr Charles Martin Hardie, a well-known artist.

The surroundings are eminently suited for the exercising of hydroplanes. For a considerable distance into the Forth, said to be at least a mile, the water is very shallow, and is altogether away from the fairway of the Forth or any part of the waters where vessels are to be found. There is also a long stretch of sand and level ground.

[illegible] stretch of sand and level ground.

Another circumstance which prompted the Admiralty in their selection was the proximity of Rosyth Naval Base.

The Admiralty are determined to make Rosyth one of the greatest naval dockyards on the East Coast, and are adopting the most modern requirements.

That no time is to be wasted in putting the station into use is evidenced by the fact that intimation has been given that the ground will be required within a period of six months.

The negotiations with Mr Martin Hardie are, it is understood, already completed.

The naval and military developments in the vicinity of North Queensferry are naturally of great interest to the villagers. It is felt that the various naval and military establishments in the district will have a tendency to confining large tracts of ground which have hitherto been favourite resorts. Hitherto North Queensferry has been a popular resort for visitors, but the future will in all likelihood see this popularity diminishing.

CHURCHILL VISITS ROSYTH NAVAL BASE.

AND PRECAUTIONS FOR SECRECY ARE MOST ELABORATE.

Attended by a small army of naval officers in uniform and a few ladies, Mr Winston Churchill, First Lord of the Admiralty, yesterday paid his first visit of inspection to the Rosyth Naval Base.

When his predecessor in office, Mr Reginald M'Kenna, made his initial call at Rosyth a considerable time ago everything was very tame.

Yesterday there was a great contrast. Extraordinary precautions were taken, and no greater secrecy could have been exercised. At each gate was posted a keeper, cautioned under penalty to allow no one to pass except on official business, and especially reporters. Here and there were also posted police officers in uniform and in mufti.

The reason for the elaborate arrangements is difficult to explain, unless Mr Churchill has become "nervy" because of the attention of the Suffragettes. There was no cause to disturb his feelings, for everything passed off very pleasantly.

A STORMY VOYAGE.

The Admiralty yacht Enchantress, with the First Lord and his party on board, arrived in the Forth from the Tyne early in the morning, and anchored off South Queensferry.

In the voyage from the Tyne the Enchantress encountered very stormy weather, and when Mr Churchill alighted from the pinnace at the pier at North Queensferry he looked as if he had been in the agonies of mal-de-mer.

He was conveyed from Queensferry to the Rosyth Admiralty Offices in the private car of Mr T. G. Menzies, Messrs Easton Gibb & Son's chief agent. Mr Menzies himself acted as the chauffeur. In the other cars were accommodated, amongst others, Admiral Sir E. C. B. Bridgeman, G.C.V.O., K.C.B., the First Sea Lord; the Right Hon. Sir F. J. S. Hopwood, K.C.B., one of the Civil Lords; Commander Munro, the King's Harbourmaster at Rosyth; and Rear-Admiral D. Beatty, C.B., D.S.O. Mr Churchill's naval secretary.

BUFFALO BILL'S CAR.

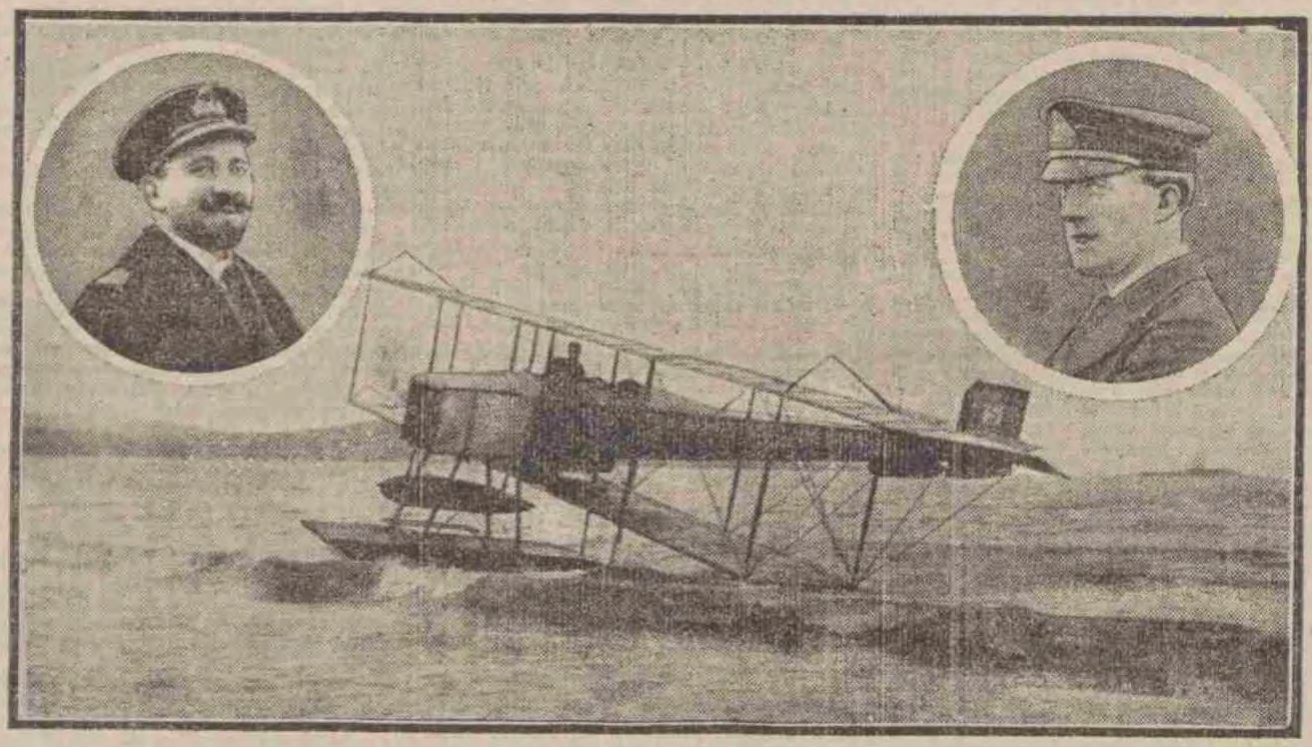
Several motor cars were in waiting, and soon the party were "whisked" off to the Admiralty Offices at Rosyth.

Previously a gigantic car (once forming part of the cavalcade of Buffalo Bill's Wild West show but now transformed by paint and varnish) had been brought along the railway from the yard of the contractors, Messrs Easton Gibb & Son.

The car was then boarded by the First Lord and his retinue of Admirals and gold-braided officers, and the party were conveyed to the different parts of the undertaking. Mr Churchill was accompanied by Mr Cartwright Reid, the Admiralty's superintendent engineer, and Mr Alex. Gibb, chief of the contracting firm.

The Enchantress left the Forth for the Tay last night.

HYDROPLANE FLIGHTS AT NORTH QUEENSFERRY.



Norval.

CAPTAIN GORDON COMMENCING HIS FLIGHT IN THE AFTERNOON. INSETS—COMMANDER SAMPSON (WITH BEARD) AND SUBMARINE OFFICER.

termination."

THE STRIKE AT ROSYTH.

OFFICIALS MAINTAIN THEIR ACTIVITY,

More Men Down Tools.

Silver, the Scottish organiser, and officials are still maintaining their this morning there were additions number of men who are on strike, with ...ising "the tanner" for the ...rkmen of the Fife Elec... Company, who were engaged in ...Uaternmline, were induced to ... Their places were taken ... Beattie's men, but it ... Silver that when circum... explained to the second lot of ... down their tools and left

... was transferred from ...line a number of men em... Works Department of the ...ation to lay down the gas ...burgh to Culross were per... work. Those engaged at Cul... not brought out, as they ... be working outside of the ... This morning, how... to fill the ranks of the

CRIEFF

FLYING OPERATIONS AT NORTH QUEENSFERRY.

The flying operations which have been in progress at the North Queensferry aviation station during the past fortnight have now been concluded. The airmen and mechanics were to-day making preparations for their departure for the South.

It was stated in North Queensferry this morning that Commander Sampson intends to make the journey in his Short biplane on Saturday.



...termination."

THE STRIKE AT ROSYTH.

OFFICIALS MAINTAIN THEIR ACTIVITY,

More Men Down Tools.

... the Scottish organiser, and ... officials are still maintaining their ... this morning there were additions ... number of men who are on strike, with ... raising "the tanner" for the ... Workmen of the Fife Elec... Company, who were engaged in ... Dunfermline, were induced to ... Their places were taken ... & Beattie's men, but it ... Mr Silver that when circum... proclaimed to the second lot of ... laid down their tools and left ...

... was transferred from ... Dunfermline a number of men em... Works Department of the ... Station to lay down the gas ... Burgh to Culross were per... work. Those engaged at Cul... not brought out, as they ... be working outside of the ... district. This morning, how... called to fill the ranks of the ...

NORTH QUEENSFERRY TEACHER

BRINGS ACTION FOR ALLEGED SLANDER

Against Member of the School Board.

An action has been brought in the Court of Session by John Mackay Tuthell, schoolmaster, North Queensferry, against William Dow, stone sett-maker, Battery Road, North Queensferry, for £250 damages in respect of alleged slander.

Pursuer is headmaster of the school, and defender is a member of the School Board.

Pursuer states that defender is a Socialist agitator and preacher, and is in the habit of addressing meetings at street corners. In June last, in reply to an inquiry regarding the absence of defender's youngest daughter, defender wrote a note in which he stated that he did not intend to send the girl back to school as he did not think pursuer was a fit and proper person to take charge over his or any other person's children from any point of view. In consequence of that pursuer instructed his agent to write to defender for an explanation. Defender replied by letter, and in place of withdrawing the calumny, he repeated it, and said he was prepared to substantiate the accusations.

Defender denies having slandered pursuer. He states that for many years he has taken a keen interest in the educational and religious work in the community.

He was never influenced by animosity towards pursuer, and never was unfair in his criticism of pursuer as a servant in the employment of the Board. Pursuer, he said, was aware that defender did not intend sending the girl back and that she was over the prescribed age. Notwithstanding that fact, he took a pleasure in sending the compulsory officer to defender's home and in annoying him. The letter was instigated by pursuer, who knew that he had no right to send the compulsory officer to defender, and it contained defender's opinion of pursuer for sending the compulsory officer. It was not intended, and does not in fact reflect upon pursuer as a teacher, but in the circumstances in which it was written it was intended to convey to the pursuer defender's annoyance at his conduct. He denies that the letter reflected upon pursuer's character, and states that he does not consider pursuer a good disciplinarian.

Two chickens have been hatched from one egg at the Ferryhills Poultry Farm, North Queensferry. The hen was of the Rhode Island Red variety.

MILITARY ACTIVITY ON FIFE COAST.

EXPECTED TRANSFERENCE OF FORTS.

FLYING STATION AT PORT LAING.

It is anticipated that by the spring of next year the forts at North Queensferry will be enormously increased in extent—in number of men, armaments, and buildings.

Some considerable time ago there was a proposal before the military authorities to transfer the forts from Leith to North Queensferry. The erection of buildings at Port Laing in close proximity to the hydroplane hangars and other information gathered indicate progress towards the ultimate movement of the Scottish Garrison Artillery headquarters.

The houses being built at Port Laing are to be utilised as barracks for the single men, about 90 of whom are expected to be the first arrivals from Leith. For the accommodation of the married soldiers dwellings are to be erected on the higher ground near the forts.

It is possible that a couple of years may pass before the forts and garrison at North Queensferry are completely established. The intention of the military authorities is to have the new defences ready for use when the Rosyth Dockyard is being utilised by the navy.

This aim, it is believed, is also likely to apply to the Port Laing flying station. Because of the presence of dangerous air currents, it was feared that the hydroplane station at Port Laing was to be only of a temporary character, but it is learned locally that another lease of the ground has been obtained by the Admiralty.

At North Queensferry it is ascertained on reliable authority that there is a likelihood of a permanent flying station being established at Port Laing in conjunction with the other arms of the service.

Circumstances point to the fact that within a few years the north coast of the Forth on Fife shore between North Queensferry and Torryburn will be an area of important naval and military establishments.

BIG GUN PRACTICE AT NORTH QUEENSFERRY.—At Carlingnoso Battery, North Queensferry, big gun practice was engaged in last night.

TO GUARD THE FORTH.

Special Service Men Leave Perth.

Members of the Special Service Company of the 6th Battalion of the Black Watch left Perth this morning for duty in connection with Forth Defences at Carlingnose, North Queensferry. The special service is a part of the Territorial Force not generally known. On enlistment the men undertake to be ready for special service. The special service men in Perthshire amounting altogether to about 30, with 14 in Perth City, yesterday received orders to be ready this morning to travel to North Queensferry. Those in the city were notified by registered letter and the men in teh outlying districts by telegram. The men belonging to Perth, in full service dress and accoutrements, left Perth General Station by the 9.46 train. Previous to the departure of the train the station had a busy military aspect. Standing at the main up platform was a special train of N.B. Railway carriages laden with about 200 of the Scottish Rifles (Regulars) who had been under training at Blair Atholl. They also were bound for North Queensferry.

Empty carriages were sent from Perth to Blair Atholl at a late hour last night. The Camerons were the first to depart, Edinburgh being their destination. They passed through Perth about eight o'clock. The movements of the Regulars and the Special Service Territorials is in accordance with the scheme of the military authorities to take precautionary measures by the guarding of the coast of the country.

Members of the Royal Army Service Corps in Perthshire have also been ordered out for duty. At the Black Watch Depot the only soldiers called upon are three members of that unit. In the event of Britain taking up arms the staff of the depot will practically be the last turned out, because of the fact that it is their duty to first see other units depart. First come the Regulars, then the Army Reserve, followed by the Special Reserve and Territorials.

CAUGHT IN THE TUNNEL.

Fife Men Fined for Trespassing.

Four men who were apprehended in a railway tunnel near North Queensferry appeared at Dunfermline Sheriff Court to-day charged with trespassing.

The men were Robert Moller, labourer, St David's, Inverkeithing; William Lowe, machineman, 2 Dunlop Terrace, Inverkeithing; John Syme, labourer, and John Syme (18), labourer, St David's, Inverkeithing, and they pleaded guilty to having been found trespassing in the railway tunnel on the North Queensferry and Inverkeithing branch line about half a mile to the west of North Queensferry.

One of the accused said that there were about 50 or 60 men walking on the railway in front of them, and there was another batch behind them. They were caught in the tunnel between the two companies.

Mr W. G. D. Simpson, solicitor, who prosecuted, on behalf of the Railway Company, said there had been a good many cases of trespassing at the same place, and it was a serious offence at the present time, when railway tunnels were being specially guarded.

A fine of 10s, and 6s expenses was imposed on each.

FIFE — NORTH QUEENSFERRY.

FOR SALE,

ELIGIBLE SITES FOR BUILDING, NEAR NAVAL BASE,

WHINSTONE QUARRIES, LANDING PIER, &c.

PROPERTY of about 6½ ACRES,

with TWO-STOREY DWELLING-HOUSE, Garden, and Stable; Brick Cottage, Large Hall, Workmen's Houses, Shipping Pier 50 yards long.

Rental of Houses, £331, 5s. Feu Nominal.

Apply Messrs A. & J. ROBERTSON, C.A., Edinburgh; or WALLACE & PENNELL, S.S.C., [illegible].

Daily Record

GLASGOW, SATURDAY, JANUARY 19, 1918

WAR HONOURS FOR SCOTS.



Captain R. Adam (Gordons), awarded the M.C., is an Aberdeen advocate.



Captain W. P. Wrathall (Black Watch), North Queensferry, gets the Military Cross.

WEST FIFE HONOURS THE FALLEN.

Three War Memorials Unveiled.

Three war memorials were unveiled in West Fife yesterday—at Crossford, on the outskirts of Dunfermline; Inverkeithing; and North Queensferry.

The tribute to the memory of the Crossford soldiers who fell takes the form of a wrought-iron gateway at the village school, and is erected in such a way that it can be removed, as it will have to be when the new school is built. The Scottish arms provide the theme of the artistic construction, which was designed by Mr J. Shearer, architect, Dunfermline, the wrought-iron-work being executed by Mr Thos. Hadden, blacksmith, Edinburgh.

There was a large and distinguished attendance at the ceremony at which the officiating clergymen were Rev. W. M'Millan, Rev. W. A. Hutchison, Dunfermline; and Rev. W. Forbes, Cairneyhill. Major H. R. Stewart, of Keavil, presided, Lieut.-Col. Mitchell of Luscar unveiling the memorial and delivering an appropriate address. On a bronze shield which surmounts the archway the names of eleven soldiers in the parish who gave their lives were inscribed, and many wreaths were deposited.

At North Queensferry.

The memorial at North Queensferry is erected in the main street opposite the U.F. Church, and, standing 13 ft. high, consists of a local whinstone obelisk, into which is set a polished Devonshaw whinstone cross. A bronze tablet bore the names of 28 deceased soldiers of the parish. The memorial was unveiled by Sir Wm. Robertson, Dunfermline, Lord-Lieutenant of the county. Rev. E. H. Fraser conducted devotional services.

Sir Wm. Robertson mentioned that while they were seeking to erect a national memorial, they desired that every locality should also have its own.

The Inverkeithing Memorial.

The Inverkeithing memorial took the form of a roll of honour erected in the vestibule in the Parish Church, along with a stained glass window bearing the names of 47 soldiers who fell, both of which were unveiled by the Earl of Elgin. The officiating clergymen were Rev. William Stephen, Parish Church, and Rev. P. C. Bryce, U.F. Church.

NORTH QUEENSFERRY AIR STATION.

It is announced by the Air Ministry that the land and buildings comprising the R.A.F. station at North Queensferry have been passed to the Disposal and Liquidation Commission for disposal.

THE QUEENSFERRY PASSAGE ON THE FORTH.

The result of the petition which has been presented to the officials of the London and North-Eastern Railway Company on the boat service between South and North Queensferry is being awaited with interest by motorists and others. For the past two years the ferry steamer has plied between the Hawes Pier at South Queensferry and the West Pier on the Fife side of the Forth. Motorists and other travellers much prefer the Town Pier at North Queensferry, and have accordingly asked that the sailings of the steamer, the "Dundee" should be between the Town Pier and the Hawes. If the tide suits the Town Pier as well as the West, we can see no reason why the petition should not be granted. By landing at the Town Pier people have the advantage of being in the centre of the village within a few seconds of leaving the boat, and they are considerably nearer the railway station than they would be if they disembarked at the West Pier. The motor traffic is a considerable one nowadays, and it may be taken for granted that the petition will have every consideration from the railway company officials.

From the days of Queen Margaret until the opening of the Forth Bridge, the ferry was the highway between the North and South of Scotland. As far back as the twelfth century the ferry bore the royal title of "Passagium Reginæ," and at a very early date the town of South Queensferry was known as the "Portus Reginæ." Queen Margaret made frequent journeys between Dunfermline and Edinburgh, and a low-lying rock which is called "The Binks," to the west of South Queensferry marks the traditional spot where the Queen landed and embarked. In his zeal to bring every possible institution under the sway of the Church, David I. granted a charter, placing the ferry under the custody of the Abbots and the monks of Dunfermline. On the understanding that they kept up a supply of boats and kept the piers in repair, the fathers of the Church were entitled to every fourth penny drawn as passage money. In the last quarter of the thirteenth century, Abbot Ralph conferred on six persons the right to one oar apiece, and to another person the right to two oars. The Abbot stipulated that the rights should descend to the heirs of the seven persons. This stipulation set up the right of hereditary succession, and so for centuries the 'Ferry boatmen were a Hereditary Guild. For hundreds of years the community of North Queensferry numbered about 200 people, and as many as 40 of the total were able-bodied boatmen. The earnings of the week were dropped into one common purse, and the community "had all things in common." Able-bodied men got a full share each, old men who were no longer able to "go down to the sea in ships" drew a half share weekly, and boys were paid according to their age. Of course, the division only took place after the proprietors' share had been deducted. In 1722 the hereditary claims of the boatmen were contested in an action, and a legal struggle—which went on for many years—was begun. Ultimately, the boatmen were defeated, and the Ferry was put up to auction. In 1821 the Trustees purchased the steamboat, the Queen Margaret, and in addition to the steamer there were six sailing boats, each manned by four men. The old boatmen all died many years ago. In the centre of the rock-bound village there is a little God's acre, in which the life and the movement of the village and the ferry of other days were garnered. An inscription on the wall of the churchyard reads as follows:—"This is done by the sailors of North Ferry—1752." On one of the gravestones we have the following quaint epitaph:—

"Now here we lie at anchor,
With many in our fleet,
In hopes to weigh in at the last day,
Our Admiral, Christ, to meet."

To-day the Fife and the south shores are united by the Forth Bridge, and the bulk of the traffic between the South and the North of Scotland is carried over the great structure. There is still need for a boat, however, and no doubt the management of the Railway Company will see that "The Dundee" is utilised to the best possible advantage, with due consideration for the convenience of the travelling public.

GARTHILL (PRIVATE) CONVALESCENT HOME, North Queensferry, Fife.—Medical, convalescent, and chronic cases received at above home; beautifully situated in extensive, secluded grounds overlooking Firth of Forth; adjoining 18-hole golf course; moderate terms; particulars. Apply Matron.

COCKENZIE FISHERMEN'S PLIGHT.—Four Cockenzie fishermen, whose boat struck an Admiralty buoy off North Queensferry at midnight on Monday week, had a narrow escape from drowning. The boat, The Advance, LH. 186, owned and skippered by Peter Jarron, had left Newhaven on Monday afternoon. When off St. David's, in Fife, fishing was begun, but not being successful the men hauled their nets and went further up the Firth. When about 400 yards off North Queensferry the boat struck the buoy, and the stem was staved in. The boat immediately began to fill, and the engine stopped within a couple of minutes of the occurrence. The cries of the men were heard by the pilots at North Queensferry, and Captain Duncan M'Laren put off with a boat and rescued them. The damaged boat was also towed into shallow water. Later she was taken into North Queensferry, and after temporary repairs had been effected, she left for Newhaven. The Advance is 31 feet long, with 10½ feet of beam. Along with the skipper were Thomas Jarron, Adam Harkess, and John Johnstone.

OWNERSHIP OF A FIFE WOOD.

Discussion in Dunfermline Court.

A discussion on the ownership of Braefoot Wood, Donibristle estate, was nipped in the bud by Sheriff Umpherston at Dunfermline to-day during the hearing of a case in which four men were charged with having trespassed in search of game on October 30.

The accused were Sergeant Harry Mackay, R.E. Barracks, Carlingnose, North Queensferry; John Harper engineman, R.E. Barracks, Carlingnose, North Queensferry; Charles Robertson, deck hand, Pierhead, North Queensferry; and William Anderson, A.B., The Braes, North Queensferry.

The complaint was at the instance of the Earl of Moray. The men pleaded not guilty, and in the course of the evidence the first witness, Alexander Robertson, in answer to Mr Peter M'Leod, agent for the defence, said that the ground was Government property.

Mr M'Leod remarked that in that case the charge would fail, as it described the ground as belonging to the Earl of Moray.

Mr J. M. Mitchell, solicitor, prosecuting —It is the Earl of Moray's property. You are not entitled to take exception to the title.

Mr M'Leod—I am going to show that this is not the Earl of Moray's property. It is Government property.

Mr Mitchell—I object to this. You are not entitled to bring this up. You should have mentioned it at the pleading diet, and given me an opportunity of bringing my titles.

Mr M'Leod—I was not at the pleading diet unfortunately.

The Sheriff—Your objection should have been taken at the pleading diet. Mr Mitchell could then have proved whether it is the Earl of Moray's property.

Mr Mitchell—If I had been informed of this at the time I could have proved that the property belonged to the Earl of Moray, or alternatively proved that the whole of the sporting rights belonged to the Earl of Moray.

The discussion then dropped, and on the evidence brought forward the Sheriff found the accused guilty, and ordered them to pay 17s expenses each, with the alternative of ten days' imprisonment.

TRESPASSERS ON DONIBRISTLE ESTATE IN TROUBLE.

Charged with having trespassed in search of game in Braefoot Wood, Donibristle estate, on October 30, four men were each ordered to pay 17s expenses by Sheriff Umpherston at Dunfermline yesterday, with the alternative of ten days' imprisonment. They were Sergeant Harry Mackay, R.E., Barracks, Carlingnose, North Queensferry; John Harper, engineman, R.E., Barracks, Carlingnose, North Queensferry; Charles Robertson, deck hand, Pierhead, North Queensferry; and William Anderson, A.B., The Braes, North Queensferry.

CYLINDERS FOUND FLOATING IN THE FORTH.

Shipbreaker Sues For Their Return.

Unusual Action Against North Queensferry Men.

An unusual action was heard by Sheriff Umpherston at Dunfermline to-day, when James A. Whyte, ship breaker, North Queensferry, claimed from William Mackay and John Cruickshanks, Pierhead Buildings, North Queensferry, the return of two cast steel orygen cylinders, which were found in the Firth of Forth off North Queensferry, on 31st August, or alternatively, payment of £10.

Mr Whyte, it was stated, had been carrying out operations in connection with the breaking up of the s.s. Dromedaric, a tug in the bay, to which was attached a float with two oxygen cylinders.

This was fastened to the ship by a rope, and with the rising tide the rope had become frayed and had broken off the raft, breaking adrift on the afternoon of Sunday, 31st August.

Next morning it was learned that the cylinders were in the possession of the defenders, and an employee was sent over to get them. Defenders, however, told him that they reported the matter to the receiver of wrecks, and said that it was for him to decide the ownership. Their position was that they were entitled to be paid for their work.

William James Heatherington, manager to pursuer, said that some time after the cylinders were found the men came to see him, and in the course of the discussion said that they wanted £5 for the recovery of the articles. The firm had sent over repeatedly for the articles, but had been refused permission even to see them.

The float had been left on the shore, so that the action was only for the return of the cylinders.

Drifting With the Tide.

Mackay, in the witness-box, said that up till to-day the pursuer had never made an attempt to establish the claim that Mr Whyte was the owner of the articles they had picked up. The fact that they were picked up in close proximity to his yard was no proof that they were his, because articles drifting with the tide might go anywhere.

When defenders saw them they were coming in on the tide, and they had them under observation for half an hour before they could procure a boat with which to salvage them. From the float was a piece of rope about a yard long with an eye on it, not a frayed end. The only mark was a Government one, and the initials P.R., which they took to be Princess Royal.

I have a letter from Mr Heatherington he said, dated for 1st September, threatening police proceedings, which we resent, and we have another letter from a firm in Edinburgh charging us with wrongful possession, which we indignantly resent. We simply want salvage dues, and the stuff will be handed over.

