

NOTES.

A HEAVY rainfall on Upper Deeside in the summer of 1916, with the consequent flooding of the Dee, afforded the opportunity for a picturesque description by a correspondent of the *Free Press*, the substance of which was reproduced in our issue last January in a note titled "The Linns in Flood." A similar occurrence last summer engaged the attention of another correspondent (also, like the former, a member of the Club, we understand), the following communication from whom appeared in the *Free Press* of 1st September:—

"The valley of the Dee at Braemar on Wednesday [August 29th] was like a lake, and to the visitors, who had been complaining of a week of rain, there was given the consolation of seeing the streams in unusual flood. . . . The Clunie was a splendid sight from the bridge at Braemar. At the Linn of Dee the water was up to the spring of the arch, covering all the rocks below the arch and filling the space from one pier to the other. Not for many years has such a flood been seen. All the ordinary features of the river at the Linn were obliterated. Usually a fall is seen where the salmon jump; below this there is a circular pool with a whirl of water; and below this again a quiet pool where salmon can be seen lying. On Wednesday all these distinctions were gone, and there was one tumultuous mass of water from the bridge down to the end of the Linn. The Linn was also in great flood. It covered part of the flat ground above the Black Bridge, near the conical moraine which is such a familiar feature of the glen. At the Falls of the Linn the scene was magnificent.

"Nowhere, perhaps, was the grandeur of the Dee more marked than at Inverey, at the point, a little beyond the hamlet, where the road runs close to the river. Mr. Charles Robertson, one of the oldest men in Inverey, remembers once seeing the river over the road at this point. On Wednesday it was not so high as this. But it was far above the stones and its ordinary bed and well up the grassy banks—a very different river from the one you wade across in dry weather. The scene at this point, with the great broad stream sweeping down full from bank to bank, was in some ways more impressive than the cataract at the Linn. The Ey was in flood, though not in quite the same proportion as the Dee or the Linn. The Quoich ran in a dozen branches or more through its delta where it joins the Dee, and here the valley became more like a lake than a river, the waters being up over the haughs at Allanquoich and Allanmore, and stretching from one hillfoot to the other. The junction of the Clunie and the Dee at Braemar was a lake, and much of the flat ground at Braemar Castle and Invercauld was under water. Viewed from one of the hills the spectacle was an extraordinary one. . . ."

THE rubric does not refer to the losing of one's whereabouts at the Shelter Stone—which sometimes does occur—but to the loss “at or near the Stone,” as a criminal indictment would phrase it, of

LOST AT THE a small silver flask, which was accidentally left behind by
SHELTER STONE. a Club member who visited the Stone in August last.

Perhaps this notice may attract the attention of some wanderer in the region, who—should he be so fortunate as to find the flask—would greatly oblige by communicating with the Editor.

A MEMBER of the Club who visited Speyside last summer reports that the bridge over the Allt-na-Beinne Moire, erected by the Club in 1912, is

THE cement of the piles has a few surface cracks and the iron
BEINNE work is beginning to scale, but painting and a little
BRIDGE. pointing would remedy these defects. The Allt-na-
Beinne has been rightly described as “a warrior.”

“On this occasion,” wrote the member referred to, “a freshet was on, the water had an angry look and colour, and the stream would have been a very formidable proposition to tackle on foot; it is some 45-50 feet broad; as seen, perhaps 3 feet of average depth, and distinctly rapid. In full flood it is said to rise to 10 feet.” The sawmill and the light railway in the neighbourhood have been removed.

[The Committee of the Club has arranged for the painting of the Beinne Bridge being undertaken as soon as practicable.—ED.]

A CAMP for German prisoners has been formed about a mile from Nethy Bridge. The men are employed in the vicinity—in the Dell Nursery, at the sawmills, in the forest, and on the farms. Numbers

GERMAN of them are engaged felling timber in the Lettoch
PRISONERS AT plantation, and in connection with this work they laid
NETHY BRIDGE. four miles of rails from the plantation to a new siding
on the railway about 300 yards from Nethy Bridge
Station, the rails being formed of trees in lengths of about 30 feet each.

THE liability of the haugh lands of the Spey to flooding has revived proposals for their drainage and improvement, and in connection therewith

THE currency has been again given to the old but unvarnished
MOST RAPID story that the Spey has the most rapid flow of any river in
RIVER. the country. Mr. Cecil H. Roberts, the Aberdeen water
engineer, hastened to deny it, maintaining that the credit of
being the most rapid river of importance in this country

really belongs to the Dee—a contention, by the way, which finds its due place in Mr. A. I. McConnochie's books on “Deeside” and “Strathspey.”

