

NOTES.

A SUPPLEMENT is issued with this number, containing the title-page and contents for Vol. XII, and also the index, which VOL. XII. is printed separately for binding in its proper place.

We are again indebted to Mr. Parker for valuable help, most willingly given, in preparing this supplement.

THE Fell and Rock Climbing Club of the English Lake District, with a membership of over 600, celebrated its twenty-fifth anniversary last September. The Club, according to F. and R. C. C. *The Observer*, was really initiated at a fireside SEMI-JUBILEE. meeting at Coniston, where four enthusiasts for-gathered after a cold November day on the fells.

Within a few days the flame of their tiny beacon was seen by climbers at Keswick (whence came the first president, Mr. Ashley P. Abrahams), Kendal, Barrow, and Ulverston. The Club has now an active London section, and its members are scattered, not only over Britain but across the world. They have taken part in every Himalayan expedition since the war, as well as having conquered the most difficult peaks in Europe. From the outset, ladies with suitable qualifications have been accepted to equal-right membership.

As the result of a mountaineering escapade in New Zealand, in which a party of fourteen young men and women SAFER MOUNTAIN-CLIMBING. from Auckland University were seriously endangered through being caught in a blizzard, the Prime Minister promised to introduce legislation with the object of compelling alpinists to adopt certain safeguards. "We must have more control over people wandering in the mountains, who by getting lost endanger the lives of others and often incur expense in finding them," declared the Premier, who added: "The occurrence on Ruapehu had the makings of a first-class tragedy." As *The Alpine Journal* puts it, in discussing "accidents in 1931," why should valuable lives be endangered to save those individuals who, before starting, have made already the sacrifice of their own?

WITH the publication last month of *The Western Highlands*, five sections of the S.M.C. "Guide" have been completed. It has taken some considerable time to reach this stage,

S.M.C. and six sections are still required to complete the "GUIDE." scheme. We can fully appreciate the difficulties that have to be faced in carrying out such a scheme, and the results already achieved are well worth waiting for. The *General* section, *Skye*, and *The Cairngorms* have been sold out, and

have had to be reprinted. We understand that *Ben Nevis* is to go into a second and enlarged edition, and we shall be surprised if there is not a speedy demand for another issue of Mr. Parker's *Western Highlands*, reviewed in this number (p. 10). Two more sections—*Northern Highlands* and *Central Highlands*—are due for early publication, and it is to be hoped the remainder will not be unduly delayed. The Scottish Mountaineering Club have done invaluable work in projecting this "Guide," and whether it was their intention or not, it must be a powerful agent in promoting the "Come to Scotland" movement. The whole country is surveyed for the climber and the walker, and the information given is authoritative and very clearly presented in the letterpress and the pictures.

CORRESPONDENCE.

MIDMAR TO TORPHINS EXCURSION (May 23, 1931).

[To the Editor of *The Cairngorm Club Journal*.]

SIR,—With reference to the report appearing in the last issue of the *Journal* of the Saturday Afternoon Excursion (May 23), "Midmar to Torphins," may I be permitted to point out its inaccuracy? In the report it is stated that the route taken was via Midmar and Craigmyle, which is entirely misleading, as in point of fact neither was the ascent made from Midmar nor the descent by Craigmyle. That is a well-recognised way of doing the Hill of Fare but was certainly not the route taken on that occasion. Instead of the conveyance halting, as it was expected to do, at Midmar—a well-known point on the turnpike road—it continued the journey (although the driver slowed down intending to stop) for about three miles farther along to a point about opposite Bandodde. Here the party left the conveyance and took a line almost due south across fields and flat country to the crest of the north-west spur of the hill. Had the same course been continued over the south-west spur then the descent would have landed the party at Craigmyle, but instead of doing so a divergence was made to the right (the west) and the descent made. Continuing westwards across fields the main road leading from the Tarland Road to Torphins was struck, and then, after turning north and along the road leading round the north-west of Learney House (it being on the left hand), a walk of about two miles southward brought the party to Torphins Station. As Craigmyle lies about a mile due east from Torphins, it is obvious, since the party entered Torphins from the north, that Craigmyle was never touched at all. The matter is not, perhaps, of much moment, except that as some of the party are under the impression that they "did" the hill from Midmar to Craigmyle, they had better be disillusioned.

Yours, etc., J. A. H.