Cruickshanks corroborated, and said that the finding of the cylinders was reported on the Monday morning by 'phone to the Customs Officer, who said that Mr Whyte had claimed them, and that it was the usual thing to go and see Mr Whyte and try to come to an amicable settlement.

The Sheriff ordained the defenders to deliver the cylinders to pursuer within six days from to-day. So far as expenses and other conclusions were concerned, he continued the case to 14th April.

NORTH QUEENSFERRY SHIP-BROKER'S ACTION.

SEQUEL TO RECOVERY OF CYLINDERS FROM FORTH.

Evidence was led before Sheriff Umpherston at Dunfermline yesterday in an action brought by James A. Whyte, shipbroker, North Queensferry, against Wm. Mackay and John Cruickshanks, Pierhead Buildings, North Queensferry, for the return of two oxygen cylinders which were found in the Firth of Forth, or alternatively payment of £10.

For claimant it was stated that the cylinders were attached to a raft which broke adrift owing to the fraying of a rope from the s.s. Dromedary on the afternoon of Sunday, 31st August, and were picked up by defenders, who refused to hand them back on the grounds that it was for the Receiver of Wrecks to determine the ownership, and that, in any case, they were entitled to be paid for their work. It was further alleged that in an interview with the manager they stated that they wanted £5 for their return.

Defendants held that claimant had never made an attempt to establish his claim to the cylinders, and denied they need necessarily be those which had broken adrift from the Dromedary. In any case, they were entitled to salvage money for the trouble which the saving of the cylinders had caused them.

The Sheriff ordained defenders to deliver the cylinders to pursuer within six days, and continued the case to 14th April.

FORTH FERRIES.

The Secretary (Mr James Learmonth) intimated that a copy of a petition to the London and North-Eastern Railway Company, which had been largely signed by ratepayers in North Queensferry, regarding the ferry service, had been received by the Board, and their support solicited. The object of the petition was to appeal to the railway company to resume the ferry service between the Hawes Pier, South Queensferry, and town pier, North Queensferry, and to arrange a more frequent service. At present the west pier was used at North Queensferry, and the petition pointed out that if the town pier were brought into use the tradespeople of North Queensferry would benefit.

The Chairman said personally he thought there was a certain amount of reasonableness in the petition.

Mr Gilchrist contended that there would be a danger in using the town pier as against the railway pier. There were no facilities at the town pier for obtaining coal or water for the steamer. There could be no increase in the number of calls the steamer could make, because that depended on the depth of water at South Queensferry, and not at North Queensferry, as the petitioners seemed to think. He thought the Board should take no action.

Other members expressed the hope that while the Board might take no action in the matter, the whole question of the ferry services would be seriously considered by the railway company and other bodies concerned.

It was agreed to take no action.

EDINBURGH DAIRY SHOW FEATURES

UTILITY POULTRY A LARGE ENTRY

Egg Production in Great Britain

Over three thousand entries have been obtained for the three days' Edinburgh Dairy Show, which opened in the Waverley Market yesterday.

One of the finest sections staged is that of utility poultry. White Leghorns are an easy first for favourite place, but there is also a good display of Light Sussex, Rhode Island Reds, and Wyandottes, several of the best-known English yards being represented. Bantams are rather disappointing, many of the game classes having had to be cancelled owing to the lateness of the moulting season.

In the pigeon classes entries in the young magpies are outstanding, the Scottish Magpie Club holding its annual young bird show to-day and to-morrow under the auspices of the Association and as part of the exhibition, and nearly 200 young birds in all the colours are to be forward.

Another feature of the show is the fur-bearing rabbit section, there being a hundred and fifty Chinchillas in the three classes, close on a hundred Blue Beverns, while Havannas, Polish Tans, and Lilacs are also well supported. There is also an interesting exhibition of Shetland ponies and goats, besides a widely-diversified industrial section.

Poultry Foods.

Trade exhibits are well forward, prominent amongst which J. & J. Cunningham, Ltd., have a fine display of their well-known poultry foods. These are largely varied to meet all types, but the particular feature of their exhibit is probably their special laying meals (dry and wet mash).

The Scottish Co-Operative Wholesale Society, Ltd., have devoted special attention to the question of feeding stuffs for poultry and pigeons. Specialising as they do in over sixty different varieties, a visit to their tastefully-arranged exhibit will be a liberal education to the breeder.

Ferryhills Poultry Farm, North Queensferry, have an attractive display of their new highly-concentrated poultry food, Trisano, and also a practical demonstration of what it can achieve in the form of an exhibition of two eight months old pullets in a pen. Trisano is developed on lines calculated to stimulate egg-laying, while at the same time acting beneficially on the general health of poultry. A feature of the food is that it contains vitamines, essential to perfect health, which hens kept on a limited space cannot find for themselves.

NORTH QUEENSFERRY.

BELL DEDICATION AT NO. QUEENSFERRY.—Prior to the morning service at North Queensferry U.F. Church on Sunday, the dedication took piace of a bell which has been fitted in the belfry as a gift to the congregation by Mr Peter Anderson session clerk. In presence of a large congregation which assembled in front of the church, the dedication ceremony was performed by the Rev. A. W. Bain, the minister who mentioned that the donor intended that the bell should also be in memory of the men of the village who fell in the war and that it has been inscribed "The Ypres Bell."

SOUTH QUEENSFERRY.

THE WATER PASSAGE.

(CONTINUED.)

The following letter was addressed to the Commander-in-Chief of the Forces in Scotland.—The town of Queensferry is situated about nine miles to the north-west of Edinburgh upon the south part of the Queensferry Passage over the Firth of Forth, the greatest thoroughfare to the north of Scotland. This town and royalty, including a few houses on each end of it, does not contain more than from 70 to 80 families on whom military can be lodged and, within these last twelve months, upwards of 82,000 cavalry and infantry, besides women and children, have been quartered in this place and neighbourhood and it is the more inconvenient, even to the military themselves, that there is no quartering for them upon a march than to the distace of 2, 3 and 4 miles in opposite directions. The town of North Queensferry, on the opposite side of the water, is only two miles across, contains, it is supposed, families with an almost constant ready conveyance over by good, roomy, passage boats, and the town of Inverkeithing, of pretty large extent, is hardly more than a mile and a half to the northward, upon a good road. The particular hardship sustained by the inhabitants here is that although the North Ferry and Inverkeithing are so near and, when it would be more easy and advantageous for themselves to get over, yet they generally stop here and the same circumstance happens when coming from the north to the south or west country and, even military, only coming from Inverkeithing, stop for a night here on their way to Edinburgh. The inhabitants would not complain so much if the military, when going north, should go across without stopping all night, and, when coming from the north, stop here or contrarywise, that is, but once upon both occasions. There can be no place more willing to accommodate His Majesty's Forces, upon a march, than this, in its extent, but it will certainly appear hard that this town should be burdened with the quartering of military going in all directions when the North Ferry and Inverkeithing, places of larger and more convenience, seldom or never get them, etc.

never get them, etc.

On November 24th, 1800, memorials signed by Lord Rosebery, the Earl of Hopetoun, Dundas of Duddingston, and Hamilton of Westburn, were forwarded to His Excellency, General Wyse, Commander-in-Chief, who replied on February 6th, 1801, saying he would always consider it his duty "as far as circumstances and the exigencies of the public service can possibly allow me to do so, to comply with their wishes.

On March 6th, 1815, a special committee of the Town Council reported that they had caused the clerk measure the harbour and make a plan of the intended improvements. Two schemes were proposed, one was to enclose the whole of the bay on the foreshore of the burgh but this was modified to the carrying out of such improvements as resulted in the provision of the harbour very much as it exists to-day. At this date the Queensferry Passage was under the management of Trustees and, while from early times, the passage boats had been run from the east pier of the town harbour to North Queensferry, in proposing the larger scheme the Town Council strongly recommended "to get the Trustees on the Passage to remove the shipping to the Selch (Seal) Hole" at the east end. As indicated, the larger scheme was not realised. On the modified scheme Lord Rosebery wrote:—Dalmeny Park, April 1, 1815. The plan which the Burgh of Queensferry is desirous of adopting for the improvement of the harbour there, I understand so entirely that there is no occasion for my taking the drawing for the purpose of showing it to Mr Baron Adam, with whom I shall have communication upon the subject immediately after my arrival in London. It will give very great satisfaction to me to be in any way instrumental in forwarding the interests of the Borough on this occasion and, at all times, to be of any personal service in my power to a town for which I feel much interested. I beg you will set my name to the subscription paper for one hundred pounds.

On the previous occasion when the west pier was first constructed Lord Hopetoun subscribed £100 and on the occasion above referred to another fifty guineas. Substantial financial assistance was also lent by the Convention of Burghs (£400) and the local Sailors' Society.

It was recommended that the Trustees of the Passage, after they had examined the plan for the proposed alterations and had declared it 'a most excellent scheme," should purchase the eastern pier from the burgh and that a small shipping should be made there while it was also suggested foot passengers should be landed at the new pier stairs and the boats moored in the new harbour during the stormy nights in winter. For this the Trustees were to make the Town some pecuniary consideration in aid of the new works. On April 26th, 1816, the only surviving members of the Sailors' Society agreed to convey the funds of the Society "heretable and moveable, to the Magistrates and Council in trust, for aid to build the new harbour or to repair and improve the present harbour." These, in promissory notes, amounted to £90 and £41 15s 2d, with the title deeds. On October 12th, 1816, the Town Council accepted the Earl of Elgin's offer to furnish stones for the harbour at the rate of fivepence per cubic foot, hammer dressed, from the quarry and shipped at Charleston, free on board.

The estimates for the building of the new pier were received and considered on April 28th 1817, and the Town Council agreed to apply to the Parliamentary Commissioners for Highland Roads and Bridges and to the Convention of Burghs for assistance in raising the required amount of money, with the result in the case of the latter already indicated.

In the draft of the new Water Passage Bill of March, 1830, it was noted "that the Burgh of Queensferry was to be recognised as a Free Port and Harbour," and that the boats and pinnaces belonging to the Trustees are to ge allowed to land upon any part of the pier belonging to the Burgh on "payment of ten pounds, with power, at any time, to redeem the said annuity, upon paying purchase-money not exceeding 20 years," by the Trustees, and that the "burgesses and other inhabitants shall have liberty to employ their own boats in conveying themselves or their goods to and from any of the steamboats passing up and down the Firth of Forth.' But it is recorded that, at an earlier date "it is expressly understood that the boats and pinnaces belonging to the Trustees are to be allowed to land upon any part of the pier belonging to the said burgh, at all times: that the wharf or quay on the east side of the harbour belongs to the Passage.

On April 12th, 1830, the minute of a meeting of committee of management of the Passage bears that the committee met within the Signal House at North Queensferry when there were present.—The Right Hon. The Lord Chief Commissioner, Sir Charles Halkett of Pitfirrane, Bart., Sir Robert Moubray of Cockairney, Knt., Rear Admiral Adam of Barns, James Hunt, Esq., of Pittencrieff, Andrew M. Wellwood, Esq., of Garvock, Adam Rolland, Esq., of Gask, Alexander Colville, Esq., of Hillside, Robt. Clark, Esq., of Comrie, Campbell Innes, Esq., chief magistrate of South Queensferry, George Andrew Haig, Esq., chief magistrate of Inverkeithing—the Lord Chief Commissioner, Preses. The meeting took into consideration the clauses of the Bill then depending in Parliament, among other regulations, resolved that it is, in the opinion of this meeting, that all passengers landed from steam boats requiring to go to the south side or coming from the south side to be put on board steamboats going up and down the Forth, shall not pay any more than one fare for being put on board or being landed and, for crossing, as aforesaid, and that the Trustees shall take care that, in all their transactions for letting the Ferry, the tacksman will be bound to act upon the above regulation and that the superintendent shall be instructed to see that the same is carefully carried into effect. On May 4th, 1830, Mr Campbell Innes, Chief Magistrate, reported to the Town Council that he had attended the above meeting of Committee and had "resumed the objections formerly urged against the new Bill for regulating the management of the water passage when the meeting expressed their unanimous opinion that the new Bill was by no means, intended to infringe upon any of the vested rights of the Royal Burgh of Queensferry, and, with regard to the clause prohibiting any other boats than those of the Trustees from conveying passengers to and from the steamboats plying up and

down the Firth of Forth, and the Committee resolved as the above minute of Committee meeting bears.

The scroll plan showed a projected harbour on the east side of the bay (in 1816) having a breakwater on the point of the Selch Hole Rock (Sealscraig) with a pier from the west side of the Swine's Bush (site of present Post Office) running round to meet the said breakwater where the entrance was to be placed, and showed the shipping left defenceless by the removal of both piers from the harbour, which would oblige the Trustes to build a new breakwater; that the Trustees, having examined the said plan, approved of the new harbour as a "most excellent scheme," and were of opinion that the easter pier should be purchased from the Burgh, and that a small shipping might be made with advantage at the Selch Hole Rock etc. Mr Scott, superintendent, reported on the proposals and recommended (1) That the Trustees should purchase the easter pier, raise the shipping two courses, and make a new shipping on the west side of the easter pier; (2) that no shipping would be necessary at the Selch Hole, and, if passage boats were also to shelter in the harbour, recommends that the Trustees give a grant towards the new works.

On September 12th, 1816, Mr Telfer, civil engineer, had been consulted as to the proposed new piers, but on May 13th, 1817, the Council resumed consideration of the proposed alterations and improvements on the harbour, and had the same inspected by Mr Hugh Baird, engineer. The latter proposed to carry the wester pier by a turn to the east on a right angle, take down the north or outer head of the easter pier so far as the point of said shipping and rebuild a new head etc. Mr Baird proposed to make "a proper plan and specification." This was the scheme finally adopted, towards the cost of which, as already indicated, Lord Hopetoun and Lord Roseberv subscribed, the latter writing that he subscribed "on account of the great additional advantage and accommodation offered to the passage by he extension of the wester pier head."

At this time fishing was carried on by netting at the harbour mouth and was let to a tacksman by the burgh.

On August 9th, 1818, an estimate for the work was submitted, viz., £1207 5s 6d, with £100 for extras, but the total cost was eventually £1,400. When finished it was reported that "a most excellent harbour is now completed and the revenues of the Burgh have increased, and will, in all probability still more increase."

On October 18th, 1819, a general meeting of the Trustees of the Water Passage unanimously ratified and confirmed the recommendation of £10 sterling annually "for the accommodation to be afforded to the Queensferry Passage in the Harbour." This sum was paid to the tacksman of Customs and Shore Dues.

The following is an excerpt from the Minute of Meeting held within the Signal House at North Queensferry on June 22nd, 1819. Present, The Right. Hon. the Lord Chief Commissioner; James Stewart, Esq.; Younger of Dunearn; Thomas Scotland, Esq of Luscar, and Wm. Scott Moncrieff, Esq., of Newhalls. The Committee agreed to suggest to the next general meeting the propriety of making an agreement with the Magistrates and Town Council of Queensferry, for the use of their new harbour and pier, and they recommend an annual payment by the Trustees subject to redemption, at any time, in the opinion of the Trustees, on payment of purchase money, not exceeding 20 years, the Magistrates and Council to be bound to maintain the pier and harbour in proper repair at their own expense. The boats and pinnaces belonging to the Trustees to be allowed to land upon any part of the pier at all times.

The Chief Magistrate reported to the Council on March 30th, 1830, that he had received a copy of the new Bill for regulating the Water Passage, commonly called the Queensferry, wherein he had observed several clauses which, he conceived, infringed upon the vested rights of this Burgh, more particularly the clause marking out the extent and boundaries of the Trust on the south side which did not except the harbour and free port of this Royal Burgh, and another clause prohibiting any other boats from conveying passengers and goods to and from the steam boats plying up and down the Firth of Forth than the boats, pinnaces and "yaules" of the Trustees on the Passage. Of these clauses he the Chief Magistrate, complained by letter to the Trustees' Clerk who returned a letter in answer, assuring him that the Trustees, by the clauses in question, did by no means intend to include the Free Port and Harbour of this Burgh, or to infringe upon any of its vested rights. But he, the Chief Magistrate, not choosing to trust altogether so important a matter to the letter of the Trustees' Clerk, thought it his duty to inform Mr Downie, their representative in Parliament, to attend to the interest and rights of the burgh in the future progress of the Bill, etc.

The passing of this Bill ultimately led to the transfer of the regular ferry to the pier at the Hawes, and to the North British Railway Company securing the right to the foreshore extending from the Town Pier to the Langcraig. The double pier at the Hawes and that at the Langcraig thus constituted the places of departure for the passage boats, while similar accommodation was provided at North Queensferry. For many years the mail coaches were conveyed across the Forth here, the Langcraig Pier having been intended to supply a service at low tides when the Hawes pier was not available for lack of depth of water. For a considerable number of years the Railway Company leased the running of the passage, but again have taken it over. The next development took the form of the construction of the railway branch line from Ratho Junction on the Edinburgh and Glasgow Main Line to Dunfermline via Port Edgar. A representative from the Town Council attended the meeting held to promote the scheme at Dunfermline in August, 1872. When the line was constructed, a passenger steamer was run in connection with the train service. This adversely affected the traffic by the Hawes and, except for the service to Port Edgar Naval Base and for goods traffic, the service by Port Edgar was superseded by the erection of the Forth Bridge, which was opened for traffic in 1891. The coming of the railway rang the death knell of the picturesque mail coach for the passage of which, twice daily either way, the Post Master General paid £300 per annum.

Note.—In the above notes have been embodied excerpts from an article contributed to the "Weekly Scotsman" in July, 1926 by the writer, permission to do so having been granted by the proprietors of that newspaper.

THE ROYAL BURGH OF QUEENSFERRY

The confirmation of the Queensferry as a Burgh of Regality by the granting of charters in 1211 and in 1636 has been noticed and translations of these have been recorded in extenso. There were, however, other grants which were made at various periods and these may here be referred to briefly. Malcolm IV, the great grandson of Margaret who, as already noticed, had made a grant of the right of the Ferry and of a small piece of ground to the monks of Dunfermline and by reason of which grant probably the erection of the town was affected, in 1164, granted to the monks of Scone a free passage at Portum Reginae, for the Abbot, the monks and their men. In 1294 Pope Gregory confirmed to the Abbey of Dunfermline "dimidium passagii sanctae Margaritae Reginae." In a charter of general confirmation of regality, jurisdictions by David II to the monks of Dunfarmline, "Passagium figures as a Burgh of regality along with Dunfermline, Kirkcaldy and Musselburgh. Similar grants were made by Robert I and by Robert III and these were confirmed by James IV. The charter of 1636 by Charles I has been quoted but the confusion which existed led, at a later date, to the Commissioners of Enquiry on Municipal Corporations quoting that of 1636 which, as stated, only confirmed the preceding Royal grants, though it, at the same time, confirmed a charter by Robert, commendator of Dunfermline which runs—Ballivis consulibus et inhabitantibus nostri burgi regalitatis fundum ejusdem et terras eidem spectantas una cum lie mure burgi una cum privilegiis libertatibus anchoragiis annuis-reuitibus fermis et devorsis burgalibus. As the above is the latest extant charter and as the Record of the Great Seal, for the period is defective, no evidence exists as to the precise year when the town was erected into a Royal Burgh. What can be definitely affirmed is that there was confirmation of the erection between 1636 and 1642 and that this was violently opposed by the Corporation of Linlithgow and that it was not effected without degrading concessions to that burgh. In 1639 a commissioner from Queensferry, it appears, sat for the first time in the Parliament then held in Edinburgh and he also was present in the following year. In this year he lodged a protest that he had produced his commission for Queensferry as a Royal Burgh and that "he had ridden, sitten and voyced in this Parliament as the rest of the commissioners of Burghs." He was confronted by a counter protest on the part of the Burgh of Linlithgow to the effect that "he had nether ridden, sitten or voyced in Parliament for the Queensferrie." The Act of 1641 freed Queensferry from the galling opposition of Linlithgow and it was definitely recognised as a Royal Burgh.

THE SEAMEN'S BOX.

In the days before the introduction of the Poor Laws, Insurance, etc., measures were often taken by certain incorporated bodies as the Trade Guilds, to provide the means of assisting members and their families who might be reduced in circumstances or rendered incapable of maintaining themselves. These institutions were entirely apart in their operations from the organised activities of the Church authorities. So far as the burgh was concerned the records of early times testify to the almost chronic condition of poverty of the exchequers both of the civic and ecclesiastical authorities. Many a time and oft they were sorely put to it to meet liabilities or practice much philanthropy. These societies or incorporations of tradesmen secured certain rights and privileges which they jealously maintained and vigorously defended. At an early period references are found in official documents to what was known as "The Seamen's Box," a benevolent institution established for behoof of seamen and their families. To this fund all seamen belonging to the town contributed. This was not characteristic of Queensferry alone and though long since defunct there, similar societies were in existence in other places up to comparatively recent times.

Whether the Seamen's Box of Queensferry was in existence previous to 1656 it is difficult to determine definitely, but probably it was for a contract made between "the baillies, counsell and communitie of the burgh of Queensferrie, for themselves and their successors, on the ane pairt, and the present heretors, skippers, mariners and boatmen in the said burgh for themselves and their successors, on the other pairt, to the effect efter spec(ifie)t, etc." This goes on to state that, owing to differences between the Council and "communitie and the heretors skippers and mariners and boatmen," a decree arbitral was obtained. Under this decree it was "discerned and ordainit the then present masters and skippers of ships and barks and their successors to detain bodylie of their seamen's wadges, sailing abroad with them furth of the Kingdom, from such as had not paid their proporione of the great stent that had been imposed upon the burgh eight pennies Scotts of ilk pund of mone wadges allenarly, and all skippers and masters of barks and boats and their successors sailing up and down the frith; to detain from their seamen eight pennies of ilk pund of the frie third of fraught receaved from each as had not payed their proportione of the said stent and from such as had paid the samyn, the half hereof allenarlie and that bodylie, together with the said masters and skippers their own pairts in manner foresaid, and the masters of ships and their successors to pay twelve pennies of ilk tun of goods their vessels should carry each voadge they sail furth off the Kingdom, all payable to the Seamen's Collector, to have been payed in ane box, whereof ane key to be keepit by the said collector, and ane other by ane appoynted by the baillies and counsell; but as soon as the burgh should have been free of public debt, the eight pennies per pund payable out of the portadge in manner above-mentioned should be (no) longer paid nor exacted, and ordained the boatmen serving the passage in boats belonging to the burgh to pay two pennies Scotts nightly in to the said collector and box, all which is to be distributed equally betwixt the said seamen for their personal uses; and the said

baillies and counsell for defraying the public burdens allowing whatever (is) to be given to seamen strangers in charitie to be taken furth of both their pairts but what uther wages should be employed for poor seamen, their wifes and children belonging to the town, furth of the seamen's pairt, allenarly devyded betwixt the said pairties. In lieu whereof they ordainit all heretors, lyferenters, traffickers, and inhabitants in the said burgh to be stented for payment of the uther twa punds Scots yearly for the burgh use; and the sea-box above named not to have been opened till the said stent were collected, excepting to ilk heretor dwelling in the said burgh and competent dwelling houses and all the houses within the burgh of such heretors as live att the ends thereof whose seamen should pay the publict burdens above-written, excepting also all who shall have payed considerable pairt of ane ship, bark, or boat, and, lykewayes, excepting from the foresaid stent, all skippers and boatmen paying the dues above where said: declaring noe seafaring personnes or owners not trafficking or being owners, as said is, to be eximed theretrom efter the expyring of four years, and ordainit the masters and mariners, subscryvours of the submission above namit, to be dischairgit of all former acts anent the payment of the foresaid deues."

The terms of this contract, as may be readily understood, gave rise from time to time to disputes which seem to have culminated, on 4th July, 1690, in bringing the whole matter up, and which is but explained in a minute of date, 4th January, 1690, wherein it is stated that, by the above contract "ffor the reason therein alledged, the one half of the seamen's poor money, as also the threttie two punds stent yearly upon the heretors was agreed and appoynted to be uplifted and taken for the town's use, contrar to the first original collecting of the saids seamen's poor money and the lawes and rules of charities, in lieu of which the said threttie two pund stent was imposed upon the land rents, both which have been a great grievance to the persones concerned therein and has always bred many animosities and differences to the prejudice of the payment in the said poor money as, for these several years bypast, it hath been altogether refused, to the unutterable loss of the seafaring men's poor, which are daily increasing, and now, it being the general consent of the heretors, seamen, burgesses and inhabitants. . . . that the said former contract may be discharged and assigned in manner mentioned. . . . as ane thing iniquitous and sacriligious in itself, though then done out of a good design, for the better payment of the town's debts, which are considerable, and the seamen being willing, for incouraging this present transaction to allow the town ane considerable benefit. . . . which will fully balance all the benefit they could otherwayes expect." The Council and community "being weel and wisely advysed and finding the samyn will tend to the advantage of the burgh, and will remove all grievances formerly occasioned through the making use of the seamen's poor money for civile uses and will capacitat the seamen the better to provyd their poor as also releve the burgh of debts presently owing, agree to subscribe the contract. . . . as ane standing rule in all tyme coming."

From this time forth the Seamen's Box was under the management of the seamen and in charge of a box-keeper. It still proved useful to the Town Council as a ready means of providing the needful required for paving its way, as loans were advanced by the Box. At a later period "certain of the members of the sea box had engaged themselves for repayment to the box of the soumes taken out of the same for building harbour," and the Town Council "had given the anchorages and shoar dues of the same to the box for their repayment" as "the town has, these severall years bygone, been in possession of the said harbour, without holding any compt to the box therefor albeit they (the box) still lay out of the greater part of the soumes advanced for building the harbour." The Council granted "full and compleat right to anchorages and shore dues to the Seamen's Box." This transaction refers only to the original harbour, which was of a primitive kind, but about 1818, when the harbour, as it is to-day was improved and enclosed, and when there was only one surviving member of the Seamen's Box, the latter agreed to hand over all the funds in his hands in aid of the cost of the new works. This sole survivor was Bailie Martin, and, in recognition of his generosity, the Council resolved to have a suitably inscribed stone placed in one of the quay walls as a memorial of the gift. This resolution was afterwards annulled, and a presentation of a silver service to the donor was made instead. The right to the anchorages and shore dues thus reverted to the community at large, or, otherwise, to the Common Good of the Burgh.

QUEENSFERRY FERRY SERVICE SUSPENDED.—It is announced by the London and North-Eastern Railway Co. that they will be unable to run the ferry service between North Queensferry and South Queensferry until further notice, owing to a mishap to the ferry boat, the s.s. Dundee.

