

private suite at the front of the bus, the astonished looks of tourists who saw a bus full of sleeping folk ascend the Devil's Elbow, and the reasonable charges for what was a most excellent excursion.

L. B. P.

TWO NEW BRIDGES.

During the early summer of 1951 the 51st (Highland) Divisional Engineers replaced the timber bridge between Spittal of Glenmuick and Allt-na-giubhsaich. The work was carried out by Territorials from Aberdeen and Dundee, who found that the trestles of the old foot-bridge were rotten at water level. The new bridge, also of timber trestle construction, lies only a few yards from the site of the old and is wide enough for a vehicle. The River Muick is 37 feet across at this point and the length of the bridge 64 feet. At the same time improvements were made to the track connecting the two sides of the glen and to the Capel Mount path, so that a Land Rover from Balmoral can now reach the moors south of Loch Muick.

Also last summer a double-wire bridge was erected across the Dee near the Corrour Bothy, where a drowning accident occurred during a spate in the previous year. Parts of the bridge were constructed by Mr Jack Milne in Aberdeen and then transported to Derry Lodge. Cement, wire, and two telegraph poles were carried the remaining five miles through the hills by Mr Milne, with the assistance of Mr John Gadd and others. The bridge was built to the same design as those used for crossing ravines in the foot-hills of the Himalayas, where Mr Milne had seen them forty years ago during leaves from the King's Dragoon Guards.

O. C. F.

NOTES

In July 1951, Lt. A. De Watteville and Lt. R. F. Finch, R.E., with the assistance of two friends and an Austin A40, climbed the Scottish Four Thousanders in the twenty-four hours. A third member of the party accompanied them over the Cairngorm tops; they had unbroken cloud over Cairn Toul and Braeriach. (The two unnamed members had to be on parade in the south of England next morning!)

TIME TABLE.

Left car at open-cast workings at foot of	
Aonach Mòr	2.45 P.M.
Aonach Mòr summit	4.35 "
Aonach Beag	5.10 "
Càrn Mòr Dearg	6.45 "
Ben Nevis	7.50 "

Glen Nevis, near Youth Hostel	8.50 P.M.
Left Glen Nevis by car	10.05 ,,
Arrived Glen More Lodge	12.20 A.M.
Left car	1.55 ,,
Cairngorm summit	3.55 ,,
Ben Macdhui (4,244)	5.35 ,,
Ben Macdhui summit	5.45 ,,
Stob Coire Sputan Dearg	6.05 ,,
Crossed River Dee	6.40 ,,
Cairn Toul summit	8.15 ,,
Braeriach (4,149)	9.20 ,,
(4,061)	9.40 ,,
(4,036)	9.55 ,,
(4,248)	10.43 ,,
Cairngorm Club Footbridge	1.00 P.M.

Cairngorm Club accused of sabotage in *Gardylloo* (Edinburgh Students' Charities Newspaper), from which the following is taken:—

“ Early this morning the inhabitants of Fort William were awakened by the roar of a mighty explosion. . . . From the direction of Ben Nevis the roar of a great avalanche could be heard and a pall of black smoke hung over the hills. . . . It was thought at first that the mountain had become volcanic and had suddenly erupted, but closer inspection revealed evidence which caused the police to suspect sabotage. . . . ”

The paper goes on to accuse the Cairngorm Club. “ Now that Ben Nevis is reduced to half its height, Ben Macdhui is the highest mountain in Scotland. It is well known that the Cairngorm Club have long wished to have the highest mountain, and plans to build a large tower on the top of Macdhui were only stopped last year by the refusal of a building licence.”

Does this explain why Taylor has not been seen around Derry Lodge recently ?

NEW CLIMBS.

LOCHNAGAR.

Central Buttress, Direct Start.—(H.S.). T. W. Patey and C. Morrison, August 13, 1952. This route runs up the centre of the 300-foot slabby lower face not far to the left of Shallow Gully. Route follows prominent fault cleaving centre of buttress and slanting left. Start on its immediate left (cairn), cross fault 30 feet up and continue up its right edge towards a wide chimney formed by the fault at a height of about 100 feet. Continuously hard climbing up to a short slab topped