“The average rate of fall of the Dee over its entire length of about 87 miles,” wrote Mr. Roberts, “is four times that of the Spey, and even if the high fall of the Dee in its upper reaches, viz., about 1250 feet, be left out of comparison, the average fall would still be nearly twice that of the Spey”; and he demonstrated this by a table showing the average rates of

fall of the two rivers from point to point. Thereupon, Mr. G. Gordon Jenkins, C.E., claimed supremacy for the Findhorn, as shown by the following table :—

	Average fall in feet per mile.	
	On total length of river.	From mouth to 1250 feet contour.
Findhorn.....	50	27 $\frac{3}{4}$
Dee.....	46	16 $\frac{3}{8}$
Don.....	24	17
Spey.....	—	11 $\frac{1}{2}$

“If I am right in my premises,” said Mr. Jenkins, “it is abundantly clear that the Findhorn—a noble and picturesque river—is an easy first in regard to rate of fall, both as judged by the standard of total length and also excluding the precipitous head waters.”

LORD SANDS, giving judgment in the Court of Session in a case relating to a right of way at Glenluce, Wigtonshire, propounded the question—

How did rights of way begin? “Few of them,” he said, “could be primeval paths older than private property in land, and express grants of rights of way must have been exceedingly rare. The law, however, fortunately, was not troubled by such subtleties. All that was required to prove a right of way was that the road should have been used by the public as of right for forty years.” Mr. H. P. Macmillan, K.C., in an article on “Rights of Way” in the October number of the *Scottish Mountaineering Club Journal*, says :—“The origin of many of the Scottish rights of way is a matter of ancient history. Some of the most famous trace their existence back to the times before the beneficent advent of General Wade, when their rough tracks served as the only means of passage from one part of the country to another, and many of them are old drove roads.”

THE twenty-ninth annual meeting of the Club was held at 14 Golden Square, Aberdeen, on 28th December, 1917—Mr. T. R. Gillies, Chairman of the Club, presiding. The Treasurers’ accounts for the

ANNUAL MEETING. year 1917, showing a credit balance of £37 1s. 1d., were submitted and approved. The office-bearers were re-elected, in accordance with the policy of not disturbing the existing management of the Club’s affairs during the continuance of the War, it being agreed to leave all questions regarding future arrangements to be dealt with by the Committee, should circumstances during the year warrant such action. The membership of the Club was reported to be 133. The following were admitted members :—

Mr. James B. Nicol, 367 Union Street.

Mr. Richard Devenick Winsloe, Frodsham, Cheshire.

Miss Mabel Stewart, Banchory House.

The following were admitted as associate members :—

Mrs. Levack, 10 Golden Square.

David P. Levack, 10 Golden Square.

John W. Levack, 10 Golden Square.

WE are happily relieved in this number of the mournful duty of recording the deaths of fellow-Clubmen in the war, and have the pleasure, on the other hand, of congratulating several who have worthily gained distinction. Captain J. Bruce Miller, Royal Engineers, has been awarded the Military Cross; and Major (Acting Lieut.-Colonel) George A. Smith, who was awarded the D.S.O. two years ago, was "mentioned" in Sir Douglas Haig's latest dispatch. Captain Charles Cook Reid, Gordon Highlanders, has been gazetted Acting Lieut.-Colonel (at the age of 27), and has also been mentioned in dispatches; Captain J. C. Duffus has been promoted to be Acting Major in the Royal Field Artillery; and Captain A. M. Wilson, of the Gordon Highlanders, has been promoted from a flying officer of the Royal Flying Corps to an Adjutancy. Lieutenant Alexander Emslie Smith, Jun., is acting as a recruiting officer in Aberdeen.

A correspondent obligingly reminds us that Mr. Colin Livingstone, of Fort William, whose death was recorded in our last issue, was a contributor to the *C. C. J.*, being the author of an article entitled "A Mountain Journey" which appeared in Vol. V. (pp. 69-74). The journey described was one made in Arisaig half a century ago.

As the outcome of a correspondence in the Aberdeen papers, the "words of an old Scots doggerel" quoted by Dr. W. Inglis Clark in an article in the *Scottish Mountaineering Club Journal*, referred to in our last number (p. 47), were traced to a ballad, "The Cantie Carlie," dating from about 1767, reproduced in "A Garland of Bon-Accord," published in 1886. The version there given is as follows :—

They row their legs wi' strae rapes,
Magirkies on their heids for caps;
They're busked up like twa bees' scapes,
And on to Aberdeen.