Miss Gleitze Swims Firth of Forth at Second Attempt.

Miss Mercedes Gleitze was successful last Sunday in her second attempt to swim the Firth of Forth. Her first effort was made a fortnight ago, when she was forced to abandon the attempt owing to a strained arm after being 8 hours in the water. On Sunday she entered the Firth at Gullane Point at noon, and landed near Dysart at 11.20 p.m.

Miss Gleitze is only the second person to cross the Forth, the first being W. E. Barnie, the Portobello swimmer, who swam from Burntisland to Granton on 31st August 1924. Barnie on that occasion used neither cap, goggles, nor grease to keep out the cold. He crossed in 4½ hours, the distance from Burntisland to Granton being about 5 miles. Miss Gleitze's crossing was, however, a much more difficult feat, as her course measured about 12 or 13 miles, and the water conditions were not so favourable.

The first glimpse of Miss Gleitze from the Fife shore was about 9.30 p.m., when she was observed swimming off Dysart shore. Her progress was watched by several thousand people, but ebb tide had set in shortly after 8 o'clock, and about 11 o'clock the swimmer was seen to be drifting down towards the vicinity of West Wemyss. Several members of the crowd, as darkness set in, obtained lamps with a view to guiding the swimmer's progress towards land. Miss Gleitze battled on against the strong ebb tide, and at 11.20 landed at a point west of Dysart. She was in an exhausted condition after her strenuous effort, but the large crowd which welcomed her as she came ashore gave her a great ovation.

ANOTHER FORTH SWIM.

MISS HARDING'S DOUBLE CROSSING.

Following on Miss Gleitze's crossing of the Firth of Forth from Gullane to Dysart last Sunday, another page was added to swimming history in the Forth on Wednesday, when Miss Hilda Harding, the well-known long distance swimmer, accomplished a double crossing at a narrower part of the Firth. She succeeded in swimming from the Battery Pier, North Queensferry, to the Town Pier, South Queensferry, and back again to her starting point.

At 9.5 a.m. Miss Harding entered the water at North Queensferry, and, using a strong trudgeon stroke, made good progress. She was accompanied by Miss Enid Ralph, and for some distance the two swimmers kept together. When they were half a mile across, however, Miss Ralph seemed to be carried further up the Forth, and eventually she gave up, suffering badly from cramp. Miss Harding had very little difficulty, and she reached the Town Pier at 10 o'clock, having covered the single distance of 1¾ miles in 55 minutes.

Keeping up the same pace she started on the return journey, but the currents pulled her a good way out of her intended route. She was having no difficulty, however, in maintaining about 27 strokes to the minute. As she neared the north shore she practically had to turn at a right angle and make for the Battery Pier, where a large crowd had assembled. She seemed to make a spurt when the crowd raised three cheers, and waved her hand in response from about 100 yards out. Then to the accompaniment of continuous cheering from the crowds on the pier, she came into the shallow water, but on rising she staggered and had to be assisted out by several of the spectators.

The second part of her swim took one hour ten minutes, making the time for the entire double crossing two hours five minutes. Throughout, Miss Harding used the trudgeon stroke. She was accompanied on the swim by several rowing and motor boats, and Pilots Ross and Nisbet of the North Queensferry pilot station acted as guides.

Miss Harding may attempt to swim from Burntisland to Leith during the next few days.

The **trudgen** is a **swimming stroke** sometimes known as the racing **stroke,** or the East Indian **stroke.**

It is named after the English **swimmer** John **Trudgen** (1852–1902) and evolved out of sidestroke. One **swims** mostly upon one side, making an overhand movement, lifting the arms alternately out of the water.

FIFE LADS' CAREER OF CRIME

Fifteen Months' "Reign of Terror"

What was described as a "minor reign of terror," which has existed in Inverkeithing and North Queensferry district during the past fifteen months, was brought to an end yesterday, when four lads belonging to Rosyth pleaded guilty to a long list of theft and housebreaking charges.

The accused were:—Geo. M'Intyre (17), grocer, 11 Norval Place; Wm. Hutchison (16), plasterer, 2 Parkside Street; Thos. Holland (17), blacksmith, 53 Parkside Street; and Wm. Coutts Douglas (16), messenger, 64 Middlebank Street.

There were ten counts in the charge, M'Intyre and Hutchison being involved in all, Holland in four charges, and Douglas in two.

All the offences were committed in Inverkeithing and North Queensferry district. Three related to thefts from automatic machines at Rosyth Halt Station, and a similar offence was committed at North Queensferry Station.

A large number of toilet articles were stolen from a showcase outside the chemist's shop at 111 Queensferry Road, Rosyth, and confectionery, &c., was stolen from a shop at the ferryboat pier, North Queensferry.

Most Serious Offence.

The most serious of the offences was committed on 15th September at the house, Tigh-na-mara, at North Queensferry, in which all the accused were concerned, when a large quantity of jewellery, &c., was stolen.

M'Intyre and Hutchison were concerned in forcing entry into railway buildings and vans at Inverkeithing, and also broke into the house at 18 Struan Place, Inverkeithing, and stole £7, in addition to other articles; while the same pair also broke into The Hut, Seggsburn, Inverkeithing, and stole an electric torch, &c.

All pleaded guilty, and Mr R. M. Connel, solicitor, Dunfermline, on their behalf, said this was a most extraordinary series of thefts, and was all the more extraordinary as he had been unable to get any reason from them as to why they had embarked upon such a career of crime.

Sense of Bravado.

It appeared that they had done it from a sense of pure bravado, and had gained little, if anything, themselves. All had borne good characters, and there was nothing previously against them. M'Intyre had been in steady employment as a grocer since he left school, and his parents said he had been a model boy, and they had no suspicion that such a thing was going on. Holland had also been steadily employed, and he and M'Intyre had been attending night classes.

Hutchison's employer was amazed to hear about the lad, and said he was the best apprentice he had had for years, and scrupulously honest. Douglas had also borne a good character, and his parents knew nothing about his conduct.

Sheriff Umpherston—They got £7 at one house; what have they done with that?

Mr Connel—I cannot find that out.

Mr R. J. Waugh, the fiscal, said their parents were all very respectable people. The thefts had extended over a period of fifteen months, and they had created a minor reign of terror in the district around Inverkeithing and North Queensferry. In the case of Tigh-na-mara, they turned the house upside down and did a lot of mischief and damage.

M'Intyre and Hutchison were ordered to find £15 caution for their good behaviour for eighteen months, with the alternative of sixty days' imprisonment, and Holland and Douglas were ordered to find £5 caution for a similar period, or thirty days. A month was allowed to find the money.

HOUSING NEEDS IN FIFE

Housing needs at North Queensferry were referred to at yesterday's meeting of Fife County Council at Cupar.

The Public Health Committee, reporting on the matter of additional houses, stated that as regards North Queensferry the committee had approved a report of the Housing Sub-Committee authorising the county clerk to open negotiations for a site.

Major Sir Robert Spencer Nairn said there were no works or industry at North Queensferry, and they did not really require additional houses there. If houses were to be erected in that neighbourhood he was of the opinion that they should be put up about Inverkeithing.

Mr John Bird said there was a great need for additional houses in that locality. Something like 100 houses were required in the Auchterderran district alone.

The chairman (Lord Elgin) closed the matter by pointing out that there was a special committee dealing with housing matters.

It was resolved to apply to the Department of Health for payment of subsidy in respect of 20 houses being erected at Aberdour under the provisions of the Housing (Scotland) Act, 1930.

Lighting of North Queensferry

Almost at the outset of its existence, the North Queensferry Development Association, which had outlined great schemes to make the Forthside village more attractive to visitors, has received a mild snub. Hitherto gas has been the medium of public lighting in the village. It was suggested by the Association that electricity would be an improvement, and the suggestion seemed to be viewed with favour by the District Council. At the instance of the latter body estimates of the comparative costs of the two schemes were obtained. It was not because it was found that electricity was dearer, but because local members of the District Council objected to the village being "disfigured by a network of wires and poles," that the project was turned down by the Committee. Although one member of the Committee has come to the conclusion long ago that "those publicity committees do a lot of harm," the North Queensferry Development Association has rendered a distinct public service, in respect that, because of the threatened opposition of electric lighting, the Inverkeithing Gas Company have made a considerable reduction of their charges for the public lighting of the village.

North Queensferry Pupils at Inverkeithing

THE Fife County Council, at Cupar, yesterday, agreed to ask the Education Committee to appoint members to meet with the parents of children of North Queensferry concerning the recent decision of the Committee regarding the attendance of the qualified pupils of North Queensferry at Inverkeithing School.

Mr Watt, North Queensferry, said some pupils had refused to go to Inverkeithing.

Mr Izatt, Dunfermline, said a three-years' course was now available at Inverkeithing in addition to the one at Rosyth. The real complaint seemed to be the long wait for trains, and the Schools Sub-Committee had agreed to inform the parents concerned that there was no objection to the children travelling by any other means than by train, but the grant towards expenses would be limited to the amount of the train fare.

FORTH ROAD BRIDGE

Fife County Council Agree to Press for Start of Work

FIFE County Council, at Cupar yesterday, considered a recommendation by the County Road Board that pressure be brought to bear on the Ministry of Transport with a view to the work in connection with the proposed road bridge over the River Forth at Kincardine being put in hand on an early date.

Mr Watt, North Queensferry, moved that the committee appointed to deal with the Forth road bridge be asked to meet to go into the whole matter.

The County-Clerk (Mr J. M. Mitchell) said a meeting of the Bridge Joint Committee was being held on October 12, and if the County Council adopted the recommendation it would come before that meeting.

The Council agreed to accept the Road Board's recommendation.

PRISON FOR CHILD NEGLECT

Fife Mother Sentenced

A woman was sentenced at Dunfermline Sheriff Court to-day to fourteen days' imprisonment for neglecting her children.

The accused, Mrs Annie Gunn, widow, formerly of 5 Brunton's Buildings, North Queensferry, and now at 8 Bandrum Cottages, Lower Steeland, Saline, was found guilty of having, from 20th September to 4th November, at her house at North Queensferry, and at North Queensferry School, and from 4th November to 21st December at her house at Lower Steeland, and at Saline Public School, she ill-treated and neglected her two children, aged 10 and 7, by failing to keep them clean and allowing them to be in a filthy condition.

James Bell, the local inspector of the S.S.P.C.C., said that on one occasion when he visited North Queensferry School, one of the boys' clothes were in a filthy condition. He later visited the children at Saline Public School, and found that there had been some trouble there also.

"Got Every Chance."

William James Stiven, headmaster of North Queensferry School, and Thomas Sutherland, headmaster of Saline School, also gave evidence to the boys coming to school in an unclean condition. Mrs Wright, school nurse, said that she went twice to speak to Mrs Gunn about her children's condition, and had the door shut in her face on both occasions.

Mrs J. Scotland, 9 Carnegie Street, Dunfermline, and a brother and sister of accused, gave evidence to the effect that accused did everything possible for her children.

Sheriff Umpherston found the charge proved, and accused admitted a previous conviction.

"The last time you were here you got every chance to get advice and to take advice," said the Sheriff, "and you were dealt with with the greatest of consideration. You evidently for a short while did your duty towards these children, but things just now are as bad as ever. I think the only thing I can possibly do is to sentence you to 14 days."

THREE BERWICKSHIRE CHANGES.

Recent Appointments Made By L. & N.E.R.

EARLSTON AND RESTON AFFECTED.

Berwickshire is affected by the L. and N.E.R. Company announcements of appointments. Earlston and Reston are to lose their Stationmasters, and the present Stationmaster at North Queensferry will take over duties at the latter mentioned.

Coming To Reston.

Mr Thos. Arnott has been appointed Stationmaster at Reston, and comes from North Queensferry Station where he has carried out similar duties. His railway career began as a clerk, and after serving as a clerk at various stations in Scotland he was appointed Stationmaster at Kilmany. He later became Stationmaster at Terryburn, and was then appointed Yardmaster at Dundee Docks. He was again appointed Stationmaster, and his next sphere of railway work was at Leslie. From that part he was appointed to North Queensferry from whence he comes to Berwickshire. During the Great War Mr Arnott joined up in the Fife and Forfar Yeomanry, and latterly had service with the Black Watch in France

FORTH FERRIES

Improved Services Foreshadowed

NORTH QUEENSFERRY

NEGOTIATIONS for an extensive improvement in the North Queensferry ferry service were reported upon by Lord Elgin at a meeting of Fife County Council at Cupar yesterday.

He said there was a regular hourly service which, as he had previously stated, was a first step. He knew negotiations were proceeding for a further improvement of the service. He had hoped the negotiations would have borne fruit before this, but the position at present was that if the draft arrangement materialised—and he had no reason to doubt it—a further considerable improvement would be effected.

MORE SAILINGS AND LOWER FARES

There would be more frequent sailings, which implied an augmentation of the "fleet," an improvement of the road approach on the north side, and the fares would be materially reduced.

He urged the Council not to press the Railway Company for further concessions in the meantime, as to do so might jeopardise the successful conclusion of the negotiations. He expected to be able to give fuller details at the next meeting of the Council, if not before.

Lord Elgin's suggestion was agreed to.

GALA GIRL SWIMS FORTH

From South to North Queensferry and Back Again.

During a discussion on the municipal baths, at Galashiels Town Council meeting on Monday night, Provost Hayward drew attention to the fact that on Saturday last a woman member of the Galashiels Swimming Club, Miss Jenny Mill, swam across the Forth from South Queensferry to North Queensferry and back again.

Miss Mill left South Queensferry at 4 p.m., and when she had accomplished the crossing she felt so fit that she swam back again and landed at Dalmeny private pier. The whole journey was done in a minute under two hours, and she did the double journey without a stop.

Provost Hayward said he wished to congratulate Miss Mill and their baths superintendent on this excellent performance.

FALKIRK AND DISTRICT ROSE SHOW

Lady Margaret thereafter gracefully presented to Mr James Rutherford, North Queensferry, the silver cup won by him in respect of his having gained most points in the pansy and viola section.

FORTH FERRY

Weather Interrupts Service

A high wind and heavy swell caused a disorganisation of the new Forth ferry service during the week-end, and several complaints have been received from motorists and others who, having depended upon the service in making their travel arrangements, have experienced some inconvenience.

Up to Monday only one boat, the Queen Margaret, has been in commission. She made several difficult crossings Saturday night, but an increasing swell made it necessary to suspend the service. Passengers and motor cars were taken on board for the crossing from North Queensferry at 8.30, but after several unsuccessful attempts to get the boat away, it was ultimately announced that there would be no further crossings that night.

There was no service from South Queensferry after six o'clock on Saturday evening and the Queen Margaret was still unable to venture out on Monday forenoon.

It was reported that an attempted crossing was made from North Queensferry at eight o'clock on Sunday morning. The Queen Margaret was taken half way across the Forth, but was then turned back, it being considered inadvisable to risk putting in at South Queensferry.

A number of motorists arrived at South and North Queensferry on Sunday expecting to find the ferry service available, and were caused considerable annoyance when they had to make unexpectedly long journeys by road.

NORMAL SERVICE RESUMED.

The gale on Monday prevented the new boat from making the crossing at Queensferry. At night, however, it was possible to make a crossing in both directions. The normal service was resumed on Tuesday.

The second ferry boat, Robert the Bruce, which left Dumbarton at the beginning of last week, and which had to travel round the North of Scotland, has been delayed by the stormy weather, and is now on the East Coast. It is expected to arrive at South Queensferry before the end of the week.

The double service will, in all probability, be put into operation early next week.

Local people regard the gale on Monday as being the worst experienced for many years.

The Robert the Bruce, the second of the new Forth ferry steamers, has arrived at North Queensferry to take up service. It is understood that the other boat, the Queen Margaret, which has been sailing for a week or two, is to go into dry dock at Grangemouth for minor repairs. When she leaves dry dock the ferry service will be maintained by the two steamers.

L.N.E.R. SUE BOATMAN FOR PIER DUES

Action In Dunfermline Court

An action was called in Dunfermline Small Debt Court yesterday at the instance of the London and North-Eastern Railway Company against a North Queensferry boatman for pier dues.

The defender is William Moore, Main Street, North Queensferry, and the summons is for £1 8s 1d, which pursuers claim he is due them.

In a statement pursuers set forth that the defender made use of the down pier at North Queensferry belonging to pursuers. The down pier forms part of the Queensferry passage undertaking belonging to pursuers.

Such use was made on 29th October and 4th and 5th November 1933 by the vessel Neptune, belonging to defender, and also in respect of persons embarking from the vessel at said pier on said dates.

In terms of the statutes relating to the Queensferry passage, the Edinburgh and Glasgow Railway (Queensferry) Act, 1863, and the London and North-Eastern Railway Order, 1925, pursuers are authorised to make reasonable charges for such use, which they did.

The total is £1 8s 1d, the sum per passenger being 6d, and the sum per call of vessel being 3½d.

The case was continued until 1st May.

County Centralisation

North Queensferry, April 4, 1934.

SIR,—The discussion at the meeting of the Convention of Royal Burghs has touched several sore points. Clearly the whole policy of present-day centralisation is breaking down. The dangers involved in national centralisation, as shown up by the Great War, led to the hasty assumption that world-centralisation was the cure. The collapse of the League of Nations has demonstrated the absurdity of such an assumption. And now comes the turn of centralised county administration. It too has failed, and is failing; it does not even "save money"—and it puts everybody's back up.

What is the general principle involved in these centralisation policies? That rulers and ruled, administrators and administered, get further and further apart. And is not this very fact the root cause of its failure? Just as in industry, hard experience is teaching us that employers and employed must once more, at all costs, be brought into personal touch, so will it be with administration. The old village and parish councils disappeared mainly because of the apathy of the people. I believe they will have to be restored, and on a broader basis than ever; they will have to deal with their respective areas from many new points of view, incidentally utilising the best brains and best wills available among their inhabitants.

The man on the spot does not always know more than the man who is not on the spot, but at least he is in a better position to do so. There are many very fundamental facts about a place which the man who is not on the spot cannot, with the best will in the world, ever learn. Therefore, in future, although there will still be a place for the big centralised bodies—national administrations, and, in industry, combines—these will have to become subordinated to the actual communities, in which real people, rulers and ruled, live and work together in personal touch. Otherwise we shall have the machine entirely taking control of humanity. A fortnight ago the Prime Minister reminded us that Parliament at best is "only a machine," and he made an urgent appeal for a revival of the voluntary principle. He apparently wants humanity and the machine to function side by side; he would have done still better to say that he wants "the voluntary principle" to control the machine. A little more of the prevailing orientation and humanity—or at least civilisation—will be destroyed.—I am &c.

A. J. BROCK, M.D.

A NORTH QUEENSFERRY PIER

Claim by L.N.E.R. Company

In Dunfermline Small Debt Court yesterday, the London and North Eastern Railway Company sued Henry Powe, senior, North Craig Cottage, North Queensferry, for payment of £1, 15s. 9d. in respect of his use, on three occasions at the end of last year, of the Town's Pier, North Queensferry, belonging to pursuers.

Defender, it was alleged, used a couple of boats, the Mapleleaf and the Annie for the embarking and disembarking of passengers at the pier.

Defender denied ownership of the Mapleleaf, and stated that he was willing to pay in respect of the Annie if the railway company could prove that the Town's Pier belonged to them. If it belonged to them, he asked, why did they not put up a gate?

Sheriff Umpherston said he was not going into that.

Defender stated that one of his boats had been smashed up at the pier, and he asked if pursuers were going to pay him compensation.

His Lordship fixed a proof in the claim for Tuesday of next week.

LABOUR ON FORTH BRIDGE CONSTRUCTION

Big Majority of Scots

At a meeting of Fife County Road Board at Cupar yesterday, Mr H. L. Lawrie, Leven, referred to the allocation of labour on the Kincardine road bridge scheme. He said that at the last meeting the County Clerk had indicated that he had some scheme whereby there would be a fair basis of allocation.

The County Clerk said he had nothing new to add to what he had said before.

Major C. W. L. Ross, Kincardine, a member of the Bridge Joint Committee, said there was a foolish remark made at the last meeting about men from the able-bodied poor relief roll going to Kincardine and being told that no Scotsman could use a pick and shovel like an Englishman. He had endeavoured to find out if there was any truth in it, but the contractors or officials in charge had never heard of such a thing. Men had been sent back because, quite frankly, they were not fit for the work, and an arrangement should be made whereby men would be selected by some one, not sent from the Employment Exchange, but who knew the men's capabilities. It was a terrible statement to make, for all the men employed on the bridge work were Scotsmen with the exception of four or five key men who came from England with the contractors.

NORTH QUEENSFERRY FERRY PIER ON VALUATION ROLL

"Double Rating" Plea Fails at West Fife Court

POSITION OF RAILWAY STATIONS CLOSED TO PASSENGER TRAFFIC

THE West Fife Lands Valuation Appeal Court at Dunfermline yesterday dismissed an appeal by the London and North Eastern Railway Company and William Denny & Brothers (Ltd.), Dumbarton, the owners and users respectively, against the inclusion of the ferry and pier at North Queensferry in the county valuation roll. On Thursday the West Lothian Court heard a similar appeal in respect of the ferry and pier at South Queensferry, and decided that no entry should be made in the county roll this year.

Appeals against the inclusion in the county rolls of railway stations closed to passenger traffic, or only used occasionally for excursion trains, were made by the London and North Eastern Railway Company to the East Lothian and Stirlingshire Courts.

The appeals before the Stirlingshire Court were successful. These before the East Lothian Court also succeeded, except in the case of two stations, where campers are allowed to use the buildings. These were retained on the county roll, but at reduced assessments.

Appeals against assessments placed on pieces of grounds, at either end of the road bridge which is being built over the Forth at Kincardine, used for preparing materials for the bridge, were heard by the West Fife and Stirlingshire Courts. Both appeals were dismissed.

PIER ALREADY ON RAILWAY ASSESSOR'S ROLL

Objectors' Contention at West Fife Court

The entry of the ferry and pier at North Queensferry in the valuation roll for the County of Fife was objected to at the West Fife Lands Valuation Appeal Court, at Dunfermline. The County Assessor proposed to enter the subjects at £250, with the London and North-Eastern Railway Company as owners, and William Denny & Brothers (Ltd.), Dumbarton, as occupiers.

Mr T. M. Taylor, advocate, for the railway company, outlined the objections to the inclusion of the subjects in the county valuation roll, these objections corresponding with those raised at the West Lothian Valuation Court. The principal ground of objection was that the subjects were already included in the valuation roll compiled by the Assessor of Railways and Canals, and that if an entry was made in the county valuation roll the subjects would be doubly rated.

Mr Taylor referred to the decision in the Glasgow Corporation case in 1929, in which he said it was clearly laid down that, where an entry was already in the Railway Assessor's roll, it should not be included also in the ordinary valuation roll. In his submission, the proper course in this case was to delete the entry against which the appeal was made.

DENNY BROTHERS "NOT OCCUPIERS"

Mr J. L. Clyde, advocate, for Denny & Brothers, said that, on the merits of the question, the position of his clients was to a large extent the same as the position of the railway company. In any event, the name of Denny & Brothers should be deleted from the county valuation roll on the ground that they were not occupiers of the subjects within the meaning of the Valuation Acts.

The County Assessor (Mr R. R. Purdom) submitted that the Court was not bound by the decision in the Glasgow Corporation case, as it was dealing with a totally different set of circumstances, and was not a decision primarily based on the question of double entry. The case now before the Court was undoubtedly a case of a subject having ceased to be part of the railway company's undertakings, by virtue of their agreement with Denny & Brothers, and therefore the subjects could be correctly entered in the county valuation roll. He did not press for his figure of £250, which he admitted was an arbitrary figure, but he did press the Court to enter some figure. He did not mind what figure they suggested at all, so long as they got the principle established that this was a proper entry in the county valuation roll, because, in the course of a few years, it might be a question of very great importance.

ENTRY SUSTAINED

The Court unanimously sustained the entry of the ferry and pier in the valuation roll, with the railway company as owners, and Denny & Brothers as occupiers, and they decided that a nil valuation should be entered for this year.

Counsel for the appellants asked for a stated case.

TENEMENT BLAZE AT NORTH QUEENSFERRY

CONTENTS OF BEDROOM DESTROYED.

A tenement property at West Sands, North Queensferry, occupied by six families, was affected by fire late last night.

About ten o'clock an occupant of the tenement observed smoke coming from the ground floor, and it was discovered that a back bedroom of a house there was on fire.

The neighbours wakened a man who was in bed in an adjoining room, and he was able to leave the building without undue alarm.

While a telephone call was sent to the Dunfermline Fire Brigade, neighbours fought the blaze. The room was well alight when the brigade, under Firemaster Craig, arrived, and it was impossible to save any of its contents, but the brigade managed to prevent the outbreak from spreading.

As a precautionary, however, the occupants of the building had removed their furniture from the houses.

The damage was confined to the one room, and is estimated at between £150 and £200.

THREE MEN HURT

North Queensferry Motor Smash

SERIOUS INJURIES

THREE young men were involved in a serious motor accident on the public road near North Queensferry Toll late on Saturday evening. They were removed in an unconscious condition to Dunfermline and West Fife Hospital, after having received medical attention.

The men are:—Alexander Fyfe Munro (20), chartered accountant, 5 Barossa Place, Perth; William M'Culloch Fyfe (20), medical student, 13 Rose Terrace, Perth; and Alexander King (27), Gammie Place, Cardenden.

The car, in which Munro and Fyfe had crossed by the ferry steamer from the south side of the Forth, crashed into a wall. King, who was being given a lift, had also crossed by the ferry.

How the accident occurred is not known. Hearing a crash, a woman living near Ferry Toll went out to investigate, and found the car lying wrecked against the wall, and the three men suffering from serious injuries, chiefly about the head.

It was reported at the hospital last night that Fyfe was out of danger, and that Munro and King were still in a serious condition, although Munro had recovered consciousness.

Church News

DALMENY CHURCH

Dedication of New Tower

OLD LANDMARK RESTORED

DALMENY Church, which contains the most perfect Norman chancel in the country and which was erected about 1130, was crowded on Saturday afternoon, when the new tower and furnishings of the Church were dedicated.

For eight years the minister of the Church, the Rev. W. Neil Sutherland, M.C., and his parishioners have been engaged upon the task of restoring the church as it was in the twelfth century. They have accomplished their task with little outside aid at a cost of £6900. The sum collected to defray the expense was not quite sufficient for the purpose, for at the beginning of last week there was a deficit of £100. A portion of this deficit has, however, already been made up.

Not for many years probably had there been such a congregation in the ancient building. Nine ministers officiated in the ceremony, including the Moderator Designate of the General Assembly of the Church of Scotland, the Rev. Dr Marshall B. Lang. Dr Lang delivered the address. The service was conducted by the Very Rev. Dr Norman Maclean, chaplain to His Majesty the King, and the lessons were read by the Very Rev. Professor W. P. Paterson, D.D., LL.D., another of His Majesty's chaplains. Both the King and Queen have visited and interested themselves in the building.

The other ministers present, in addition to the minister of the parish, were the Rev. Dr Millar Patrick, convener of the Church of Scotland Committee on Artistic Questions; the Rev. James Whyte, Moderator of the Presbytery of Linlithgow and Falkirk; the Rev. John Lindsay, chairman of the West Lothian Education Committee; the Rev. R. S. Pinkerton, Ecclesmachan; and the Rev. Johnston Oliphant, Abercorn.

The furnishings dedicated included oak choir stalls and book desks, the gift of Mr W. H. Ross, Davidson's Mains, who presented them in memory of his parents who had the farm of Westfield, in Dalmeny parish, from 1862 to 1882; the new west door, in memory of Mr A. D. Walker, formerly session-clerk of Dalmeny Church, and one of the original members of the Restoration Committee, given by his widow and sons; a glass panel, in the upper room of the tower, which contains original pieces of glass made in 1664, showing the arms of Alexander Stewart of New Hawes, which was presented by Major-General Sir Herbert A. Raitt, K.C.I.E., who was a heritor and elder of the church, and three panels of *petit point* silk work, which were the gift of the representatives of three of the old families in whose care the church was for several centuries—the Stewarts of Craigiehall and New Hawes, the Moubrays of Barnbougle, and the Roseberys of Dalmeny.

MADE IN LOCAL SMIDDY

The oak choir stalls, which are the principal gift, are particularly suited by their design to a Norman church. The ironwork of the new west door was done in the local smiddy, and the woodwork by the local joiner.

The tower, which is 46 feet high, and commands a wide view of the country, stands on the site of the original tower, which fell in 1480.

It is worth while recalling that Dalmeny Church has been used as a place of worship continuously from the date of its erection until the present date, with the exception of three months in 1766, when a new roof was constructed over the nave, to take the place of the first roof.

As a result of the work of the last eight years, the church is now very much in its original condition, though it is not proposed to restore the three altars which formerly existed in it. These were the high altar, dedicated to St Cuthbert by reason of the relations which obtained between Dalmeny and Durham, and the side altars to St Adamnan, who built a Celtic church at Dalmeny about 690, and to St Bridget.

A special form of service was used at yesterday's dedication, the ministers entering by the west door, where the passage from the 118th Psalm, commencing "Open to me the gates of righteousness," was read. Thereafter various appropriate Psalms, hymns, and paraphrases were sung, and prayers offered up. In the course of the service, Mr Sutherland gave an account of the rebuilding of the tower and of the gifts which were dedicated. He commented upon the first excellent prospect which was in the mind of those who planned the building eight hundred years ago, and which is now obtainable from the western entrance. He also referred to the way in which the contractors entered into the spirit of the voluntary workers.

"A BLACK HEATH"

The Rev. Dr Marshall Lang, in the course of his sermon, said that there were few things of which Scotland could be more proud than of her ancient churches. There, in Dalmeny, where

> The holy time is quiet as a nun,
> Breathless with adoration,

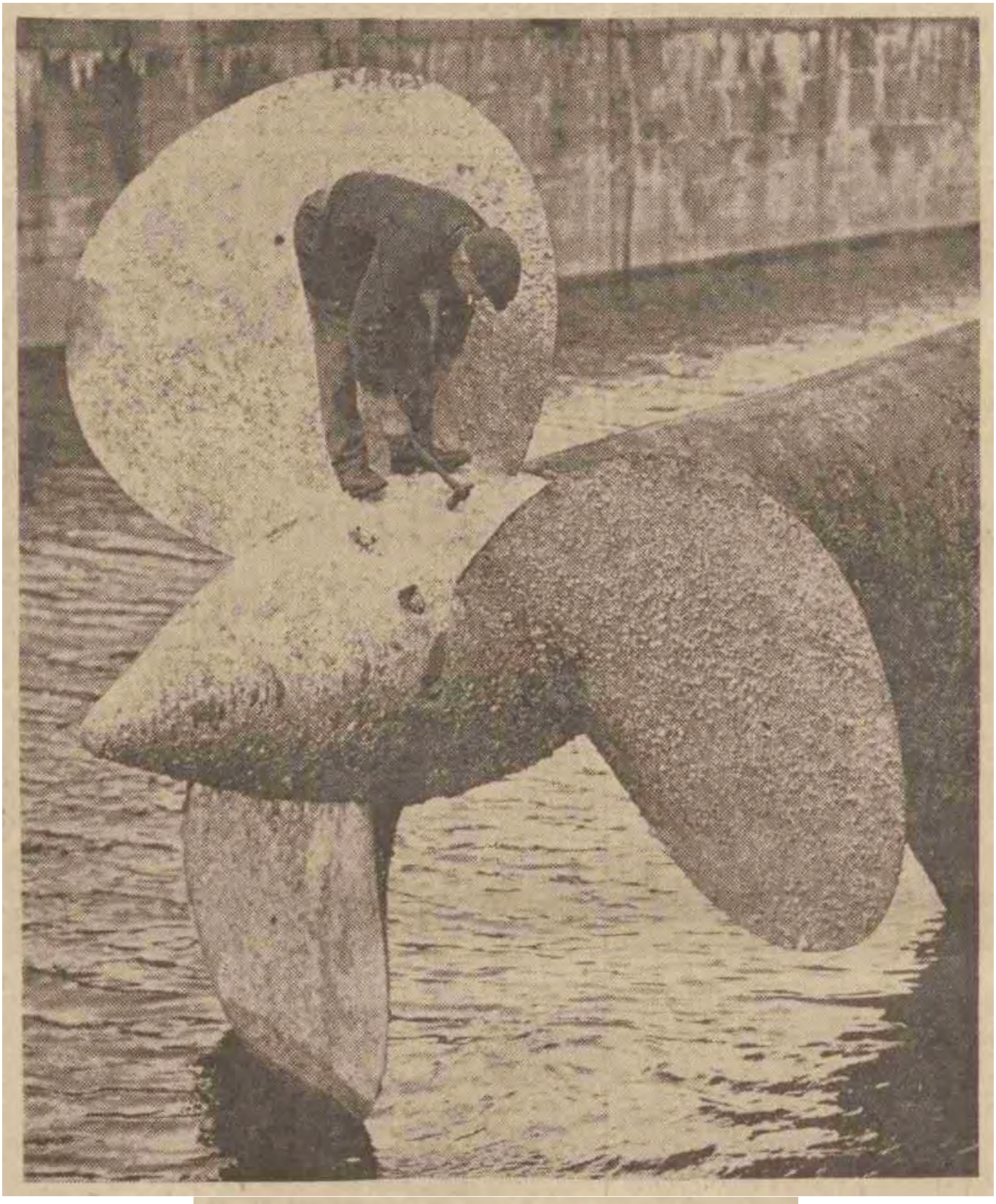
he liked to think was the sacred circle where the worship of the dead was celebrated, when as yet the Gospel of Christ was unproclaimed. If the name Dalmeny was originally Dounemenie, and meant a black heath, it took them back to the time when the land surface was as unkempt and uncouth as the manners of the day.

Providence, said Dr Lang, had indeed been kind to Dalmeny in securing that they saw so much of what, in the days of long ago, must have been a rich stone set in black in that heath of Dounemenie. It must be conceded, he thought, that the heritors of the parish in the eighteenth century were not wholly unmindful of their duty towards their sacred heritage, but, while they might be credited with good intentions when they built the roof, they must stand condemned for erecting the unsightly galleries, and for their vandalism in 1816, when they disfigured the walls with lath and plaster and placed in the nave a plaster ceiling.

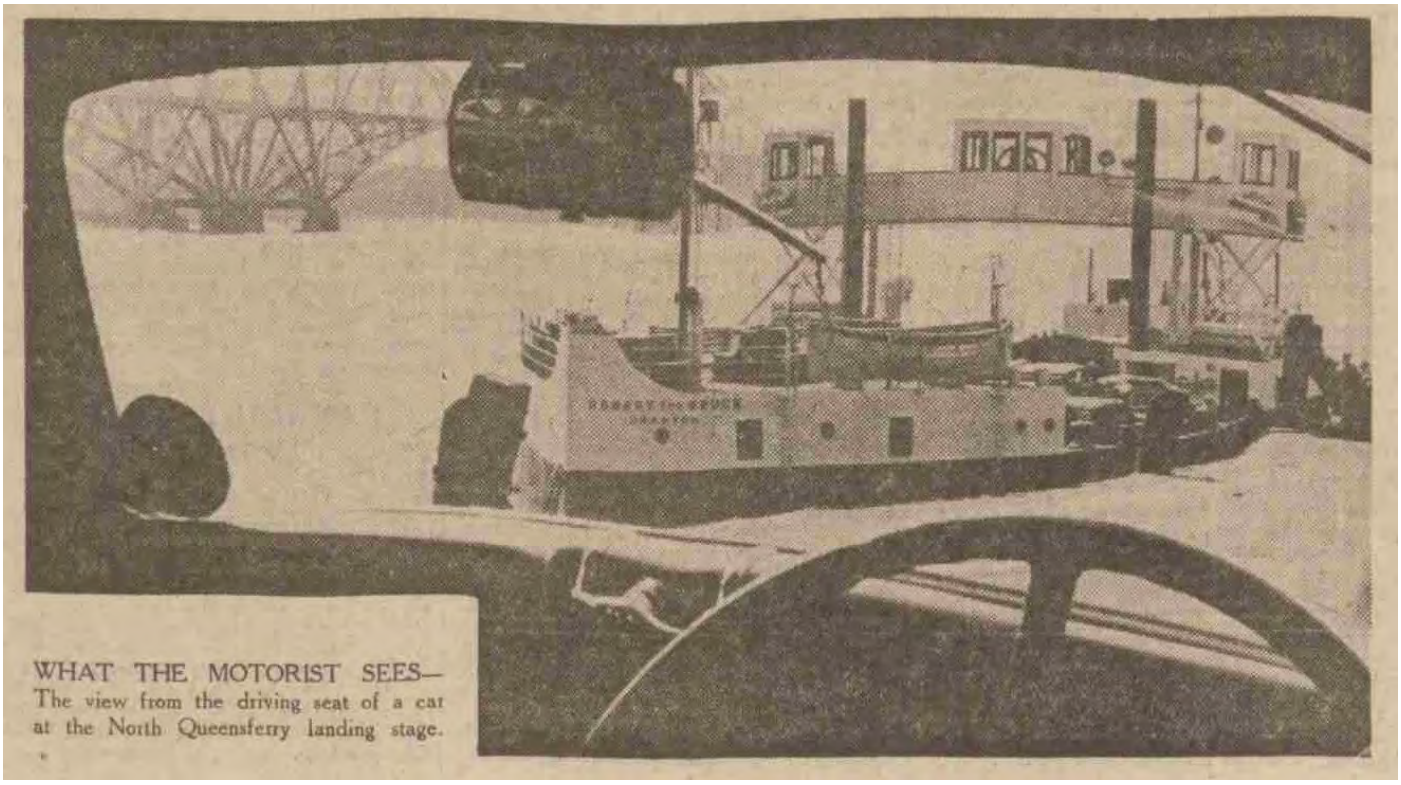
It was eight years since the present minister of the church called to his aid a group of voluntary workers, and, with the advantage of faith, uncommon in these days, set to work to free the ancient shrine from every imperfection and to reproduce, almost in its original form, the glorious work of the skilled masons of the twelfth century. Day in, day out, in the light of the sun and in the dim religious light of lamp and candle, advised by archæologists throughout the land, and supported by the goodwill of the parishioners, that little gang of pious enthusiasts had laboured towards the result before their eyes. Joiner, blacksmith, craftsman, farm student, lorry-driver, engineman, minister, and, doubtless, others who were skilled labourers, had been as those who worked for the glory of the Temple of Solomon. Their names were unknown, but every fragment of the good work of the original builders had been breathed into life again. Verily it was a resurrection in stone. To crown their labours, the restoration of the ancient tower had been completed; an old landmark had been restored again.



Mr C. C. Henderson, North Queensferry, who began his duties as harbourmaster of Kirkcaldy yesterday. He succeeds the late Capt. John Moodie, who was harbourmaster for nearly 15 years.



BATTLESHIP'S PROPELLER—Preparations are being made to drain the dry dock in which the scuttled German battleship Bayern is lying at Rosyth. Photo shows a workman on one of the three propellers.



WHAT THE MOTORIST SEES—
The view from the driving seat of a car at the North Queensferry landing stage.

WOMAN ATTACKED IN FIFE VILLA

INTRUDER ESCAPES AT NORTH QUEENSFERRY

CHILD'S SCREAMS BRING HELP

A woman was attacked in her bedroom at North Queensferry by an unknown man in the early hours of Saturday morning.

The screams of a child who had been sleeping in the same room brought help, but the intruder succeeded in escaping.

The woman attacked was Miss Lilian Allt (42), an Englishwoman, who has been staying at The Mount, a villa near North Queensferry Station occupied by Mr and Mrs James Stewart.

Miss Allt is a friend of Mrs Stewart's daughter, Mrs Smith, and was asleep in the nursery with the latter's children when she was attacked.

WARNED HER TO BE QUIET.

Miss Allt told a reporter, "I was awakened about one o'clock."

The intruder warned her to keep quiet, she continued.

"I struggled, and Mrs Smith's little girl, who was also asleep in the nursery, was wakened by the sound of the struggle and began to scream.

"After I had been struggling with the man for some minutes Mrs Stewart come downstairs and put in a light in the hall.

STOOD BEHIND DOOR.

"When the man saw this and heard Mrs Stewart ask what was wrong, he stood behind the doorway as if waiting for her to come in.

"I shouted to Mrs Stewart, 'Don't come in, there's a man behind the door.' She stood back, and, on hearing that, the man ran from the nursery, aiming a blow at Mrs Stewart as he was passing.

"He escaped through the dining-room window."

Miss Allt sustained bruises in the struggle.

The intruder left his boots behind, and these are in the hands of the police. He apparently entered the house by the bathroom window.

A man has been detained by the police in connection with the affair.

NURSE'S STORY OF NIGHT ATTACK

NORTH QUEENSFERRY MAN NOT GUILTY

Shoes Found in Nursery That Did Not Fit Him

A North Queensferry man, Alexander Forman Brown, handyman, Tich-na-Mara, was found not guilty at Dunfermline Sheriff Court yesterday of a charge of having assaulted a nurse while she was in bed in the early hours of the morning and committed a breach of the peace.

Brown pleaded not guilty to having, between midnight and 1 a.m. on November 23, at the house known as The Mount, North Queensferry, occupied by James Cumming Stewart, conducted himself in a disorderly manner, entered the house by an upstairs window, and in the nursery assaulted Lillian Allt, nurse, residing there, who was then in bed, seized violent hold of her by the throat and struck her repeatedly on the face, throat, and body with his hands, annoyed and disturbed the lieges, and committed a breach of the peace.

Mr A. P. M'Bain, solicitor, Dunfermline, appeared on accused's behalf.

Giving evidence, Lillian Allt (42), nurse, The Mount, North Queensferry, said The Mount was a self-contained villa standing in its own grounds. The next house to it was Tich-na-Mara.

The nursery where she was sleeping, and where the children slept, was on the ground floor, overlooking the back garden. She attended the children, and went to bed about 12 o'clock. She switched off the dim light about 12.30. She fell asleep, but was aroused shortly afterwards.

"Would Kill Me"

"I woke about a quarter to one," said witness. "A man was on top of the bedclothes with his two thumbs on my throat. He said if I shouted for help he would kill me. I shouted every time I got the chance."

The man had given her a terrific punch on the stomach, which made her fall to the floor. She said the man was holding her by the throat. She bit one of his fingers.

Witness did not see the man except in the silhouette, but she was able to describe his voice to Constable Davidson. It was a fairly educated voice.

Witness spoke of seeing the police interviewing a man in the grounds of Tich-na-Mara over the wall from The Mount.

She heard the man speak and thought it was the same voice as that of the man who attacked her. Accused was the man whom she saw in the grounds of Tich-na-Mara.

Witness told the police her suspicion. Her injuries consisted of a black eye, sore jawbone and mouth. Some skin was off her "windpipe," and she had bruises everywhere.

Mr R. J. Waugh, the procurator-fiscal—On your oath you say the voices were the same?—As near as I can tell.

Awakened by Screaming

Mrs Janet Stewart, wife of James Cumming Stewart, The Mount, North Queensferry, said that she was awakened by loud screaming from the nursery which was below her bedroom.

Witness went downstairs. She did not have her spectacles on. At the foot of the stairs she switched on the lobby light. On opening the door of the nursery she said, "What is wrong?" and heard Miss Allt say, "Stand back, Mrs Stewart, there is a man behind the door."

After that the man rushed past witness to the hall door and she got a view of him.

Witness was able to tell that the man who passed her had on a brown suit. He was crouching, and in that position seemed to be just about the same height as witness.

Did you get sufficient view to be able to identify him?—Well, I think so.

When witness saw the police interviewing accused in the grounds of Tich-na-Mara the following day, it came into her mind that he was the man. Not only did his personal appearance coincide but the clothing corresponded, too. In witness's opinion accused was the man who dashed past her.

Police Constable Davidson said he was unable to trace the shoes found in the nursery as belonging to Brown.

When Sergeant Summers was in the witness-box accused took off his shoes. They were handed to witness, who, after examining them, agreed the shoes found in the nursery were absolutely different from the shoes accused was wearing now.

For the Defence

For the defence Mrs Evelyn Stewart, Tich-na-Mara, accused's employer, said he had proved thoroughly trustworthy in every respect. He had had a very good army record. His duties included gardening and helping with the housework.

On the night of the alleged assault Brown was in the house and, as far as she knew, he was not out during the night.

Corroborative evidence was given by Miss Clara Stewart, Tich-na-Mara.

Alan Clavering, Blanefield, Stirlingshire, who was staying at Tich-na-Mara, said that though the partition between his and Brown's room was fairly thin he heard no movement during the night.

Accused, in the witness-box, gave his age as 27, and said he was not out of the house on the night in question. The first he knew of anything having happened was when he heard somebody knocking at the window next to his. Witness told the police he had not been out during the night.

Later, when the police came back, Constable Davidson noticed a mark on his hand. Witness could not say at the time what caused it, it was so small. He said afterwards it was caused by a tin of soup. It might have been anything else. It just looked like a pin-head.

Later, when the police came back, they had a button and a shoe with them.

The inspector said the shoe was different altogether from the shoes witness had on. They also tried the button they found in the house, but it did not correspond with witness's clothes.

Court Demonstration

Witness then offered to try on in court the shoes found in the nursery. He was unable to get one of the shoes on his feet. He then walked up to the bench to show Sheriff Umpherston the shoe he had on.

Mr M'Bain—I think that shows the shoe does not fit.

Witness denied all knowledge of the assault. He had never spoken to Miss Allt in his life.

Sheriff Umpherston, finding accused not guilty, said the evidence undoubtedly laid a very grave suspicion on accused. There was no doubt about the fact of the housebreaking and assault. The question was whether the Crown had proved he was the person who committed the offences.

Mr James Thomson Scobie, of Douglas Street, Dunfermline, and of Ferrycraig, North Queensferry, architect, who died on 19th October last, left personal property in Great Britain valued at £5142.

Air Raid Precautions

North Queensferry, November 21, 1936

SIR,—It is hardly necessary now to re-emphasise what many social observers have long maintained, that the real cause of the collapse of civilisation, now threatening, has been the immoderate growth of cities at the expense of the countryside. To put the essential blame on "dictators," white or red, or on "aggressors" of any hue is more than a form of self-drugging on the part of the theoriser. At most, these super-men give occasion for the flare-up, but the laying of the powder train has been due to very much deeper and more widespread factors. Our facile theories have only served to blind us still more to our own deep personal responsibility in the matter.

Since we have chosen to shut our eyes to facts, insulted nature is at length going to demonstrate, by a violent eruption, what has been the radical error. The cities of Western civilisation are menaced with destruction. It is not "countries" which are going to be beaten in the next war; it is cities, and all, at least, of the big ones.

What, then, is to be done now, when war may become generalised almost at any moment? According to an official address on air raids, reported in your issue of to-day, it is proposed, in the event of such raids, "to evacute the people" (apparently of London and other big centres) "to areas where risk of attack is less." In other words, the Government apparently proposes to evacuate the townspeople into the country. According to the official quoted, "Incendiary bombs are to be feared more than anything else"; that is to say, even the possession of a gas-proof house is insufficient to ensure security.

Now, as our cities are going to have only seven or ten minutes warning of a coming air raid, will any responsible person—I might almost say, anyone outside an asylum—suggest that evacuation should not be begun now, at once? Does it not indeed come to this, that it is now the duty of everyone who is not compelled to live in the city, and who can find a home and the means of livelihood in the country—to go there, and to remain there until the present state of world tension abates? And for all Local Authorities, landowners, and the like to provide every possible facility for having their lands occupied and cultivated by those who are ready and capable of doing so?

If this be considered chimerical, I ask in all sincerity, what is the alternative? Shall we really wait and see—and then blame the Government, when the war begins? Is it seriously suggested that that will save us? If evacuation of cities is the only effective precaution, why a moment's further delay?—I am &c.

A. J. BROCK.

STORM IN FORTH

Ferry Boat at Queensferry Unable to Land Passengers

MOTORISTS DELAYED

With a gale blowing in the Firth of Forth on Monday, the ferry boats at Queensferry had stormy passages during the late afternoon, when the wind was at its strongest.

So fierce was the weather that on one journey one of the ferry boats, the Dundee, was unable to land her passengers at the Hawes Pier, and had to turn back to North Queensferry. The Dundee was taken off the service when the two new ferry boats were put into commission, and is temporarily taking the place of the Robert the Bruce. Leaving North Queensferry with a fairly large number of passengers and motor cars on board, the Dundee was severely buffeted on the way across, and made slow progress. The storm was then at its height, and spray lashed over the vessel. When she reached the south side of the Forth, it was decided that the seas were too rough to allow her to come alongside the pier with safety, and the passengers were taken back to North Queensferry.

The other ferry boat, the Queen Margaret, was at North Queensferry, and passengers and motor cars were taken on board from the Dundee. The Queen Margaret, though the more modern vessel, also found the passage a difficult one. The wind, which came from a westerly direction, forced her off her course, and she had to sail through the railway bridge before reaching South Queensferry, where the passengers were disembarked.

Weather conditions improved in the evening, and both ferry boats made their regular crossings.

TWO HOURS FOR CROSSING

An Edinburgh motorist who was on board the Dundee when she had to return without landing her passengers, and who then crossed in the Queen Margaret, told a newspaper representative that it took him nearly two hours to reach South Queensferry from North Queensferry. The journey is normally one of about ten minutes.

"Spray was coming right over us in the Dundee," he said, "and when we returned to North Queensferry some of the cars had to be pushed ashore. Rather than face the voyage again several motorists went round by either the new Kincardine bridge or Stirling."

The strong wind prevented several vessels in ballast in the Firth of Forth from entering Leith Harbour. They had to remain in the roads.

FORTH AND TAY ROAD BRIDGES

Government Asked for More Definite Information

In the House of Commons on Monday, the Trunk Roads Bill was considered in Committee.

On the motion that Clause I stand part of the Bill,

Mr. Tom Johnston (Soc., Stirling) asked if they were to understand that in the meantime, at all events, major bridges—such as those over the Severn, the Humber, the Tay, and the Forth—without the construction of which a national trunk road system would be incomplete, and to some extent would be needless expenditure of public money, were not to be proceeded with by the Government.

There was the question of the Tay Bridge. It was most remarkable that on that question they made a specific Government pledge dating back to October 14, 1923, in a statement by the late Sir William Joynson Hicks. The statement said that in Dundee, where there were between 6000 and 7000 unemployed, the Government proposed to construct a road bridge across the Tay, which had long been demanded, but which had been waiting for money. The bridge would be two miles long, and the estimated cost was something under £1,000,000. Dundee Town Council, the statement continued, would provide some of that, and the Government would provide the greater portion, and so soon as the Dundee Town Council and the County Councils of Fife and Forfar came to terms the bridge would be put in hand. Those Local Authorities, said Mr. Johnston, had come to terms long ago, and they were entitled to ask what steps the Minister proposed to take to implement the specific Government pledge given so far back as October 1923.

IMPORTANCE TO SCOTLAND OF FORTH ROAD BRIDGE

The Forth Road Bridge was estimated to cost somewhere in the neighbourhood of £3,500,000. Without such a bridge the whole purpose of the great road to the North would be rendered to some extent nugatory. The Government proposed to take over the road running from Edinburgh to Stirling, across the Forth at Kincardine, and then back north again into Fifeshire. The capital city of Scotland was Edinburgh, and there had been for many years considerable pressure brought to bear on successive Governments that if the obvious thing were done it would be to have a bridge built across the River Forth linking up the Great North Road with almost half the population of Scotland, which resided within the area of the proposed Forth and Tay Bridges.

The Opposition wanted to know when these bridges were to be put in hand. The case for them had been proved time and time again. He asked the Minister to give the House and the country the fullest possible information he had at his disposal.

MR. HORE BELISHA'S REPLY

TAY SCHEME'S DEPENDENCE ON FORTH PROJECT

The Minister of Transport (Mr. Hore-Belisha) said two of the projected bridges which Mr. Johnston had mentioned, might, in the minds of many people become desirable, but he could not add to what he had said with regard to the Government's intention not to reduce road grants in respect of maintenance on roads which were not being transferred.

Either bridges were on trunk roads or they were not. If a trunk road terminated at a place where a bridge ought to be built, then he was answerable to Parliament, and it would be possible for anyone to raise the matter on the appropriate occasion.

He had already made his declaration about the Severn, Forth, and Humber bridges, and it had the effect of postponing their further consideration because the defence programme must have priority. He had been careful not to condemn them as undesirable. In any case they could not be erected for some years because the work of construction would take a considerable time. That did not detract from the importance of this Bill, which had nothing to do with their construction. They were not on roads which were included in the Bill. But if and when the time came to construct them, if the Government of the day so desired, they would make the usual contribution towards their construction.

In the case of the Severn bridge they had offered over 75 per cent. of the cost, and had done their level best to encourage the passage of the necessary Bill through the House. It had been rejected by the Private Bills' Committee.

"NO REJECTION"

Mr. Johnston—Will the right hon. gentleman say which of the bridges he regarded as desirable? Do we understand that the Forth Bridge and the Tay Bridge, in his opinion and in the opinion of his Department, are desirable. If so, will he have some regard to the Government pledge in 1923 that one of these bridges should be proceeded with forthwith?

The Minister of Transport said he was glad that in selecting that date Mr Johnston to some extent associated himself in any blame that might be attached to the failure to construct. If the date was 1923 several Governments would bear responsibility for this omission.

"I can only say this, and I hope the right hon. gentleman will agree I could not say more, that the Government did go out of its way not to reject any of these major bridges to which he referred—and the one over the Tay obviously would not be considered unless the Forth Bridge were going to be built—but to see that the defence programme must have priority.

"We are constantly be urged to agree to the virtues of national planning. If national planning means anything it means that the Government in distributing its orders endeavours so to spread them that the workpeople shall have the maximum advantages from them. In this time when the defence programme is requiring so many orders it seemed to us that we should pay first attention to that programme, and that, when that programme was reaching its concluding stages, we should then quite reasonably and in the best interests of industry have regard to these projects.

"They are not rejected, and if it is an assurance that the right hon. gentleman requires, he may have it. There has been no rejection. The case has been painstakingly prepared and put before us, and it has not been rejected."

Mr. Ben Smith (Soc., Rotherhithe)—Can the right hon. gentleman put it higher than that

The Minister of Transport—I wish I could put it higher, but these are the facts.

Clause 1 was added to the Bill.

YACHT OVERTURNS : : IN FORTH

STUDENT DROWNED: THREE OTHERS SAVED

A medical student was drowned and three other students were rescued in an exhausted condition when a light sailing yacht capsized near the Forth Bridge yesterday.

The drowned student was Derek Thompson, aged 19, Bank House, Gainsborough, Lincolnshire.

His three companions, who were rescued, were:—John St John Dunstan, aged 18, of Southend, Wickwar, Gloucestershire; David Edington, aged 18 of Durban, Natal, South Africa; and David W. Whyte, aged 24, Johannesburg, South Africa.

The yacht belongs to Edinburgh University Yacht Club. The students set out from their yachting headquarters at Granton near Edinburgh, early yesterday forenoon. They sailed up the Forth to South Queensferry, and landed there at the Hawes Pier.

The yacht in which they sailed was a lightly constructed vessel named the Kingfisher, of 15 feet in length, with a mast of about equal length.

IN DIFFICULTIES.

Setting out from the Hawes the yacht encountered squally weather in the Inchgarvie navigation waterway, a few hundred yards east of the bridge.

She was soon in dire difficulties, and despite the efforts of the yachtsmen she was overturned by a sudden westerly wind.

The yachtsmen struggled clear and swam about. Their plight was observed by Pilot George Wilson, of Grangemouth, who had set out from Inverkeithing pilot station in the pilot motor launch to board a steamer bound for South Alloa.

THREE SAVED.

He hurried to the rescue, and with the aid of his boatman picked up the three youths.

Thompson was nowhere to be seen, and an intensive search was unavailing.

The rescued youths were taken to North Queensferry, and, after receiving first-aid treatment, they proceeded to their living quarters at Ramsay Lodge, Edinburgh, where they were put to bed.

HALF-HOUR IN WATER.

An official at the lodge hostel said they were in no serious condition. They had been half an hour in the water, and were suffering from exposure.

Another yacht, the Kestrel, also belonging to the University Yacht Club, accompanying the Kingfisher party, had an adventurous voyage also, and had to make for shelter at Cramond, which she reached safely.

Boatman's Story of Rescue

But for the gallant work of boatman Hugh Muir, 14 Pierhead Buildings, North Queensferry, and Pilot George Wilson, Grangemouth, the occupants of the cutter, all the students would have lost their lives.

Muir told a "Courier and Advertiser" reporter that he left North Queensferry in his cutter shortly before midday to put Pilot Wilson aboard the Swedish steamer Hedda, bound from Finland to South Alloa.

"We were approaching the steamer when we saw four men clinging to the capsized yacht. At times the yacht was submerged completely. We waved to the steamer to wait while we made for the yacht.

"There was a nasty sea running, and we had to make two attempts to reach both the first and second men. The first man was unconscious and both of us were needed to pull him aboard.

BOAT-HOOK RESCUE.

"The third man was more easily got and I held on to the yacht with a boat-hook in an effort to get the fourth man within reach. Then I managed to get a grip of him with the boat-hook, but he was so exhausted that he slipped off and sank.

"We could do nothing more, but we waited in the vain hope that he might come to the surface again. No further trace of him could be seen.

"With the unconscious men aboard I made for North Queensferry, putting the pilot aboard the steamer on the way."

At the pilot station, Coastguard Markham, pilots, and other volunteers assisted in applying artificial respiration to the rescued men, while Dr Henderson, Inverkeithing, was summoned. After about two hours' work all three young men were brought round.

The ill-fated boat Kingfisher figured in another sailing mishap when she was nearly wrecked a fortnight ago within a short distance from Cramond. On that occasion the occupants had narrow escapes from drowning.

It is announced that Lord M'Gowan, Lord Hutchison, Sir August Cayzer, Sir Eric Geddes, Miss Florence Horsbrugh, M.P., and Mr Lints Smith have joined the London advisory committee of next year's Empire Exhibition. Sir Alan Anderson, M.P., is chairman of the committee.

OXCAR LIGHTHOUSE DRAMA

Bridgeness-Bound Steamer to the Rescue

LEITH GIRLS' TERRIBLE PLIGHT

The Leith collier, Dennishead, 99 tons register (Captain Cheyne), arrived at Bridgeness Pier on Sunday. When opposite the Oxcar Rocks, off Inchkeith, that morning, the mate, John Wood, of Stonehaven, was surprised to see signals and hear cries of distress, and the Dennishead immediately went to the rescue.

CAPTAIN'S DRAMATIC STORY

Here is the dramatic story of the gallant work performed by the captain and men of the collier.

Captain Cheyne said to our Bo'ness reporter:—

"We left Stromness on Friday afternoon for Bridgeness Pier for a cargo of coal. On arrival opposite the Oxcar Rocks at 8.30 on Sunday morning, John Wood, the mate, who was on watch, reported to me that some people were evidently marooned on the rocks. They were shouting and waving as if in distress.

"I went on to the bridge at once, and, having satisfied myself that there was need for action, steamed as near as possible to the rocks on the lea side, and then stopped. A lifeboat was launched, and manned by the mate and two hands. A nasty sea was running, but by skilful manœuvring, they got sufficiently close to take on board the three men and two girls whom they found stranded. They had been on a cruise from Leith in the motor boat Royal Scot, which had been rendered disabled owing to stress of weather. The Royal Scot drifted on to the rocks and stuck fast. The party were marooned overnight on the lonely island, and in the morning we were the first ship to be sighted.

WRAPPED IN UNION JACK

"The lifeboat took on board the distressed company, and when they came on board the Dennishead, I confess I was more sorry for the girls than for the men. They were in terrible straits and quite ill owing to exposure to the weather. They suffered also from shock.

"One of the girls was wrapped in the folds of the lighthouse flag. This was a Union Jack in blue with a picture of a lighthouse in the centre. Fearing a chill, she cast off her soaking wet clothes in favour of the dry material of which the flag was made. The party had been fourteen hours on the rocks, and were benumbed by cold. One of the girls fainted in the cabin soon after arrival. We put a fire on and gave the party tea and other restoratives.

"After they had revived, we furnished the girls with comfortable male attire.

"I ran up a signal that I was landing ship-wrecked crew, and a pilot launch came off at North Queensferry and took them ashore. The party were deeply grateful for the kindness shown to them."

LIFEBOAT TO THE RESCUE

John Wood, mate, said:—"I was on watch along with Alexander Gall, able-bodied seaman, when I saw a man on the rocks waving a jacket and crying out as if in distress. My first impressions were that some one had got lost on the lonely island. I called up the captain, and he gave orders to hove to and launch a lifeboat. It was manned by three men, including myself and John Buchan, Roseharty. A big sea was running as we rowed across to land. We could not get close enough owing to the rocks all around. We threw out a rope, and they hauled us up so that the men and women were able to jump on board.

"We rowed back to the steamer. Against the flood tide it was no easy task, but we managed to get the party safely on board. They said their motor boat had broken down and they drifted on to the rocks at five o'clock the previous night. The two girls were so ill that they could hardly speak. One was wrapped up in a Union Jack which they had found in the lighthouse. She fainted soon after she entered the ship's cabin, and we gave her tea and restoratives. They said they broke the padlock of the lighthouse and took the lighthouse flag. They brought all their wet clothes with them. A pilot cutter landed them at North Queensferry. By this time the girl had changed into a suit of dungarees which I supplied her with. She was very grateful for this comfortable garment as well as for woollies to wear.

MOTOR BOAT FILLS

The motor boat in which the Leith party set out on a pleasure cruise became disabled through the engine going on fire, and the vessel drifted on to the Oxcar rocks, situated between Inchkeith and the rocks.

After considerable difficulty, the occupants of the boat, which was badly damaged and quickly filled with water, succeeded in getting on to the rocks. They spent the night in the lighthouse, and on Sunday morning managed to attract the attention of the crew of the Dennishead, which took them to North Queensferry.

The names of the shipwrecked party are —William Guilar (27), owner of the motor boat, who resides at 7 Bowling-green Street, Leith; William Drever (30), 7 Bowling-green Street; Allen Robertson (25), 18 Buchanan Street, Leith; Betty Harris and Agnes Harris, both residing at 18 Buchanan Street.

ENGINE CATCHES FIRE

The party set out shortly after two o'clock in the motor boat Royal Scot, on a cruise to Aberdour, which was reached without incident about 4 o'clock, the conditions up to that time being quite good for cruising. After a stay ashore of only about half an hour, they left the harbour. The wind having risen and the sea having become somewhat rough, the two girl passengers began to be affected with seasickness. The boat was therefore moored to another vessel just outside the harbour, and the Misses Harris were discussing the advisability of returning home by train from Aberdour when the feeling of sickness passed off, and they decided to return to Leith on the motor boat.

All went well until the little craft—a 24-foot boat—was about two mile from Granton, when the engine caught fire, and although the flames were soon extinguished the engine was put out of order, and the boat began to drift.

Unfortunately, there was no other vessel in the vicinity to come to the rescue of the helpless company on the Royal Scot, and the boat drifted on in the rough set until ultimately it was driven on to the rocks at Oxcar.

By that time darkness was falling, and great difficulty was experienced by those on board the boat in reaching a place of safety on the rocks.

EXCITING MOMENTS

A member of the party, Mr William Drever, interviewed on Sunday, gave an account of the exciting experience of his friends and himself. After describing the cruise and the mishap which led to the boat becoming stranded on the rocks, he told of the thrilling moments before the party reached safety.

"I jumped overboard," he said, "and tried to scramble ashore, but although the distance to a safe point on the rock was only about seven yards, I was at once in difficulties, as a strong current was drawing me under the boat. Mr Guilar threw a rope to me, and I eventually managed to get along somehow and scrambled on shore. I attached the rope to a ring on the breakwater, and made it fast. In the meantime, the boat, which was badly damaged, the bows being broken and the steering gear gone, was filling with water. Holding on to the rope, the rest of the party were able to drag themselves through the water to the shore, the men assisting the two girls.

A NIGHT IN A LIGHTHOUSE

"We then climbed up a ladder to the lighthouse, which was unoccupied, the constant attendance of a keeper not being required there. We had to break the locks of the lighthouse door before we could get into shelter, and when we got inside we were still in a very miserable plight, for there was no means of making a fire to dry our wet clothes.

"One of the men had taken a small barrel of fresh water from the boat, but it had been laid on the breakwater, and when we went to get it we found it had been swept away by the tide. Some sandwiches which we carried had become sodden with sea water, but that did not matter much, as none of us felt any desire to eat anything.

"A long and weary night at last came to an end, and about 7.30 in the morning we saw a steamer approaching, and Guilar and Robertson ran down to the breakwater, where, by waving their arms they attracted the attention of the crew.

RESCUED BY STEAMER

"The steamer, which turned out to be the Edenhead, bound up the Firth, sent a small boat to our rescue, and soon afterwards we were on board. The Edenwood took us to North Queensferry. There a pilot cutter was signalled for, and it brought us to the pier. On landing we were accommodated in a house near the shore, being provided with dry clothing and a good meal.

"A few hours later we boarded the ferry steamer for South Queensferry, and from there proceeded home by bus. We are now suffering from colds, but otherwise are all right."

It will be remembered that it was on the Oxcar that powerful fog signalling apparatus was installed some time ago, and which at first gave rise to some complaints by residents along the coast, and even a number in the city. The complaints were that the fog signal was unnecessarily loud.

EDINBURGH STUDENT DROWNED

Tragic End to Yacht Club Outing Near Forth Bridge

THREE COMPANIONS SAVED

An Edinburgh University student was drowned when sailing on the Firth of Forth on Sunday along with three companions, and but for the fortunate chance which brought a pilot cutter on the scene the loss of life would have been greater. The drowned youth was David W. Thompson, aged 19, medical student, who resided at Bank House, Gainsborough, Lincolnshire. His companions who were saved were John St. John Gunstam, aged 18, "Southend," Wickwar, Gloucestershire; David A. Edington, aged 18, Durban, Natal, South Africa; and David W. Whyte, aged 24, of Johannesburg, South Africa. All were members of the University Yacht Club and resided at Ramsay Lodge, Edington being an arts student, and the two South Africans being medical students.

Three of the students sailed the yacht to South Queensferry in the early morning, where they were joined by Gunstam, who had motored to South Queensferry. They set out from the Hawes Pier, and passed under the Forth Bridge, where the yacht got into difficulties in the choppy sea. A particularly strong gust of wind caught her side, causing her to overturn and throw the occupants into the water.

SIGHTED BY FOREIGN SHIP

By a lucky chance, an inward-bound Swedish vessel, the s.s. Hedda, was passing upstream bound for South Alloa, and the master of this ship observed the plight of the yachtsmen. He signalled to the pilot launch to go to the rescue of the men, and Pilot George Wilson, of Grangemouth, who was accompanied by a boatman, Hugh Muir, immediately set their course in the direction of the students, who were clinging to the bottom of the upturned yacht.

The students had been in the water for fully half an hour when the launch arrived on the scene, and ti reaction, it is believed, caused Thompson to collapse completely. Gunstam, Edington, and Whyte were pulled aboard the launch by the pilot and Muir, using a boathook, but Thompson disappeared under the water. Despite an intensive search by the rescuers, he was not seen again. Pilot Wilson and Muir had to exercise fine seamanship in manœuvring their craft.

VAIN SEARCH

The rescued men were taken to North Queensferry, where they recovered after receiving first aid treatment. They were able to proceed to their University Hostel, Ramsay Lodge, in Edinburgh, where they received further attention. The search for Thompson was continued by a South Queensferry boatman, William Maudsley, and members of the Edinburgh University Yacht Club, but without success. The capsized yacht was towed to South Queensferry Harbour and beached there.

Thompson was a very popular member of the Yachting Club. Of athletic build, he was a good all-round sportsman, and held a boxing "green."

BOATMAN INTERVIEWED

But for the gallant work of boatman Hugh Muir, North Queensferry, and Pilot George Wilson, the occupants of the cutter, all the students would have lost their lives. Muir told a Press representative that he left North Queensferry in his cutter shortly before midday to put Pilot Wilson aboard the Swedish steamer, Hedda, inward bound from Finland to South Alloa.

"We were approaching the steamer," he said, "when our attention was directed to four men clinging to the capsized yacht. At times the yacht was submerged completely. We waved to the steamer to wait while we made for the yacht. There was a nasty sea running, and we had to make two attempts to reach both the first and second men. The first man was unconscious and it required all our energies to pull him aboard. The third man was more easily got and I held on to the yacht with a boathook in an effort to get the fourth man within reach. Then I managed to get a hold on him with the boathook, but he was so exhausted that he slipped off and sank when his coat gave way. We could do nothing more, but we waited in the vain hope the he might come to the surface again. No further trace of him could be seen. With the unconscious men on board our cutter we made for North Queensferry, putting the pilot aboard the steamer Hedda on the way."

At the pilot station, Coastguard Markham, pilots, and other volunteers assisted in applying artificial respiration to the rescued men, while Dr Henderson, Inverkeithing, was summoned. After about two hours' operations, the young men were brought round and were able to proceed to Edinburgh. The ill-fated Kingfisher figured in another sailing mishap, when it was nearly wrecked a fortnight previously within a short distance of Cramond. On that occasion, the occupants had narrow escapes from drowning.

Another yacht belonging to the University Yacht Club, the Kestrel, also got into difficulties.

The crew of the Kestrel, although they saw the plight of their colleagues, were helpless to assist. They themselves were blown down the Firth on to Cramond Island. They had to wave distress signals to the shore before they were taken off.

NORTH QUEENSFERRY PLAYING FIELD

A playing field for the children of North Queensferry has been laid out and equipped by the Dunfermline District Council at a cost of over £500. The opening ceremony was performed by District Councillor Mrs Jean M'Gowan, and others who took part in the proceedings were Mr John Cruickshanks, chairman of the local committee; County Councillor Thomas M'Laren, Mr F. J. Nicholson, chairman, and Dr A. J. Brock, vice-chairman, of the Benevolent Association; and Mrs Hardie, representing the W.R.I. Towards the cost of the scheme grants were received from the Carnegie United Kingdom Trust and the National Playing Fields Association.

Return of German Colonies

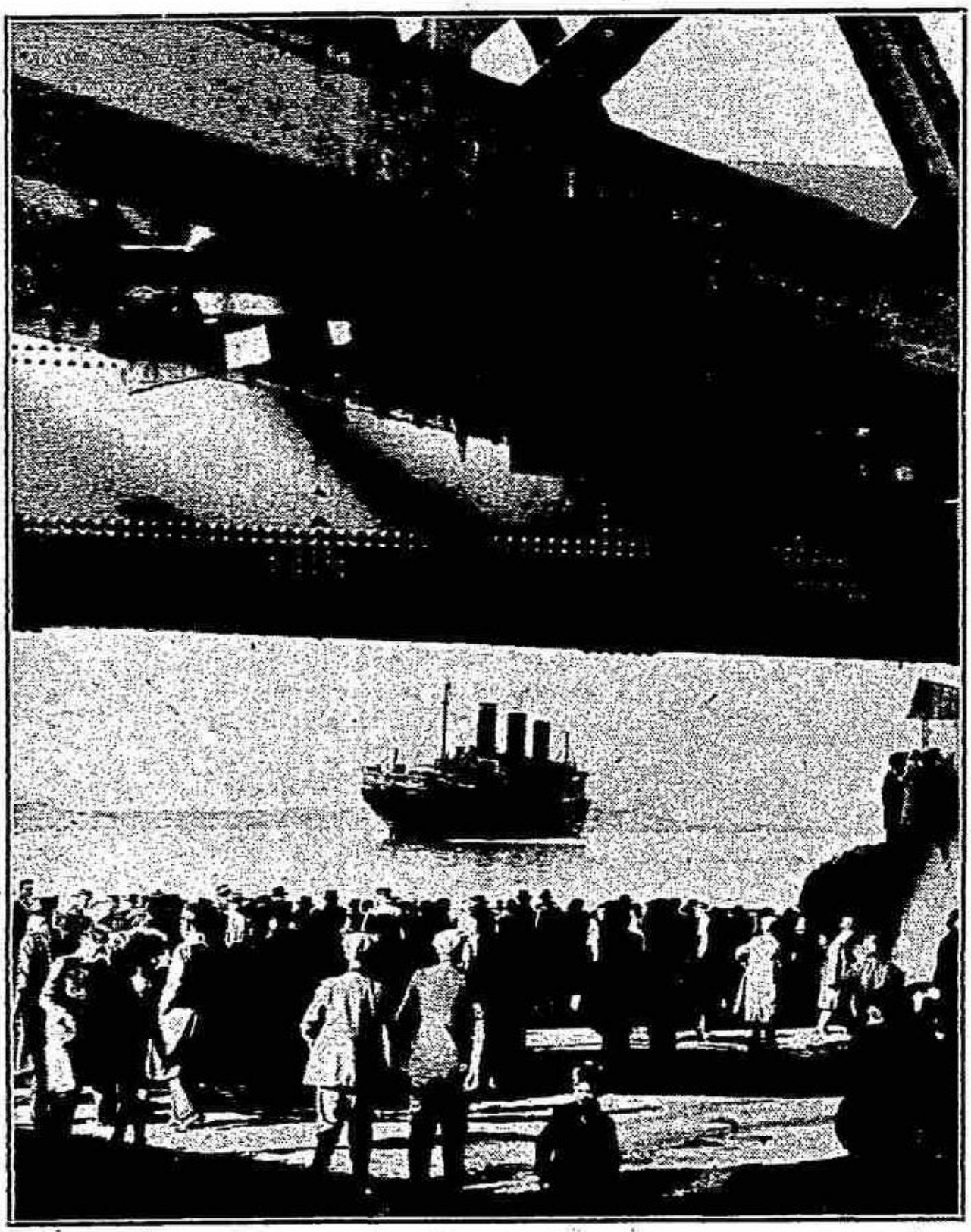
North Queensferry, October 11, 1937

SIR,—It is to be hoped that Professor Berriedale Keith's wise words on this subject will be taken very seriously. "We shall not eradicate," he says, "the probability of war so long as we insist on the rigid maintenance of the peace treaties, and, in particular, of our own enormous territorial gains thence." And to Professor Keith's plea for justice to Germany something further must be added.

Rightly or wrongly, Germany has now joined hands with Italy, and whatever settlement we make will need to be to the satisfaction of both. I think that any attempt by diplomacy to lure away one from the other will just provoke both of them more. It is urgently to be desired at this moment that we should once again be on good terms not only with Germany, but with Italy. However wrong we may think the latter's conduct has been in regard to Abyssinia, it is more than time now that we ceased to treat her as a morally inferior nation. In view of many of our own colonial activities in the past, the charge is, indeed, ridiculous. Let our Government forthwith recognise the *fait accompli*—viz., that Italy is now an imperial Power like ourselves.

And this will involve the acknowledgment by us of another fact to which we have chosen far too long to shut our eyes. That is that there is a civil war going on in Spain, that country unhappily being divided into two hostile factions, who, with the help of large numbers of foreign volunteers and mercenaries, and abundant supplies of the "sinews of war," are doing their best to kill each other and destroy their magnificent and historic fatherland. This unhappy truth must be faced by our Government, which, whatever immediate British interests may be involved, should at once accord equal belligerent rights to both sides, and no longer officially favour one more than the other. Such action on our part may certainly hasten a victory for Franco, and so incidentally give pleasure to Mussolini. On the other hand, it will undoubtedly shorten the era of carnage in Spain, and in any case the alternative—viz., for Britain to continue as she is doing—can only help to bring civilisation every day nearer chaos.—I am &c.

A. J. BROCK.



DOOM DEFERRED.—Crowds under the Forth Bridge at North Queensferry watching efforts to get the Leviathan into dock at Rosyth yesterday. The liner failed to catch the tide and remains at her moorings.

NORTH QUEENSFERRY BOY'S TRAGIC DEATH

Robert Peterson, an 11-years-old North Queensferry boy, son of Mr and Mrs Carl Peterson, Craig Dhu Cottage, was found yesterday hanging from a crossbar supporting an advertisement hoarding near the ferry pier.

The discovery was made by his brothers, one of whom had been sent to look for him. The boy was hanging from a leather waistbelt which was fastened round his neck, the other end being attached to the crossbar. On being taken home, he was found to be dead.

No one witnessed the accident, and it is assumed that the boy had accidentally slipped while playing at the back of the hoarding.

Andrew Peterson, a brother of the dead boy, was to have been presented to-night with the parchmnet of the Royal Humane Society for rescuing a boy from drowning at North Queensferry.

NORTH QUEENSFERRY HERO HONOURED.

RIVER RESCUE RECALLED.

Villagers at North Queensferry on Wednesday night cheered 15-year-old Andrew Peterson, Craig Dhu, North Queensferry, when he was presented with the Royal Humane Society parchment in recognition of his gallantry in rescuing two boys from drowning.

The ceremony had been postponed from last week on account of the death of Andrew's brother, Robert Peterson (11), who was found hanged at a bill hoarding where he had been playing.

Mr R. J. Nicholson, who presided at the presentation in North Queensferry Institute, said they all deeply regretted the circumstances which had led to the postponement of the ceremony, and the whole community extended their heartfelt sympathy to Mr and Mrs Peterson.

Mr Nicholson said Andrew Peterson had brought honour not only to his family but to North Queensferry. They congratulated him on the qualities of courage and presence of mind he had shown.

Councillor M'Laren related the circumstances of the rescue and presented the parchment.

Mr A. T. Blatchley recalled that Andrew had figured in a rescue on a previous occasion.

George Roe (15), Brunton's Buildings and William Dewar (13), Bridge Terrace both of North Queensferry, were sailing in the Forth on a raft when it capsized. They managed to cling to the raft, which drifted towards the deep stream.

Peterson, who was on the shore about 100 yards away, swam out, and taking a rope attached to the raft between his teeth, swam back to the shore, towing raft and boys to safety.

Jazz With Sunday Drinks Frowned On

Hotel 'Sing-Songs' Find Critic

Overcrowding, Sunday sing-songs in hotels, and piano-accordionists who played jazz on Sunday were criticised at Dunfermline District Licensing Court yesterday.

Mr James Potter, chairman, said there had been complaint about overcrowding in different hotels.

They deprecated the holding of sing-songs on Sunday. There was far too much latitude given in some hotels. People must be bona fide travellers; not just there for a night's fun.

County Councillor M'Laren held that there was excessive drinking on Sunday all over West Fife.

Mr John Walker, Crossgates, spoke of a case brought to his notice where two piano-accordionists were playing outside a hotel, "not music for a Sunday night, but that abominable stuff they call jazz."

Licence Opposed

Despite opposition, an application by James W. Malcolm, 30 High Street, Inverkeithing, for a new hotel certificate in respect of Roxburgh Arms Hotel, North Queensferry, was granted.

Mr J. R. Mennies, solicitor, Inverkeithing, said the licence was in existence in the days when the stage coach ran from Dunfermline to Edinburgh. Mr Malcolm had purchased this property and had carried out improvements. There was a demand for hotel accommodation.

A public meeting in North Queensferry had given this application support.

Mr David Connel, clerk, said the hotel was licensed until 1934, when the certificate lapsed.

When County Councillor M'Laren referred to "instructions" from a public meeting Mr Potter remarked, "The Court will decide, not the public in Inverkeithing."

Mr M'Laren moved the licence be granted and Mr William Black, Charlestown, seconded.

"Adequately Served"

Mr Wm. Balck, Fodbank, moved that the licence should not be granted, remarking that North Queensferry was adequately served. Mr W. G. Cunningham, Aberdour, seconded.

The decision to grant the licence was by seven votes to four.

A new tenant's public-house certificate in respect of Foresters' Arms, Aberdour, was granted to David Johnston, secretary, Fraser & Carmichael, Ltd., 5 Maygate, Dunfermline.

The Court granted a new public-house certificate rendered necessary by an extension at the Old Tavern, Main Street, Crossgates. Applicant was Robert Air, gas manager, Gas Works Cottages, Elgin Road, Cowdenbeath, on behalf of Crossgates Public-House Society, Ltd.

The Colonial Question

North Queensferry, May 1, 1939

SIR,—The war fever is rapidly spreading amongst us, and at any moment now the exalted and fanatical Führer, seeing himself in danger of being ringed round, may lose his self-control and initiate Armageddon. In this country there will be, as in 1914, the utmost enthusiasm when war opens, but sooner, very much sooner, than in the last war, the revulsion of feeling will come. For terrible sufferings will at once fall, not on soldiers in distant lands, but on our own people in the big cities and other vulnerable areas. And the poorest among them, the dwellers in tenements and crowded lanes, who, as being least protected, are fated to suffer most, will at once cry out to the Government, "Why did you not do everything possible to save us from this martyrdom? Did not Hitler say again and again that his only quarrel with Britain was over the retention of the German colonies? Why then were these not given back long ago, and by the simple process of buying-out the settlers there or any others who considered their interests menaced by return of the German administration?"

And will the answer of the Government to this despairing cry be, "Well, we retained the colonies for strategic reasons. If we had given them back, the Germans (whose word, unlike that of democratic nations, cannot be trusted) would have been likely to use them as bases for further expansion. And although, of course, we would not for a moment think of encircling Germany, obviously in the cause of world peace we cannot allow her to expand further."

With what other kind of answer can our Government meet the lamentations of the bombed civilians? Nay, will it not add, and more in sorrow than in anger, "Oh, do not complain like that. Rejoice rather that, through the advance of science, the humblest among us is nowadays privileged, without moving from his or her own fireside, to make the supreme sacrifice for his fatherland. *Dulce et decorum est*, &c. &c."—I am &c.

A. J. BROCK.

North Queensferry Protest

In view of the fact that North Queensferry is situated almost under the Forth Bridge, and in close proximity to Rosyth Dockyard and other naval and military establishments which, in the event of war, are likely to become objects of special attack by high explosive bombs; and that a Fife A.R.P. official, after a brief examination, has advised that only splinter-proof shelters should provide protection to the villagers, who are urged not to use the deep and efficient mineral railway tunnel situated close to the village, a public meeting was held, at which it was decided to urge that the Fife or other competent A.R.P. authority should have a more thorough investigation made on the spot, and that if the authorities are then satisfied that a special danger exists at North Queensferry, they should meet such danger either by (a) arranging immediately for the evacuation of the population in whole or part on the outbreak of hostilities, or (b) in other ways ensuring adequate protection to the people of North Queensferry.

EDINBURGH EVENING NEWS, WEDNESDAY, MAY 3, 1939

NORTH QUEENSFERRY'S POSITION

AUTHORITIES URGED TO TAKE ACTION

In view of the fact that North Queensferry is situated almost under the Forth Bridge, and in close proximity to Rosyth Dockyard and other naval and military establishments which, in the event of war, are likely to become objects of special attack by high explosive bombs; and that a Fife A.R.P. official, after a brief examination, has advised that only splinter-proof shelters should provide protection to the villagers, who are urged not to use the deep and efficient mineral railway tunnel situated close to the village, a public meeting was held, at which it was decided to urge that the Fife or other competent A.R.P. authority should have a more thorough investigation made on the spot, and that if the authorities are then satisfied that a special danger exists at North Queensferry, they should meet such danger either by (a) arranging immediately for the evacuation of the population in whole or part on the outbreak of hostilities or (b) in other ways ensuring adequate protection to the people of North Queensferry.

SHELTERS UNDER HOUSES

Fife Public Health Committee, at Cupar yesterday, agreed to the construction of two air raid shelters, at a cost of £35 each, along with houses to be built at Wellwood, near Dunfermline.

Sir Thomas Erskine, Bt., of Cambo, explained that the shelters would be erected under the scullery on the ground floor of each block, and each would provide accommodation for four families. They would consist of a cellar of concrete walls and a certain thickness of reinforced concrete on the roof. Bomb splinters would be unable to do any harm, and in the event of something approaching a direct hit the distribution of the falling building would act as a cushion. In his opinion the shelters would be superior to these being provided by the Government.

NORTH QUEENSFERRY WANTS MORE PROTECTION.

QUESTIONS IN PARLIAMENT.

Mr Gallacher (West Fife) asked the Lord Privy Seal, in the House of Commons on Thursday, whether he was aware of the grave dissatisfaction in North Queensferry, a particularly vulnerable spot in the event of air raids, at the refusal of the authorities to make adequate provision for air raid precautions, that an air raid precautions official had declared that only splinter-proof shelters are required in the village, and that attempts had been made to dissuade from the use of a deep and efficient mineral tunnel situated nearby for air raid precautions purposes.

He also asked whether he would arrange for a more thorough examination to be made on the spot with a view to arranging for the evacuation of the population of North Queensferry in whole or part on the outbreak of hostilities and other means of ensuring protection to the people of North Queensferry.

Sir John Anderson—North Queensferry is included in the areas in which the Government's shelter policy will be applied in full, but I have not had referred to me any proposals for special arrangements for shelter in this area, nor any statement of the ground on which it might be urged that such special provision is required.

Mr Gallacher said that North Queensferry lay at the north end of the Forth Bridge and would be in a most serious danger in wartime. There was very deep dissatisfaction at the lack of arrangements for deep shelters. He asked if the Minister would arrange for one of his officers to visit the area with him (Mr Gallacher) when he was there on Tuesday.

Sir John—I will see if that is practicable. I must look to the local authority in the first place to make representations on the subject.

A.R.P. AT NORTH QUEENSFERRY

Mr W Gallacher, the Communist Member for West Fife, has written Sir John Anderson regarding the A.R.P. arrangements being made for North Queensferry. In his letter Mr Gallacher points out that he visited North Queensferry for the purpose of discussing the measures necessary to provide protection for the inhabitants in the event of war and air raids. He explains that the only shelter provision available is the regulation steel shelter, but, as North Queensferry is built on rock with only a thin surface of soil, it is impossible to sink these shelters. In many cases, he says, people are lucky if they have three inches of soil.

Mr Gallacher has also protested to the Minister that North Queensferry is not being treated as part of an evacuation area. "I can scarcely believe this to be true," he writes "but they assure me that there is to be no evacuation for the women and children of the village."

ROCK TUNNELS

Mr Gallacher proceeds to argue that advantage ought to be taken of the quarry in the cleared space in the village. He says that shelters could be cut out of the rock face, which rises up to a height of 80 to 100 feet. A series of short tunnels cut in this rock face would, says Mr Gallacher, provide easily accessible and exceptionally safe shelters.

He adds that if this was carried out the danger to local inhabitants would be reduced to a minimum.

A.R.P. ARRANGEMENTS AT N. QUEENSFERRY

SEQUEL TO A COMPLAINT

(From Our Lobby Correspondent)

Westminster, Wednesday Morning

I understand that Sir John Anderson has instructed his chief Scottish A.R.P. representative, Mr D. Penman, Regional Technical Officer, Edinburgh, to have an interview with Mr W. Gallacher, M.P., and Mr W. Watson, M.P., regarding the situation at North Queensferry and Inverkeithing. The meeting will take place some time this week-end.

Recently Mr Gallacher wrote Sir John Anderson criticising the inadequate arrangements made for North Queensferry, and drawing his attention to the protests made by the A.R.P. wardens of Inverkeithing. One of Mr Gallacher's suggestions was that bomb-proof shelters should be created by tunnelling into the rock that arises from the old quarry site at North Queensferry.

SHELTERS AT NORTH QUEENSFERRY

Sir J. Anderson's Reply to Mr Gallacher

Mr Gallacher (West Fife) asked the Home Secretary in the Commons on Thursday, what protest he had received from North Queensferry, following his refusal to supply bomb-proof shelters, and would he circulate to the members of the House the report of his Scottish representative on the area.

Sir J. Anderson said no protests had been received by the Home Office or by his regional officer in Edinburgh against the policy which had been adopted for providing air raid shelters for Queensferry. The problem of providing shelter in this area was closely investigated on the spot by technical officers of his department. A comprehensive plan for dealing with it was drawn up and was now being put into operation.

It would be contrary to the usual practice to publish a report made by a departmental officer. The conclusions which he reached after consideration of that report had been fully explained in the letter he addressed to the member.

Mr Gallacher, in a further question, said the school was occupied, and something should be done immediately for the children.

Sir J. Anderson—I will look into that.

FEWER WEST FIFE CHARGES.

PLAN FOR ABERDOUR AND INVERKEITHING.

A plan that ultimately six West Fife charges might be reduced to two was mentioned at the Presbytery of Dunfermline and Kinross on Tuesday.

It was reported representatives of the Presbytery had met a sub-committee of the Assembly committee on union and readjustment with regard to the vacancy at North Queensferry. Representatives of the Presbytery explained that their proposals in regard to North Queensferry formed part of a larger scheme of readjustment, which included six charges, two at Abedour, Dalgetty, two at Inverkeithing, and North Queensferry.

Their plan was to reduce these charges ultimately to two—at Aberdour, including Dalgetty, and at Inverkeithing, including North Queensferry. In place of the six ministerial charges at present they planned to work the district with two ministers and two assistants. An assistant should be responsible in North Queensferry.

Several vacancies were likely to occur shortly in the district, and to grant a minister to North Queensferry would make it exceedingly difficult to adjust any of these impending vacancies.

COMMITTEE'S VIEW.

The sub-committee urged that North Queensferry seemed to be entitled to a minister in full charge. They were prepared to recommend that the Union and Readjustment Committee should fall in with the proposals of the Presbytery for the time being without prejudice to re-opening the question.

The sub-committee was not fully convinced it was necessary to consider North Queensferry alongside Aberdour and Dalgetty. It was inclined to confine its attention to Inverkeithing and North Queensferry, and only yielded for the time being to the wishes of the Presbytery owing to the strong and unanimous opinion of the four representative members.

With regard to the proposals to work North Queensferry by means of an assistant under the minister of Dunfermline Abbey, the sub-committee understood this was not to be forward as a permanent arrangement. The Union and Readjustment Committee concurred.

The Presbytery accepted the report.

It was agreed that Rev. Robert Dollar, Dunfermline Abbey, should be appointed moderator at North Queensferry and that he should take steps in consultation with the Maintenance of the Ministry Committee for the appointment of an assistant for North Queensferry.

EDINBURGH EVENING NEWS, TUESDAY, OCTOBER 17, 1939

15 KILLED: 20 INJURED

Naval Losses in the Air Raid

Destroyer Commander Among the Victims

FIFTEEN NAVAL OFFICERS AND MEN OF SHIPS LYING IN THE FIRTH OF FORTH WERE KILLED IN YESTERDAY'S AIR RAID. AMONG THEM WAS THE COMMANDER OF THE DESTROYER MOHAWK. ALTOGETHER THERE WERE 35 CASUALTIES AMONG THE FLEET, CAUSED BY SPLINTERS FROM BOMBS. THE MEN WERE ON BOARD THE MOHAWK AND THE CRUISERS EDINBURGH AND SOUTHAMPTON.

IT IS OFFICIALLY STATED THAT NO SERIOUS DAMAGE WAS DONE TO ANY OF HIS MAJESTY'S SHIPS. ONE BOMB GLANCED OFF THE SOUTHAMPTON, CAUSING SLIGHT DAMAGE TO HER BOW AND SINKING THE ADMIRAL'S BARGE AND PINNACE, WHICH WERE MOORED EMPTY ALONGSIDE.

A

A communique issued early to-day said: The Secretary of the Admiralty regrets to announce that the following officers and men lost their lives in the air raid on the Firth of Forth:

Commander R. F. Jolly, R.N.
Lieutenant E. J. O'Shea.
Gunner G. J. Mitchell.
Boy H. M. Bradley, C/J157789.
Petty Officer A. N. Coward, P/J102078.
Sick Berth Chief Petty Officer F. A. Dent, P/M36844.
Ordinary Seaman H. G. Gallet, P/SSX 27020.
Able Seaman G. W. Hatchen, P/JX 140878.
Able Seaman C. W. J. Hawkes, D/JX [illegible]24.
Ordinary Seaman E. Holt, P/SSX25970.
Able Seaman L. S. Jones, P/J102235.
Ordinary Seaman C. T. Mason, C/SSX [illegible].
Able Seaman G. F. Rogerson, P/JX [illegible]29.
Ordinary Seaman J. Traynor, P/JX [illegible]71.
Able Seaman C. V. Whatley P/J98269.

The next-of-kin of the above and of those seriously wounded, numbering 12, have been informed, the communique added.

ON VESSEL SINCE JULY

Commander Jolly assumed command of the destroyer Mohawk last July while the vessel was being completed at Southampton. He joined the Navy as a special entry cadet from Bedford School in 1914, served during the war as midshipman of the battle cruiser Princess Royal, sub-lieutenant of the destroyer Foxhound, and first-lieutenant of the minesweeper Penarth. His first command was of the destroyer Rowena, of the anti-submarine flotilla, 1927-28.

Subsequently Commander Jolly was in command of the Vivien and Beagle, and from 1935-37 of the Admiralty yacht Enchantress. He joined the Mohawk from the turret ship Marshal Soult at Chatham.

RIVAL VERSIONS

JOINT COMMUNIQUE BY BRITISH

GERMANS ADMIT TWO MACHINES MISSING

The official account of the raid, in the form of a joint communique by the Admiralty, the Air Ministry, and the Ministry for Home Security, was as follows:

"To-day, October 16, between 9 a.m. and 1.30 p.m., several German aircraft reconnoitred Rosyth. This afternoon, about half-past two, a series of bombing raids began. These were directed at the ships lying in the Forth, and were conducted by about a dozen machines.

"All the batteries opened fire upon the raiders, and the Royal Air Force fighter squadron ascended to engage them.

NO SERIOUS DAMAGE

"No serious damage was done to any of his Majesty's ships. One bomb glanced off the cruiser Southampton, causing slight damage to her bow, and sank the Admiral's barge and pinnace, which were moored empty alongside.

SCRAMBLE FOR SOUVENIRS

Grateful that he had been rescued from a perilous plight in the sea, a German pilot gave his coat to villagers at Prestonpans as a souvenir. Other enemy airmen followed his example, and in a short time souvenir-hunters were holding buttons and pieces of uniform which had been torn to shreds in order that as many people as possible could have a share.

This was the first hit which German aircraft have made during the war upon a British ship.

"There were three casualties on board the Southampton and seven on board the cruiser Edinburgh from splinters. Another bomb fell near the destroyer Mohawk, which was returning to harbour from convoy escort. This bomb burst on the water, and its splinters caused 25 casualties to the men on the deck of the destroyer. Only superficial damage was caused to the vessel, which, like the others, is ready for sea.

"On the other hand, four bombers at least out of the 12 or 14 were brought down, three of them by fighters of the R.A.F.

OVER DALKEITH

"The first contact between R.A.F. machines and the enemy raiders took place off May Island at the entrance to the Firth of Forth at 2.35 p.m., when two enemy aircraft were intercepted. They were driven down by our aircraft from 4000 feet to within a few feet of the water, and chased out to sea.

"Another enemy aircraft was engaged ten minutes later over Dalkeith. It fell in flames into the sea.

"Within a quarter of an hour a sharp combat took place off Crail, and the second raider crashed into the sea. A third German aircraft was destroyed in the pursuit."

The communique also said that one of two German airmen rescued by a British destroyer died afterwards. It declared that there were no casualties in the Royal Air Force, and that "no civilian" casualties have been reported."

AT PORT SETON

One of the Nazi machines was brought down in the sea near Port Seton, and three members of the crew, all wounded, were rescued. The fourth member was killed.

Another bomber was destroyed in the Pentland Hills; another was brought down by anti-aircraft fire and crashed in flames behind a wood at North Queensferry.

It is understood that the German raiders were twin-engined Heikel He IIIK and Dornier Do 17. The former are four-seater bombers with a maximum speed of 265 m.p.h., while the latter are three-seater bombers with a maximum speed of 260 m.p.h.

THE NAZIS' STORY

The official German News Agency to-day issued the following version of the raid.

"German fighter units of great attacking power left their base in Germany yesterday morning and reached the Firth of Forth without encountering any enemy defence. The aircraft, machines of exceptional speed, crossed the North Sea in quick time, and reached the Firth of Forth, where reconnaissance 'planes had previously observed enemy naval forces.

"Near the Forth Bridge were several first-class British warships. Most of the German machines made a power-diving attack on these units, and so great was the surprise of the British that the leading 'planes dropped their bombs without meeting with any anti-aircraft fire.

WAVING PEASANTS

"The second German machine hit a British cruiser, from which columns of smoke were seen to rise high in the air. The following 'planes also found their mark. As the hits were photographed they cannot be denied by the British. It is certain that several warships were badly damaged.

"The German machines afterwards flew over the land on both sides of the Firth of Forth and Edinburgh, sometimes going so low that the Scottish peasants could be seen waving to them. There was heavy anti-aircraft fire from several points.

"Two British pursuit 'planes which followed the German machines were shot down. The German aircraft returned to their base in the evening. Two German machines are missing."

The German High Command communique issued later to-day repeated the claim that "two British warships were hit by bombs of the heaviest calibre."

PENTLANDS SEARCH

FOR MISSING GERMAN AEROPLANE

SALVAGE AT PORT SETON

Rumours that a German 'plane which took part in yesterday's raid on the Forth had been brought down in the neighbourhood of Hillend or Glencorse continued to provide a bewildering touch of mystery for the authorities. The first rumours were to the effect that one of the bombing machines had been forced down by British fighters in the eastern part of the Pentland Hills, and to-day a number of search parties, including a contingent of 12 men of the Edinburgh City Police, scoured the hills for nearly two hours in a vain attempt to find any trace of the bomber.

An "Evening News" reporter accompanied the police party who made their way to the hills from Hillend Park, and at the end of their search all they had achieved was the gathering of a few more conflicting details to add to the mystery.

CONDITIONS IDEAL

The party set out soon after 11 o'clock, and they scattered up the valley from Hillend and over the southern ridge of the hills at that point. The conditions were ideal for the search, except for a slight ground mist in the valleys, which made it impossible to spot anything that might have been the wreckage of a 'plane, from the heights. Fortunately, the morning frost had left the ground fairly firm, and some of the party found no difficulty in making their way to the ridge, while others skirted the extremity of Lothianburn golf course and searched the T Wood—but without success.

On the way up to the ridge the party made their way mostly through bracken and gorse, and a close watch was kept for any small objects that might have been dropped from a 'plane, for spent bullets, or for traces of oil. But nothing was to be seen but the brown bracken and the green gorse, glistening in the autumn sunshine. It was difficult to imagine a more peaceful setting for the grim business of the previous day. From the top of the ridge the flat ground of the south was seen faintly beneath a thin ground mist. To the west and north the valleys of the Pentlands showed no sign of yielding a clue to the mystery.

CONFLICTING TALES

After a welcome "breather" the party made their way back to the road, where they were rejoined by the police patrol who had searched the other side of the valley, where the ground was low-lying. All had the same tale to tell—no luck in their search. The same story was related by a military patrol who encountered the police party on the hilltop. They, too, had been out all morning and had thoroughly scouted the hills to the west of Hillend. At some parts they had been assisted by horses to drag through the bracken.

Conflicting tales about the fate of enemy machines continue to circulate in villages skirting the Pentlands, and Mr Herbert More, of Swanston Cottages, near Hillend, told a "News" reporter how he had watched two German bombers chased over the hills by a number of fighter 'planes. One of the enemy craft disappeared into cloud low over Hillend, and the two fighters chasing it made back towards the city.

Mrs Ireland, wife of Mr James Ireland, a shepherd at Swanston, gave a vivid account of how she had watched one enemy machine chased by fighter from Threipmuir Reservoir above Balerno. She was standing by the reservoir when she saw this aerial engagement.

"SURE TO CRASH"

"I heard bursts of occasional gunfire," she said. "I saw a big black 'plane that I took to be a bomber come out of the clouds over the Pentlands. It was chased by two of our fighters, and just as it was almost above Flotterstone the fighters seemed to land a burst of machine-gun fire right on to it. It listed badly, and I saw it disappear behind the Black Hill just above Flotterstone. It was flying very low and I thought it was sure to crash before it got very far."

Another Hillend resident said he saw a 'plane coming low over the Pentlands and make towards Dalkeith or Auchendinny. It appeared that this was the same 'plane seen by Mrs Ireland, and the Hillend man stated that two long streaks of black smoke were trailing behind it. It had a ba list and was flying very low.

NO TRACE FOUND

The "News" reporter making inquiries at Auchindinniy learned that the same 'plane was seen passing low over the village with two fighters still in pursuit. It seemed that residenters there believed it headed over Dalkeith and may have been forced down in the Forth.

None of the search parties found any trace of a German 'plane, and it seemed to them fairly definite that the machine had not been brought down in the Pentlands, if at all.

WRECKAGE TAKEN ASHORE

Shortly aften ten o'clock this morning reports were circulating that the German 'plane which had been brought down off Port Seton yesterday was being towed into harbour there, and a large number of residents watched the proceedings from the quayside. It turned out, however, to be only part of the machine and, on account of the ebbing tide, it could not be brought into the harbour right away. Two fishing yawls, the East Lothian, belonging to Mr Peter Johnston, and the Andrina Falconer, owned by Mr Andrew Falconer, were on their way to the fishing grounds this morning when they came across the wreckage of the machine at Gullane Ness, near Aberlady Bay.

The ships fastened tackle to several of the protruding parts and proceeded to tow it to Port Seton. As they neared the harbour, however, it was found that the tide was too low for the vessels to enter, and so they dropped anchor about 400 yards out to sea. The East Lothian remained with the wreckage, while the Andrina Falconer proceeded to the fishing grounds.

WRECKAGE BEACHED

Near two o'clock—an hour before high water—the East Lothian prepared to tow the wreckage into the harbour. The quay wall was crowded when the vessel entered the harbour, and it was at once seen that the wreckage consisted of a large landing wheel and a portion of the under-carriage of the German 'plane. When the East Lothian tied up three Air Force officials arrived on the scene.

The job of landing the wheel and part of the under-carriage was rather a difficult proposition, and a number of fishermen who boarded the East Lothian failed to heave them aboard by means of ropes. A long rope was then secured to the wreckage, and it was pulled towards the shore and beached. The landing wheel measured three and a half feet in diameter. One of the members of the crew told an "Evening News" reporter that about eight o'clock they were making for the fishing grounds when they saw the wreckage floating on the water. They secured a rope to it and towed it back to the harbour.

M.P.'S IMPRESSIONS

ADMIRATION FOR THE R.A.F. FIGHTERS

Among those who witnessed the air raid was Mr Robert Boothby, M.P. He told our London correspondent that he was lunching outside Edinburgh when the first attack began. He enjoyed a fine view of it, then motored into the city and was there for the second raid.

Mr Boothby expressed surprise that no air raid warning was sounded. He expressed also an intense admiration for the efficiency of our fighters.

"They were so fast," he said, "that they looked like cricket balls being flung across the sky."

YOUNGSTERS "GET DOWN TO IT"

Youngsters playing in Leith Links showed wonderful presence of mind when, as a large German bomber shot across at a low altitude hotly pursued by R.A.F. 'planes, they summed up the situation at a glance and threw themselves flat on the ground.

MAY BE EVACUATED

CHILDREN IN NORTH AND SOUTH QUEENSFERRY

(From Our Lobby Correspondent)

Children in North and South Queensferry areas may be evacuated immediately, as a result of yesterday's raid. Mr W. Gallacher, M.P. for West Fife, is having an interview with Mr John Colville, the Secretary for Scotland, on the matter to-night.

Mr Gallacher received to-day two telegrams. One, from the North Queensferry Development Association, read: "Press evacuation. Absolutely necessary."

The other telegram, which was signed by Captain Lyle, read: "Re children at North Queensferry, will you please investigate question of evacuation of these children at once."

Mr Gallacher went to the Home Office, but he was referred to the Scottish Secretary, with whom he is to have an interview this evening.

ABOUT THE NAZI AIRCRAFT

Speed, Height and Arms

WOULD you know a German aeroplane if you saw one ?

Most of the Nazi machines—in peace time at least—are marked with the black cross on the fuselage and wings and the swastika on the tail fins. Of course Germany may or may not leave identification marks on their planes. When they went the length of changing the name of one of their liners and painted the Swedish flag on her side they are capable of anything.

The **Messerschmidts** have often been mentioned in bulletins from the Western Front. They form the major portion of German fighter squadrons. The pilot has a cannon firing through the airscrew hub, two fixed machine guns on top of the engine, and two in the wings. With a motor of 1050 h.p., the speed is 354 m.p.h.

The **Dorniers** are both seaplanes and military machines. They are built at Friedrichshafen. Some of



This is a picture of a Dornier monoplane —a bomber—with a range of 1490 miles, and a top speed of 292 m.p.h. It cruises at 240 m.p.h. at 13,120 feet.

the bombers are called flying pencils because of the slim shape of the fuselage. Their range varies from 1490 miles to 3600. This type was used in the Forth raid.

The seaplanes are observation, bombing, and torpedo carrying. One, the Dornier Do 26, which is for the North Atlantic service, has a range of 5600 miles. Speeds of the bombers are nearly 300 miles on short trips, but would not exceed 150 m.p.h. in 1550 miles.

The Dornier bombers mount five machine guns.

The **Heinkels** consist of twin-engined bombers, single-seat fighters, the dive bomber and attack monoplane, the four-engined trans-ocean mail plane, a reconnaissance seaplane, and a twin-engined monoplane. One model, the Heinkel He twin-engined bomber, has a maximum speed of 260 m.p.h.

The Heinkel He 112, single-seat fighter, which is the fastest, has a speed of 316 m.p.h. She has a 20 mm. cannon, firing through the air-screw hub, and carries four machine guns. She has racks for six 22-lb. bombs in outer wings. But long-range petrol tanks can be fitted for the escorting of bombers. These give a range of 1500 miles, but a reduced maximum speed of under 250 m.p.h.

The Heinkel He 111 was originally a twin-engined monoplane to carry 10 passengers. A military version has been supplied to the Air Force. The civil machine could do 260 m.p.h., with cruising speed of 257.

Heinkel He 118 is a single-engined dive bomber which can carry 20 22-lb. bombs, or one 1100-lb. bomb for dive bombing. Its ceiling is over 31,000 feet. Others can reach 21,000 to 29,000 feet.

At least one Heinkel took part in the raid on the Forth.

* * *

The **Junkers**, prior to 1935, were commercial planes, but with the revival of the German Air Force a bomber was produced.

The Ju 86, according to Jane's Aircraft, has been supplied in large quantities to the German Air Force. It has three gun turrets, one in the nose and two aft. Bombs of 2200 lbs. total weight are carried.

The Ju 89 has a maximum speed of 225 m.p.h. and cruising 200 m.p.h.

* * *

With reference to the raid on the Forth, Sir Kingsley Wood told an inquirer that enemy aircraft moved at speeds of four miles a minute at any height up to 20,000 feet or more. In one case 25,000 feet was affirmed.

Roughly, this is an altitude of five miles.

The Dorniers (seen above) can climb to 16,400 feet in 12 min. 2 sec. The Heinkel He 112 can climb to 3280 feet in 1.2 min.

NEXT FIFE EVACUEES REGISTER TO-DAY

At Inverkeithing and North Queensferry

Registration of Inverkeithing and North Queensferry school children for evacuation purposes will take place to-day and to-morrow at their schools between 2 and 5 p.m.

Parents only should attend. The children should be registered either at Inverkeithing or North Queensferry School, according to the area in which they reside, no matter whether they attend a school outside those areas.

Later it may be possible to arrange for the evacuation of further classes, such as blind persons and expectant mothers.

FUNERAL OF FORTH AIR RAID VICTIM

The funeral took place yesterday at Shorncliffe Cemetery, near Folkestone, of Lieutenant E. J. O'Shea, second in command of H.M.S. Mohawk, who was killed last Monday during the German air-raid on the Firth of Forth.

Lieutenant O'Shea was buried with service honours.

EVACUATION OF NORTH QUEENSFERRY CHILDREN

Registration Arrangements Now Completed

The registration of North Queensferry school children for the purposes of evacuation has now been completed following the decision of the Government to evacuate to safe areas the school children, expectant mothers, and adult blind persons of Inverkeithing, North Queensferry, and South Queensferry. There is in North Queensferry a school population of about 90.

Following the air raid on Monday, October 16, many of the parents caused their children to be removed to safe areas. These parents do not, therefore, come under the Government's second scheme of evacuation.

Between those for whom provision has been made on a voluntary basis, and those for whom registration has taken place this week, provision has been made for the whole of the school population being billeted in reception areas at the beginning of next week.

The children are not to be accompanied by their mothers.

MORE AIR RAIDS

Nazi 'Planes Again Over Scotland

WARNINGS SOUNDED

German 'planes were over Edinburgh and other districts in the east and south-east of Scotland on Friday last. Sirens were sounded, gunfire was heard, and enemy aircraft were seen flying at a great height.

The effect on busy streets in Edinburgh was amazing. Within a minute all traffic stopped, all pedestrians had disappeared into shelters, and a strange silence fell.

Wardens appeared at their posts instantly, and one or two people who apparently thought there was no harm in walking about to see what was going on were quickly told where they erred.

Policemen in steel helmets and gas masks and auxiliary firemen with their fire engines patrolled the streets slowly.

In the centre of the city the deep drone of aircraft was heard, but nothing more than one solitary machine was seen. So far as could be ascertained, no attempt at attack was made by the German aircraft.

ECHO OF AIR RAID

Queensferry to be Evacuation Area

COMMONS QUESTIONS

In the House of Commons on Tuesday, Mr Mathers (Linlithgow—Lab.) asked the Secretary of State for Scotland whether the experience of the air raid in the Forth area had caused the Government to examine afresh the question of classifying the burgh of South Queensferry as an evacuation area as urged by the Town Council, and whether he was in a position to make a statement.

Mr Robert Gibson (Greenock — Lab.) asked the Secretary of State whether, in view of the air raid on the Forth on October 16, he would consider reclassifying Currie and Balerno, Midlothian, as evacuation and not as reception areas, and if he had any statement to make regarding reclassification in Scotland generally.

Mr Colville—I have decided that in view of the special position of South Queensferry, North Queensferry and Inverkeithing they should be rated as sending areas under the Government evacuation scheme. Parents of school children have been given information about the arrangements and the registration of children whose parents desire them t- be evacuated began on Tuesday.

The situation of Currie and Balerno differs considerably from that of Queensferry. As explained in a previous answer, I am keeping the position as regards other areas under review, but I do not propose at present to add further to the number of evacuation areas.

Mr Mathers—May I ask to what areas these children are to be evacuated, and whether it will be easy for parents to visit them?

"NOT VERY FAR AWAY"

Mr Colville—I would rather not say the exact district. It will not be very far awa·· from their present homes.

Mr Hannah (Bilston—Lab.) asked if it was the clase that a farmer was nearly killed at Balerno, and Mr Woodburn (Stirling and Clackmannan, East) asked if the Secretary of State would include other burghs on the Forth, such as Alloa and Kincardine, or at least stop sending children to these places, which are within a bomb-throw of the Forth Bridge.

Mr Colville — In a relatively small country no place can be said to be completely safe. I shall be glad to consider any specific proposal the hon. member makes to me. There is only a limited amount of accommodation in the areas to which these children can be sent.

Mr Woodburn — Would the right hon. gentleman agree that the Forth Bridge is a dangerous area, and that bombs from 20,000 feet might conceivably land at Alloa and Kincardine, which are reception areas?

Mr Colville -- They are much farther away than the Queensferry area, which I have decided to evacuate.

'FERRY EVACUATION

Children to Go to County Districts

Representatives from areas proposed to be evacuated, namely, North Queensferry and the burghs of South Queensferry and Inverkeithing, met Mr Murrie, of the Department of Health, at St. Andrew's House, Edinburgh, last Saturday afternoon to discuss arrangements for the scheme. The official proposal was to evacuate children of school age and later on adult blind persons and expectant mothers living within the burgh of Queensferry. After some pressure, the Department agreed to evacuate also children living in houses on the outskirts of the burgh, including houses at Dalmeny Station. So far as South Queensferry was concerned, it was arranged that those parents who desired their children to be evacuated should attend a meeting in the Rosebery Hall when the staffs of the local schools would be in attendance to complete the necessary registration forms.

ARRANGING SCHOOL GROUPS IN MANSIONHOUSES

In connection with the Government's decision to evacuate school children, expectant mothers, and adult blind persons from South Queensferry (as also from North Queensferry and Inverkeithing) local parents were invited to a meeting held on Monday in the Rosebery Hall, South Queensferry.

Children evacuated from South Queensferry will be accommodated in other districts of West Lothian, and a medical examination of the children will be made before children are sent away.

Among those present at the meeting were representatives of the Town Council, including Provost Peter Walker and Mr J. B. Lamont, Town Clerk; Mr Hill, of the Department of Health; Mr Oman, the Reception Officer for Evacuation in West Lothian; and Lord Rosebery, who was accompanied by Major R. F. Brebner, factor of the Rosebery estates.

Lord Rosebery, addressing the parents, said he was pleased to hear that the Secretary of State had approved the evacuation scheme, but expressed his disappointment that there was not a large attendance of parents. He commended the evacuation scheme, and hoped that those parents present would interest others in the scheme before the end of the week.

There are now over 1000 evacuees in West Lothian, it is stated. A feature of the county's reception plans is the arranging of school groups in mansionhouses in the Linlithgow and Whitburn areas. The general health of the children is reported to be good.

On Wednesday forenoon it was expected that a further 90 school children from Edinburgh would reach the county, but only half that number arrived at Bathgate. Mr Oman, the Reception Officer, awaited the arrival of the children, who were accompanied by their teachers and helpers. They were conveyed to various safe centres in West Lothian by fleets of private motor cars.

BOMBS ON EAST SCOTLAND.

A German bomber flew over the East Coast of Scotland on Tuesday night.

Two bombs were dropped near a village, but no casualties or damage are reported.

The raider dropped a number of flares.

A.A. GUNNERS AND THE RAIDERS

Commons Questions by Mr Gallacher

There has been a House of Commons sequel to an air raid over East Scotland, when a German plane is said to have passed within range of A.A. guns without any shots being fired at it.

Mr W. Gallacher, M.P., for West Fife, on Wednesday, asked the Secretary for Air why, when in a recent raid on the East of Scotland, a single German raider, flying low, was within a few hundred yards of an anti-aircraft gun, which could easily have brought it down, no orders were given to fire, and it was allowed to drop its bombs and clear off without interference.

Sir Archibald Sinclair (Secretary for Air) —The aircraft in question appeared suddenly out of low cloud in an area where British aircraft of similar type were known to be present. It passed a light automatic gun at extreme range, and was out of range before it could be positively identified as hostile. The men who fire those anti-aircraft guns do not have to wait for orders before engaging hostile aircraft.

Mr Gallacher—Is it not the case that an ordinary civilian came out of his car and drew the attention of the soldiers on guard to the fact that it was a "Jerry" aeroplane; that it was almost sitting on top of the guns; and that they all recognised it as a "Jerry," and that it floated around for a bit and dropped bombs and then sailed off without interference?

Sir Archibald Sinclair—No. I am informed that the aeroplane did not come within 800 yards of the guns.

The War Office stated on Wednesday that all anti-aircraft batteries have orders to open fire on enemy aircraft unless by doing so there would be a risk of hitting our own fighters. It is not the case, as has been alleged, that orders have been given that the guns are not to be fired until permission is received from divisional headquarters.

NORTH QUEENSFERRY GAS QUESTION

Complaint was made by members of Dunfermline District Council over the action by the Fife County Finance Committee in turning down a unanimous recommendation by the Council to the effect that the contract with Inverkeithing Gas Light Company in respect of street lighting at North Queensferry be continued for a period of three years from the termination of the war.

It was suggested by Mr A. Moffat, Valleyfield, that the Finance Committee be asked for an explanation.

"North Queensferry may find itself in the soup at the end of the war," said Major Ross, the chairman.

It was unanimously decided to write the County Clerk, expressing strong disapproval at the Finance Committee's action in turning down the Council's recommendation without giving reasons therefor.

DROWNED AT NORTH QUEENSFERRY

Missing his way in the black-out on Sunday night, David Finlay Cairns (17), apprentice engineer, 10 Bridge Street, North Queensferry, stepped over the side of the pier at North Queensferry and was drowned. A porter who was walking just ahead of him, threw a line to Cairns, but he failed to grasp it and was drowned. The body was recovered next morning.

MAROONED YOUTHS CLIMBED FORTH BRIDGE

"Couple Of Sports," Says Sheriff

An exploit by two youths on the Forth Bridge was related at Dunfermline Sheriff Court to-day when Alexander William Thomas Harper (17), labourer, 5 Whinneyknowe, North Queensferry, was fined £5 for clandestinely taking possession of a rowing boat at a North Queensferry shipbreaking yard and operating the rowing boat in the tidal waters of the Firth of Forth without a permit.

The Procurator Fiscal, Mr R. J. Waugh, said accused wanted to go across to the pictures at South Queensferry, and he borrowed the boat and rowed over to the other side.

When he tried to come back the wind and the waves were too much for him, and he had to beach the boat at Inchgarvie.

That did not beat him.

He and his companion climbed up on to the Forth Bridge and walked back on the railway track to North Queensferry.

"A couple of sports," Sheriff MacLean remarked, adding that it appeared to be more impudence than vice on accused's part.

FORTH ROAD BRIDGE.

Lord Elgin's Scheme.

ADDRESS TO KIRKCALDY ROTARIANS.

An address of more than usual interest was delivered to Kirkcaldy Rotary Club at the weekly luncheon in the Carlton Restaurant on Thursday, when the Rt. Hon. The Earl of Elgin dealt with the question of the construction of a road bridge over the Forth at North Queensferry. After giving an account of earlier projects to bridge the estuary, down to the construction of the railway bridge, his Lordship said they had to recognise that it was natural that the Railway Company, having spent between three and four million pounds on the construction of the railway bridge, should do everything they could to protect their own interests. But while they recognised that, they had still a duty as public citizens to see that monopoly should not stand in the way of development. That had led to the modern agitation of a road bridge.

This began with the scheme suggested by the late Mr James Inglis Ker, who proposed a bridge utilising Inchgarvie, more or less on the same site as the scheme now suggested by his Lordship, but with certain very material differences. Lord Elgin confidently put forward his scheme as being free of objections which were inherent in the Inglis Ker scheme. Following Mr Ker's proposals, the Ministry of Transport ordered a survey and entrusted Messrs Mott, Hay & Anderson with the responsibility of making this survey and producing a report on the most convenient site for a road bridge. The report was produced in 1925 and was submitted by the Ministry to the local authorities for consideration. In this report the engineers dealt with three possible sites, one utilising Inchgarvie, another utilising Beamer Rock, and a third situated a good deal to the east coming from Hound Point to North Queensferry, this last-named site being the one recommended by the engineers at a cost of £6,110,000. At the conference in Edinburgh at which the report was considered, he thought a fair summary of the decision was that no one was particularly enthusiastic, but this did not stop a natural desire to obtain an improvement in the crossing. Eventually, Messrs Mott, Hay & Anderson submitted a further proposal to cross the river from the Mackintish Rock with a single span suspension bridge of 3000 feet. After further consideration by the Government and local authorities, this last proposal became the scheme generally acquiesced in. While acquiescing in the proposal as Convener of the County of Fife, his Lordship confessed that he did not feel personally attracted to it. This had induced him to pursue his investigation for possible and practical alternatives, and had led him to his present proposal utilising Inchgarvie.

OBJECTIONS TO MACKINTOSH ROCK SCHEME.

The first point in which he felt that the Mackintosh Rock scheme failed was that it introduced two new obstacles to navigation, and from that point of view it was strongly opposed by the Forth Conservancy Board. The northern pier, situated on Mackintosh Rock, was clear of the actual navigation channel, but obscured visibility. The southern pier was situated close to the entrance to Port Edgar. While neither of these objections were perhaps of great importance when the scheme was originally promoted, the situation had been entirely altered. In regard to the Mackintosh Rock site, although it provided a 3000 feet span, the whole of this span was not available because of the existence of the Beamer Rock. As against this, the Inchgarvie site presented no new obstacles to navigation. The southern pier was founded in shallow water clear of the navigation channel. The middle pier was situated on the island of Inchgarvie, and the northern one on the rock of North Queensferry. The two spans of 2400 feet each were therefore quite clear for navigation purposes. Other points of advantage of the Inchgarvie site were that it reduced the roadway distance by about a mile and a half; and its approaches were much easier. Leading off as it did on the south side from the main Edinburgh road at the top of Hawes Brae, it led off at the right level, in contrast to the Macintosh Rock project, which started from a road junction south of the burgh of South Queensferry, and involved a climb of approximately 1 in 24—to reach the required head-room for the main span. Similarily, on the north, the Inchgarvie bridge landed on North Queensferry hill, at a level of 149 feet. That was a drop of only one foot from the 150 feet clearance. From that point, it proceeded at a gentle gradient to Inverkeithing Bay, no gradient being steeper than 1 in 50. The point at which it touched the North Queensferry hill was 400 feet distant from the railway bridge. This was one of the points where it was in striking contrast with Mr Ker's proposal, which landed at Carlingnose Farm and left no room to the Railway Company for any works in connection with repairs or renewals on their structure.

Having reached Inverkeithing Bay, the proposal would be to form a short viaduct to take the road across the branch railway and the road leading into the Tilbury Quarry, and then across Inverkeithing Bay, either by a low viaduct or by a bank. In the latter case, it would be possible to reclaim the inner part of Inverkeithing Bay for the development of new industries. On the northern side of the Bay various routes were possible, and probably would be best left to local opinion. One suggestion followed in the main the old Halbeath railway, coming up through the centre of Inverkeithing and passing Borland Farm, linking up with the Great North Road at Burnside. The only railway crossing involved was the link to the west toward Rosyth and Dunfermline, which could be effected quite simply by a doubling of the present bridge.

COST OF SCHEME.

As regards cost, it was very difficult to estimate anything accurately in these abnormal times, but, taking as a basis the estimate of Messrs Mott, Hay & Anderson for the Mackintosh Rock scheme, and comparing the weight of steel, etc., required for construction, his Lordship had no hesitation in saying that the Inchgarvie route was cheaper, and, in addition, one had to bear in mind that the road approaches on the north, so far as could be seen, were very much simpler for the Inchgarvie site than for the Macintosh Rock site, which would involve works of major engineering, in order to effect a link-up with the various road systems.

On the æsthetic side, various criticisms had been made from the point of view that the Inchgarvie site brought a second bridge too close to the present railway structure, which had come to be considered one of the wonders of the world and should not be interfered with. He suggested that there was not a great deal of difference between a bridge situated some 600 feet away and another a quarter of a mile away. It depended whether one was looking from the east or from the west. One could not avoid seeing both bridges. Personally, he saw nothing wrong, from the æsthetic point of view. Indeed, he felt quite confident that a bridge on Inchgarvie, coming in as it did on the level on both sides of the river, fitted into the landscape very much better than the proposed structure on Mackintosh Rock, which, on the south, cut right into the middle of the ancient burgh of South Queensferry.

President John Y. Dick presided over a large attendance of members and visitors, and the value of the talk was enhanced by maps and sketches exhibited and explained by his Lordship.

Provost Wilson, in proposing a vote of thanks to the speaker, referred to Lord Elgin's record of public service, and said he agreed with his Lordship that in a project of the magnitude of the Forth Road Bridge, it was in the public interest that all possible sites should be considered and the best chosen.

TRAVEL RESTRICTIONS IN FORTH AREA

Experience of First Two Days of New Order

DURING the week-end military police and civil police put into operation the restriction order for travel in the Forth coastal area, announced on March 21. From now until further notice, anyone who wishes to enter the parts of Fife, East and West Lothian and Stirlingshire, mentioned in the order, must carry an identity card and, when challenged, give a reason for entering the protected area.

As far as can be judged from the experience of the military police on the South Queensferry route, the public are co-operating in the enforcement of the new order. The police found that few poeple banned from travelling were on the road. "We expected to have a bit more to do," remarked one of them, who said that on Saturday about an average of only three people per bus were asked to leave the vehicle and return. Yesterday's experience was even better.

A check is being made not only on civilian travellers but on members of the Forces as well, who are liable to be turned back unless they are on duty. This accounted for the fact that on Saturday about a dozen United States soldiers were stopped while on their way to see the Forth Bridge. The check is being made by patrols of "Blue Caps," "Red Caps," and civil police, who are watching the ferry at South Queensferry in the same way as they are watching the road boundaries. There are no barriers.

NOT ASKED TO SHOW CARD

The order came into force at 6 a.m. on Saturday, and the police had little to do during the forenoon. Later on, the roads became busier, and in some cases cars slipped by the patrols while they were examining buses, to be stopped farther up the road. It is reported, however, that a Bo'ness passenger travelled all the way to Edinburgh by bus without once being asked to show his identity card.

A certain latitude was perhaps to be expected on the opening days of the new restrictions, but there will no doubt be a gradual tightening-up of the regulations as the procedure in certain border-line cases becomes more defined. There are, for instance, cases in which housewives outside the prohibited area are registered at shops within it. They were allowed on Saturday to enter it and receive their rations. So, too, cars going to Fife were allowed to travel by ferry, provided the claims of the drivers were good. Later on, however, the same latitude may not be extended to them.

In some cases, identity cards, which it is the duty of everyone to carry at all times, had been forgotten. The police contented themselves with issuing a warning and taking names and addresses, at the same time directing those concerned to produce their identity cards at police stations within three days. This is the normal procedure when

a man or woman is asked to produce an identity card and cannot do so.

A check upon movement was also made at railway stations. Travel from Edinburgh to Dunfermline, Burntisland, and other points within the prohibited area showed no diminution on Saturday morning, but was, if anything, slightly heavier. Many of those who took tickets for Fife-bound trains asked, as they did so, whether they were likely to be stopped when alighting at their destination and turned back. In the absence of any information being given them, they usually took the risk.

From Methil it is reported that the new Order diminished considerably the number of visitors to Leven, Largo, and other East Fife coast towns, and that trains carried only about a third of their normal number of passengers. Here many people apparently stopped at home rather than risk being turned back. At Dunfermline, where the putting into operation of the Order coincided with the local Spring Holiday, both rail and bus traffic appeared to be as busy as ever, and there was little outward sign of the restrictions, apart from the presence of security police at railway and bus stations. During the past week rail and bus traffic have been exceptionally heavy here, many people taking a last chance of visiting acquaintances in the prohibited area before the imposition of the ban. This week-end young people in the outlying districts who intended to enter the protected area to attend late dances were turned back at the boundary.

WILL CUT DOWN TRAVEL

"The new Order," said a leading official of the Scottish Motor Traction Company, "is bound to cut down travel, especially on the North Berwick route, during the summer." This route, and the route to Port Seton, have always been popular with excursionists on Saturday afternoons, when buses are usually crowded. The drop in the number of travellers, which is bound to occur, may even be substantial enough to reduce the number of buses on the route. That this may be the case not only here and elsewhere is borne out by a report from Bo'ness, which states that though no changes in the 'bus services there have been so far announced, they are not to be ruled out in the light of the experience of the first two days of the restrictions on travel. Traffic is stated to have shrunk considerably in this area. One bus conductor, commenting on the sudden change, said that it would not be a bad thing to apply the ban to Midlothian also.

Coastal districts are divided into areas, and there is no free movement from one area to another except for special reasons. Even within an area movement will be closely scrutinised. Every help will be forthcoming in hardship cases, but "dodgers" will find that the law operates very severely against them.

RAILWAY MISHAP. — Five passengers received slight injuries in a railway mishap at North Queensferry on Saturday. An Edinburgh to Dundee train was stopped at Ferryhills signal, and an Edinburgh to Crail train, which was following, collided with the rear carriage. The following train was proceeding slowly at the time, and there was no derailment. All the injured passengers were able to continue their journey after receiving attention.

WORST IN BRITAIN.

Stating that the people of North Queensferry were living in conditions of "agony and misery," Councillor J. M'Manus, Inverkeithing, asked Fife County Council on Tuesday for more houses for the village than the 28 allocated to it.

When it rained, he said, the tenants of some of the houses had to shift beds in which children were lying to avoid rain leaking through the roof. Children were going to school with wet clothes as the result of these conditions.

In North Queensferry to-day, with the fuel shortage and with houses with no windows and no doors, he did not know how the people existed. The conditions in the village were worse than he had seen anywhere else in Britain.

Mr John Sneddon, Kelty, the housing convener, said he had the greatest sympathy with the position in North Queensferry, but they could not be expected in a few years to improve conditions which had been worsening for over 30 years. He promised that everything would be done to alleviate the conditions in North Queensferry as soon as possible.

THREE YEARS AND HOUSES UNFINISHED

Fife has got a new landmark.

Mr G. Sharp, Thornton, told the County Council yesterday that in days gone by visitors knew they were in Fife when they had crossed the Forth Bridge. Now they knew they were in the "Kingdom" when they saw the shells of half-completed houses at North Queensferry, monuments to the lack of progress in housing.

It was an everlasting disgrace that out of 220 brick permanent houses only 10 had been completed. The 28 houses at North Queensferry had been in course of erection for three years.

Police Judge D. Fraser, St Andrews, pointed out a similar state of affairs at Guardbridge, where 44 houses had been started three years ago, and only two were occupied.

After it had been stated that satisfactory progress was now being made with the houses at North Queensferry, Mr John Sneddon, housing convener, declared—"If you can produce from the hat some joiners, bricklayers and plasterers we will be very glad. If we could get them we could soon speed up the work."

TALKS PLEA FAILS

An attempt to get local authorities to combine in demanding legislation to curb alleged profiteering in building failed.

Mr R. Smith, Lumphinnans, moved that a conference of all local authorities in Scotland should be convened to discuss the very serious financial situation facing them arising from increased costs of building with the consequent increase in rents.

In Fife last year there had been a deficit on the housing account of £43,617, and this year it was anticipated the deficit would be £115,000. Building costs had gone up, and the Government ought to increase the subsidies.

Mrs M. Stewart, Buckhaven, seconded.

The County Convener, Col. Noel Baxter, Gilston, pointed out the County Councils' Association had taken up the matter, and also the Convention of Burghs. His motion that they should do nothing about calling a conference was carried by 30 votes to 3.

THE FIFESHIRE ADVERTISER, APRIL 2, 1949.

FIFE COUNTY COUNCIL

Clerk's Statement On County Order

Housing Complaint: Started Three Years Ago, Unfinished

A statement by Mr J. M. Mitchell, County Clerk, on the negotiations leading up to the presentation of the County Council's Provisional Order was submitted at the Council's meeting in Cupar on Tuesday.

The statement which was read by Mr W. Clark, Depute County Clerk, said that 120 interests opposed the Order, comprising 20 burghs, 69 landed proprietors, 14 River Leven trustees and 17 other interests. Adjustments were made with the Ministry of Food and the Ministry of Transport, and neither had lodged any report. No concessions in any way affecting the principles of the Order were made to the burghs.

After dealing with the main points of the Order, the statement continued that if the Order is granted, Fife will again have made history. As a result of negotiations, all opposition had been withdrawn.

"Of the Government departments' reports," declared the statement, "I should like to mention that of the Board of Trade, in which the following passage occurs:—'The effect of clauses 165 and 166 might easily mean a closing down of many of the industries in the county of Fife and a ban on any further industry development where water is used for other than domestic purposes.'

"I feel, however, that the Council will agree with me that it is the height of absurdity to suggest that Fife County Council would promote an Order or indeed take any action to stultify industry. This is a complete answer, but if further answer were necessary, it is found in the fact that the industrialists themselves have agreed to the terms of the Order as now adjusted, and have withdrawn their opposition."

Tributes were paid to Provost Bruce, St. Andrews, Chairman of the Law and Parliamentary Bills Committee, and to the County Clerk, for their work in preparing the Order, ,were paid by Col. N. E. Baxter, Gilston, Convener.

By 30 votes to 3, a notice of motion calling on the Council to convene a conference of all local authorities in Scotland was rejected.

Moved by Mr R. Smith, Lumphinnans, the motion wanted the conference to discuss the serious financial situation facing local authorities arising from the increased costs of building and the consequent increase in rents facing Council tenants.

It also wanted the conference to review the annual contribution paid by local authorities in respect of temporary houses with a view to securing a rent reduction.

Mrs Maria Stewart, Buckhaven, seconded the motion.

Mr W. G. Leburn, Gateside, said it seemed to him, in view of what the Convener had said, it was very unlikely that local authorities, if invited to attend a conference, would attend. In fact, he was afraid any such conference would be abortive. He moved an amendment that no action be taken to convene a conference.

The Rev. W. Flint, Kingskettle, seconded.

The voting was confined to the landward members, and representatives living in Council houses were debarred from voting.

10 HOUSES IN 3 YEARS

The members heard that at North Queensferry and Guardbridge, houses started three years ago were still not completed.

Mr Geo. Sharp, Thornton, drew attention to the fact that only 10 of 220 brick houses being erected by agreed price contract had so far been completed, and added—"I think this is a standing disgrace."

Houses at North Queensferry had been under construction for three years and still were not completed. At one time visitors could tell they were coming into Fife when they crossed the Forth Bridge; now they knew they were coming into Fife because they were passing the unfinished houses at North Queensferry.

Mr Smith said that because of the time they had stood as shells, the North Queensferry houses referred to were deteriorating.

Mr Cubin, North Queensferry, declared that if Mr Smith had spoken six months ago he would have supported him. But a big change had taken place, and the houses were now progressing quite satisfactorily.

Changing the scene from North Queensferry to the East of Fife, Police Judge D. Fraser, St. Andrews, said that he was far from satisfied with the progress of houses at Guardbridge. Work had been progressing on these houses for three years, and still only two of them were tenanted.

Mr J. Sneddon, Kelty, Housing Convener, said his Committee were far from satisfied, but everything humanly possible was being done to speed up housing. Because of the country's economic position preference had to be given to the building of houses for miners and agricultural workers. He thought they were making quite reasonable progress.

Mr Sharp :—Can you call 10 houses in three years reasonable progress ? Is that the progress Mr Bevan envisaged when he said we were in sight of a home for every person in the country ?

Mr Sneddon:—I could take you to Ballingry or Kennoway, where the progress is so rapid that we are giving the Director of Education a headache.

Mr Smith pointed out that up to 1939 houses were being built in Fife at the rate of 400 a year, but was told by Mr Sneddon:—"We are building an average of 130-140 a month."

"Not of the traditional type," was Judge Fraser's parting shot.

DEPLORABLE CONDITION OF ROADS

Saying that a special effort would have to be made to get the Ministry of Transport to understand the position, Lord Elgin, Road Board Convener, declared:—"Our roads will soon be in a deplorable condition."

In a memo. the County Road Surveyor disclosed among other things that at the present rate it would take 109 years to re-surface the county's class III. roads. "That is a very serious statement," added his Lordship. "and I am glad to see the 'County Councils' Association were so impressed by this memo. that they have decided to call on other Councils to see what kind of figures they can produce along the same lines."

If, after getting the figures, the County Councils' Association felt that Scotland should put forward a determined joint effort there would be available material which was started by the County Surveyor of Fife.

C.I.G.S At Fife Wedding

Among the many distinguished guests at a fashionable wedding in the little village church at North Queensferry this afternoon was Field Marshal Sir William Slim. He was accompanied by Lady Slim, who is a cousin of Mr W. Galbraith Mathewson, the bride's father.

Others present included Sir Michael and Lady Nairn, Elie House; Air Vice-Marshal Sir Thomas and Lady Elmhirst, Lahill, Upper Largo; Vice-Admiral Sir Ernest R. Archer and Lady Archer; Brigadier and Mrs Black, Teasses, Leven, and Lieut.-Commander and Mrs Hutchison-Bradburne, Connoquhie, Ladybank.

One of the "grand old ladies" of the company was Mrs C. A. Black, Chapel, Kingskettle, grandmother of the bride. Mrs Black is in her eighties.

The bride was Miss Ruth Mathewson, younger daughter of Mr and Mrs W. Galbraith Mathewson, North Cliff, North Queensferry, and the 'groom Lieut. Arthur Colin O'Riordan, younger son of Mr and Mrs O'Riardan, Foxpond, Lymington, Hants.

Lieut. O'Riordan has been a navyman all his days. He is flag-lieutenant to the Admiral and signals officer at Donibristle. He began his naval career when a youth at Dartmouth. During the war he was awarded the D.S.C.

Both Miss Ruth and Miss Marjory Mathewson (her sister), served in the W.R.N.S. during the war.

Miss Ruth, after her demob, went to Cambridge University, where she took her B.A. She is well known and popular with the residents of North Queensferry.

Given away by her father, the bride wore a dress of old ivory satin damask which had been worn by her grandmother at her wedding. Over satin and net, it was in Redingote style. The sprigged lace veil which cascaded from a wreath of orange blossom belonged to her great-grandmother. Cream and lilac freesias composed her bouquet.

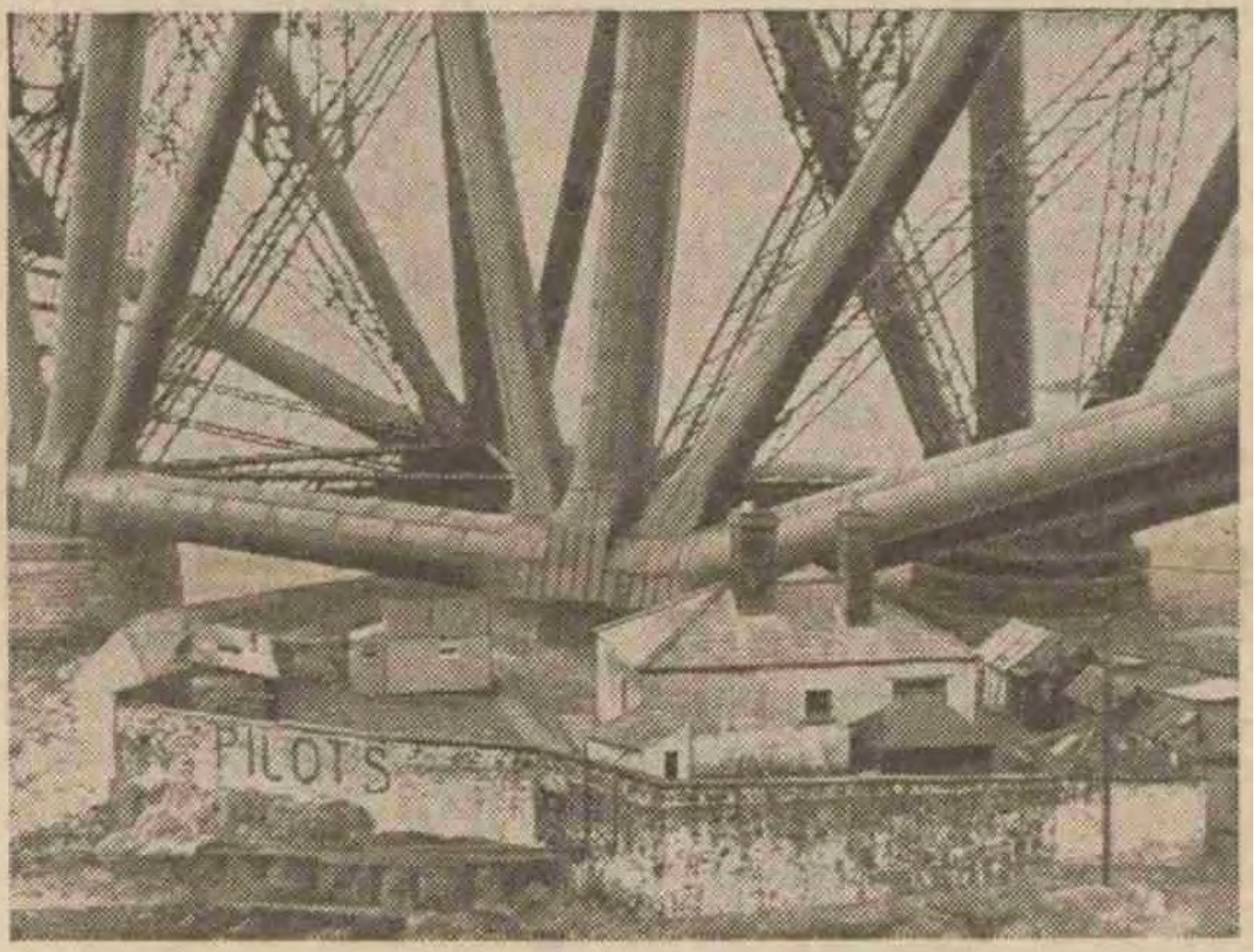
A picture gown of blue and silver taffeta with matching floral and veiling head-dress was worn by the bridesmaid, Miss Marjory Mathewson. She carried a bouquet of tea roses.

Lieut. Commander Alyn Middleton, D.S.C., R.N., was best man, and guests were ushered into church by Mr Niel Mathewson, Commander Dibben, R.N., and Lieut. Commander Archdale, D.S.C., R.N.

Ceremony was conducted by Rev. J Johnstone assisted by Rev. R. Bishop.

A reception was held at the bride's home.

It's eerie here some nights



The pilot station at North Queensferry.

While revellers are celebrating Hogmanay two men at North Queensferry will be on the alert in case they are "first-footed" by—a ship!

One of them, Mr John Harrower, Grangemouth, will be taking his weekly turn on duty at Forth Bridge Pilot Station.

The other, Mr Tom Fyall, 24 Brock Street, North Queensferry, is one of the three boatmen who take the pilots out to and from the ships. His shift begins at midnight on Monday and ends at 8 a.m.

It won't be a new experience for Mr Fyall, who has had several night-watch Ne'erdays at the pilot station since he went there seven years ago.

STRANGE SOUNDS

The Forth Bridge looms over the pilot station and gigantic cantilevers have a base beside the dwarfed buildings. "It can be eerie some nights," said Mr Fyall. "The wind makes strange sounds as it whistles through the framework of the bridge."

Mr Fyall's home town is St Monance, where he worked with his father as a herring fisherman, beginning at the age of 14. He arrived at the North Queensferry station to find a breath of home. The pilot boat, The Elk, was built at St Monance!

During the war 49-year-old Mr Fyall was skipper of the Queen of the May, a big yacht used by pilots at Methil. Later he was with the Admiralty at Granton.

His 22-year-old daughter Margaret is a teacher at Inverkeithing Junior Secondary School.

ALWAYS MANNED

Except when the boatman and pilot are out at a ship the Forth Bridge Pilot Station is always manned. Sixteen men from Grangemouth Pilot Station each do a weekly spell of duty there. The three boatmen work eight hours on and 16 off during the week, and at week-ends two work eight on and eight off.

The other boatmen are Mr Hugh Muir, the senior, who has been on the station for over 30 years, and Mr Jack Verrill, who started a year ago.

BUSINESSES for SALE or WANTED.

NORTH QUEENSFERRY PIER REFRESHMENT KIOSK for Sale, by Private Bargain. Substantial wooden structure measuring 29 ft. x 7½ ft., with inside seating for customers, Electric Light, Calor Gas, Stoves, Refrigerator and all necessary fittings and equipment. Tenancy of site (Rental £25) will be continued on existing terms to approved party. Steady and Profitable Trade with Ferry passengers and others in hot and cold snacks, tea, coffee, minerals, &c., biscuits, cakes, fruit, confectionery, ice-cream (Walls), cigarettes and tobacco, postcards (copyright card of Bridge), &c. Good reasons for disposal. Further particulars and cards to view from Messrs W. & J. REID, Solicitors, 34 Queen Anne St., Dunfermline (Tel. 114), with whom Offers should be lodged forthwith.

They gathered herring on Fife beaches



Women make the most of the unexpected "harvest" at Battery Road beach.

"Herring galore!" went the shout at North Queensferry yesterday morning.

And there on the beach were thousands of the fish, left high and dry when the tide went out. Thousands more were enmeshed in seaweed in shallow water.

Housewives and children gathered the silver fish in baskets and bowls yesterday forenoon. Hundreds of seagulls swooped down on the unexpected feast.

Lumps of a grey substance like pumice stone were found on the shore beside the herring.

People wondered whether this had any connection with the stranded herring.

The substance is light, and huge lumps floated easily on the water. It crumbled under slight pressure.

MYSTERY "STONE"

A ferryboat deckhand, Mr Robert Dowie, 7 Bridge Terrace, North Queensferry, said: "I have never seen this stuff before. As it has appeared on the shore at the same time as the herring I think there must be some connection."

One inhabitant recalled that large numbers of herring had been washed ashore at North Queensferry during the first world war.

The fish were to be found for nearly half a mile between the Battery and Ferryburns beaches.

COD, TOO

People first on the scene collected some good-sized fish. One man spotted two choice cod among the herring.

About 12.40 p.m., high water, on Tuesday naval explosives trials were held at Tancred Bank, six miles up the Forth from North Queensferry.

Small fish-scaring charges were exploded first to clear the area.

High water yesterday morning, which was followed by the appearance of the herring, was at 1.15 a.m.

THE COURIER AND ADVERTISER, SATURDAY, NOVEMBER 21, 1953.

FORTH FERRY ACCIDENT INQUIRY

Jury say lifeboat should have been lowered

The lifeboat of the ferryboat Robert the Bruce should have been lowered when a student and baby were drowned in the Firth of Forth on September 13.

This was the opinion of the jury at a fatal accident inquiry at Dunfermline Sheriff Court yesterday.

Sheriff Middleton expressed sympathy for the "poor unfortunate mother" of the baby and for the relatives of the student, "a young man of quite considerable promise."

The inquiry concerned the deaths of Angus McPherson (19), Oakfield, North Queensferry, and William Green Hogg (nine months), 36 Dundonald Terrace, Low Valleyfield.

Angus was drowned attempting to rescue the child who had fallen from the ferryboat during a crossing from North to South Queensferry. He was a temporary deckhand on the ferry during his summer vacation.



Mrs Hogg.

Mother's story

The baby's mother, Mrs Agnes Reid or Hogg (28), 36 Dundonald Terrace, Low Valleyfield, said that after being in the ferryboat saloon for sometime she went out on to the deck carrying her son

"I set the baby on the rail. Then I said to Robert Wilkie that my leg felt sore. I felt something coming over me. I suddenly fainted and I don't remember what happened."

Mrs Hogg said her husband's father had said he was going to hit her and that preyed on her mind. Asked how the child was seated on the rail witness said his legs were facing out to the water.

She had her left arm round the child.

At the conclusion of her evidence Mrs Hogg broke down.

Went out to walk

Mrs Agnes Wilkie (63), widow, 20 Morrison Gardens, South Queensferry, said she was Mrs Hogg's foster-mother. After they had been in the ferryboat saloon for some time Mrs Hogg complained about something going wrong with her leg. With the baby in her arms Mrs Hogg went out to walk about to see if that would help her leg.

Then Robert Wilkie came and told witness about the baby.

When she went outside Mrs Hogg was screaming for her baby.

As a child Mrs Hogg used to take fits and had high blood pressure. When she took these fits she became unconscious. Mrs Hogg liked her children.

Replying to Sheriff Middleton, witness said the baby William had webbed feet and webbed hands.

Sheriff Middleton—Did you know if that distressed Mrs Hogg?—I don't know, but she was good to him.

Sheriff Middleton—Is her married life unhappy?—Yes, it is. She has too many bosses.



Angus McPherson.

Cloak came off

Mrs Wilkie's grandson, Robert Wilkie (11), 45 Lawson Crescent, South Queensferry, said he stood beside his aunt, Mrs Hogg. She fainted, and the baby fell into the water. He tried to catch hold of the baby, but its cloak came off.

David Winton (49), deckhand, Ivy Cottage, North Queensferry, said that when Angus McPherson dived in the distance between the baby and the boat would be about 20 yards.

Asked if any appliance of the ferry-boat's life-saving equipment was used on this occasion witness replied, "Nothing at all."

David Strachan (43), foreman, 36 Broomhall Avenue, Edinburgh, said he first saw someone swimming in the water about 100 yards away. He dived in.

The "party" in the water went out of sight. He came across the body of the child which he supported and made for a motor boat.

Captain William Brown (55), 5 Brock Street, North Queensferry, said he was captain of the Robert The Bruce at the time of the accident. He agreed it was possible to reverse the ferry boat.

Answering Mr Ferguson, he said the ferry boat had six of a crew—captain, mate, engineer, two deck hands, and a girl in the office. A minimum of two was required to lower the lifeboat.

John Penny (35), ship's mate, Davidson's Buildings, North Queensferry, was asked by Sheriff Middleton—"Are there any orders for an emergency at all?" He answered—"I have not seen any."

In his estimation, four were required to lower the small boat. He did not think it would have made much difference whether the ferry was turned or reversed.

Mr Ferguson asked, "Are you sure it requires four people to lower the lifeboat?"—"I have never seen it done by two."

Witness had been serving for seven years and had seen the lifeboat lowered probably twice.

Sheriff's address

Addressing the jury of seven men, Sheriff Middleton said there was no evidence of any deliberate action on the part of Mrs Hogg. It might be they would consider she was so overcome by the strain of her own unhappy circumstances that perhaps momentarily she might have forgotten the duty of care which fell on every mother in relation to her child.

"It seems to me it was an involuntary action of a woman under very severe emotional strain."

The Sheriff said that much of the evidence relating to time and manœuvres of the ferryboat was inconsistent.

The jury returned a formal verdict after an absence of 26 minutes. They added the following riders:—

(1) We find the death of the child, William Green Hogg, was accidentally caused by the negligence of the mother, who was suffering at the time from acute emotional stress.

(2) We also commend the late Angus McPherson and Mr Strachan for their gallant efforts to effect a rescue.

(3) We consider that the lifeboat should have been lowered. From the evidence heard, we deplore the lack of organisation to meet an emergency such as this and recommend that a regular inspection of life-saving apparatus and training of crew are essential.

Before the Court rose Sheriff Middleton said, " Both these young men showed a disregard for their own safety and concern for the safety of others which was most exemplary. I understand that in the case of Mr Angus McPherson there is a possibility of some award from the Carnegie Hero Fund."

MR HENDERSON STEWART ASKS FOR PATIENCE

The problem of the Forth and Tay road bridges is tied up with the much larger issue of the economy of the country as a whole.

Mr J. Henderson Stewart, M.P. for East Fife and Joint Scottish Under-Secretary, said this last night at a meeting arranged by Wormit branch, East Fife Unionist and Liberal Association.

"There are hundreds if not thousands of miles of Scottish roads that ought to be improved or widened, countless little bridges that are dangerous bottlenecks," said Mr Stewart. "Everyone knows of this and thinks they ought to be put right. But think of this.

"If we at the centre of things said, 'All right, go ahead,' there is just the danger that those projects would swallow up resources of materials and men which really ought, in the national interest, to be concentrated on exports.

"It is a matter of judgment. We might be wrong in our judgment, but with all the books and figures available to us at the centre—and they are monumental—we have produced the policy which we follow today.

More resources

"As far as the future is concerned, if we can go on keeping these trade balances steadily building up and establish our credit, if there is no trouble in the world, and if we do not run up against unexpected difficulties, more resources will be made available for things at home.

"We want those resources made available for things at home. To prove our sincerity there is our housing programme.

"We will do other things given time, but you must have a certain amount of faith in the Government to use the nation's resources in what seems to us the wisest manner. I ask for patience, endurance, and, above all, faith."

On the question of commercial television, Mr Henderson Stewart said he did not know what the people of Wormit felt about it, but he had not had one letter on the subject from East Fife.

In his introductory remarks, the chairman, Councillor T. J. Wishart, president of Wormit branch, said, "I think it is only fair to warn Mr Henderson Stewart that in the opinion of 5,000,000 Scotsmen definite steps towards the Forth and Tay road bridges should go on as soon as possible.

"When I say that I do not mean in the distant future. After all about 30 years have passed since the Government of that day agreed in principle to the erection of a Tay road bridge."

Provost John Dunn proposed thanks.

Dorothy's happy now

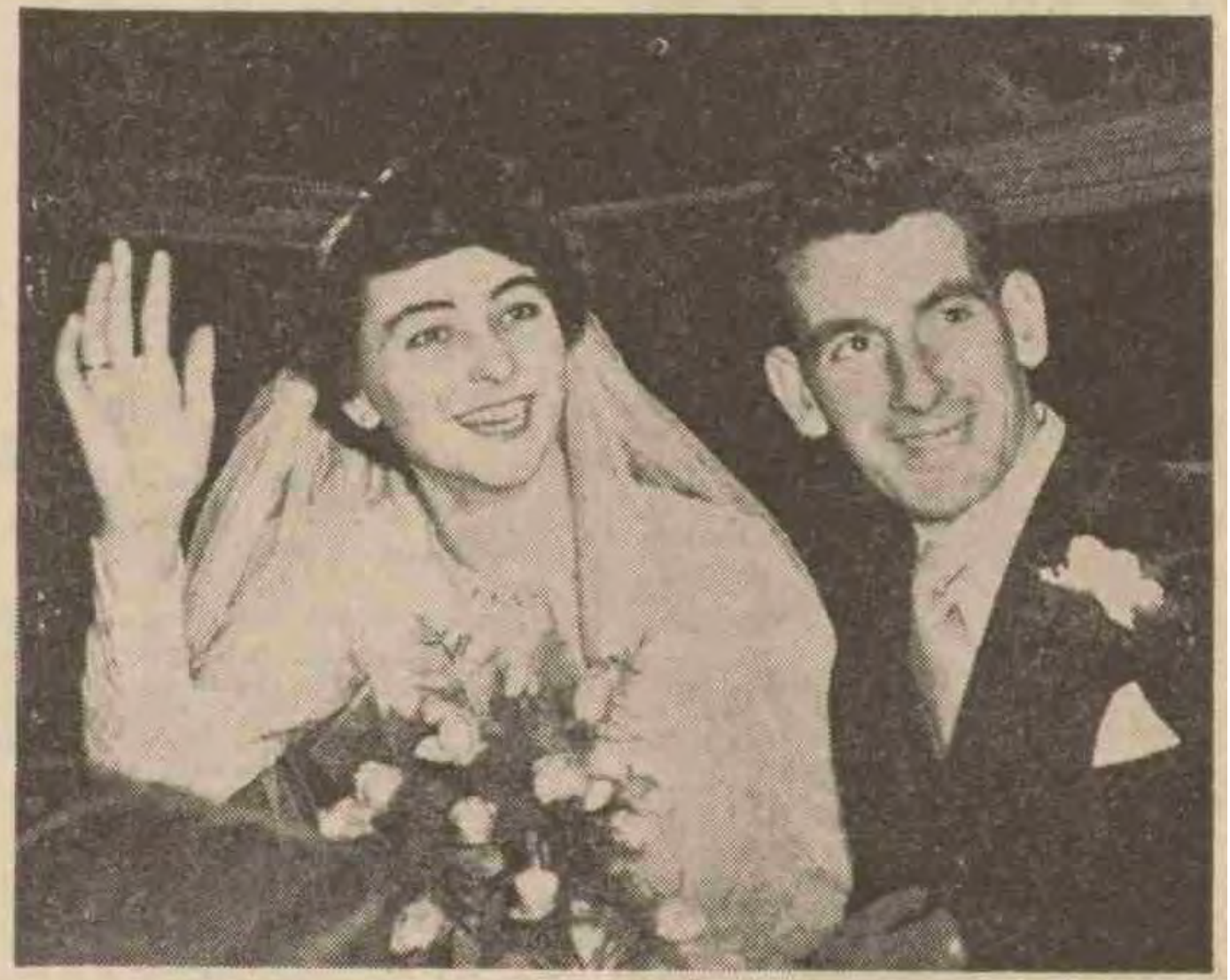
Sixteen - year-old Dorothy Sangster, 27 Brock Street, North Queensferry, returned to her home at the end of May from Dunfermline and West Fife Hospital, where her right leg had to be amputated.

The Queensferry Passage Committee heard of Dorothy's misfortune, and got together.

Dorothy is seen switching on her television set, the gift of the Passage Committee.



All smiles and a farewell wave



Miss Eileen Anderson, Pierhead Cottage, North Queensferry, waves to her many well-wishers after her wedding in St Peter's Parish Church, Inverkeithing, yesterday. Her bridegroom is Mr Stephen Reid, Weston House, North Queensferry. Both are employed on the Forth ferries. In July 1951 the bride swam the Forth from North to South Queensferry.

Courier AND Advertiser

RIER ——— 140th Year—No. 31,975
ADVERTISER—155th Year—No. 29,568

DUNDEE, FRIDAY, NOVEMBER 25, 1955.

(REGISTERED AT THE GENERAL POST OFFICE AS A NEWSPAPER.)

PRICE

FIFE COUNTY COUNCIL.—HEADMASTER'S HOUSE, CULROSS. HEADMASTER'S HOUSE, KELTY. HEADMASTER'S HOUSE, NORTH QUEENSFERRY. HEADMASTER'S HOUSE, OAKLEY. (2) HEADMASTER'S HOUSE, DUNFERMLINE.—Inquiries are invited from Firms who wish to Tender for Erection of Above, for the following SEPARATE TRADES:—Mason and Brickwork; Carpenter and Joiner Works; Glazier Work; Plumber Work; Plaster Work; Roughcast and Tiler Works; Electrical Work; and Painter Work. Applications must reach the Subscriber within Five Days of the appearance of this Notice, when Schedules will be issued to selected applicants. Applicants must state the Site or Sites for which Schedules are desired.—MATTHEW POLLOCK, County Clerk, County Buildings, Cupar, Fife.

Forth Ferry's Battle in Storm

Unable to Berth at South Side

The ferry-boat Queen Margaret, was battered by a 60 to 70 m.p.h. gale for two and a half hours in the River Forth on Thursday night.

The ferry-boat was carrying 27 cars and three lorries, was due to leave North Queensferry at 5.50 p.m. but was delayed for 40 minutes. She finally sailed against a force eight westerly gale and a strong ebb tide.

As the ferry neared the Hawes Pier at South Queensferry, tide and wind swept her back towards the Forth Bridge.

The master, Captain Lockhart Chalmers, told reporters later that he had to manoeuvre his vessel up to one of the piers of the bridge, rest the stern against it, and bring the ferry into the wind. He then steered a course east of the bridge to the shelter of Port Lane Bay, on the Fife coast.

Another attempt to make the crossing was unsuccessful, and the Queen Margaret returned to North Queensferry, reaching the pier without difficulty.

Captain Chalmers, who is 46 and lives at 4 Brock Street, North Queensferry, said that passengers were not unduly upset by the conditions and most remained in their vehicles while members of the crew handed round mugs of tea. The Queen Margaret was finally berthed at 8.50 p.m.

The ferry service was withdrawn and the Automobile Association posted signs warning motorists that they would have to use the road bridge at Kincardine.