

Port Laing
press clippings
from
1880
to
1952

NORTH QUEENSFERRY,

Where first we had seen the "brine." We took train at Edinburgh and crossed from South Queensferry by the steamer. Here the contemplated bridge across the Forth is to be erected. The distance from shore to shore is about two miles. The piers are to rest on Inch Garvie, and were originally designed to be 600 feet high. Let us hope its fate may be different from the unfortunate bridge across the Tay. We took the train for Inverkeithing, a very old Royal Burgh on the coast, two miles from North Queensferry. It appears to have advanced but little, and it has a population of only 2,000. The beautiful Arabella Drummond, the widowed Queen of Robert III., and also King David I., resided here. It has a very old Cross and Town House, and that quaint staid demure look so characteristic of towns in which nothing but the ghost of royalty now lingers.

Returning to North Queensferry every spot and stone and scene greeted us with the smile of a dear old friend. The scenes of childhood are burned into the bones of the memory, and no succeeding ones obliterate them. A tone, a word, a friend will often bring them up, and reveal their lines to be as deep as when first formed. It was so on that day, for here in childhood we came for a time, yearly, to be "dooked" every morning in the salt water.

We wandered about the old place—every house appears exactly as it was then, except the Railway Station—and we were rowed over to Port Laing. There was the same view across the Frith of Dalmeny Park, with its green sward and woods; the same view down the Frith, with Aberdour on the Fifeshire coast, and Inchcolm and Inchkeith and the far sea. There was the same old pier where we used to hook “poddies” with mussel or crab bait, the same slippery green sea-weed on its stones, the same Coast-guard station, with its whitened walls, the same “East and South Battery Piers,” with their dried and crackling black “bladder wort” sea weed, the same “hill” with strong smelling Tansy and Feverfew, and the same Eglantine behind it, the same sands at Port Laing where we used to gather “cowries,” the same rocks, the same waves lapping the shore, and with their mysterious fingers playing on the minor chords of the spirit their weird and suggestive harmonies, the same fathers and mothers and children on the shore—no, let us think. This cannot be. These are not the same. The same fathers and mothers and children—where are they? Where!! and the falling wave echoed, Where are they? Where!!

EXCURSION. — On Saturday morning the workmen employed at Lochhead Brick Works, together with their wives and sweethearts, had a trip to Port Laing near Inverkeithing. The excursionists were accompanied by the Elgin Band, and on assembling at Rumbling Well the party, 200 in number, marched in procession to Walmer House, the residence of Mr Wilson, where they received a most cordial welcome. Walking to Comely Park Station, the train soon took the excursionists to Inverkeithing, from whence they walked to Port Laing where they spent a most pleasant day. During the day the Messrs Wilson visited the scene of enjoyment, and did all they could to make the party enjoy themselves. The young people ran races, and engaged in dancing. Messrs Wilson kindly distributed prizes to the best competitors in running, jumping, leaping, &c. Altogether, the party enjoyed themselves splendidly, thanks to the liberality of the Messrs Wilson, and to the admirable arrangements made by Mr Niven, the manager of the works. The party reached Dunfermline at an early hour in the evening, all highly pleased at the success of the day's outing.

The bodies of two of the three boys who were drowned on Monday at Port Laing Sands have been recovered. Alexander Duff's was found the same night, and that of John Burns yesterday morning. Both bodies were discovered near the spot where they disappeared.

INVERKEITHING.

SAD DROWNING ACCIDENT.—One of the most melancholy bathing fatalities which has been reported from the shores of the Forth for many a day occurred at Port Laing, the popular bathing resort for the burghs of Inverkeithing and North Queensferry on Monday. It appears that about noon a number of youths, whose ages ranged from 9 to 14 years, entered the water when the tide was flowing. For nearly half an hour they disported themselves about the shore in the heat of a broiling sun, and in the course of their pranks they got up mock drowning accidents and swimming contests. While the fun was at its height the youths suddenly became alive to the fact that they were on a sandbank, and that a considerable stretch of deep water lay between them and the shore. In a flowing tide, and with the water deepening every minute, a panic seems to have seized hold of them, and lad after lad disappeared in the water. Several people on the shore and the occupants of a boat heard the cries of distress, but as they had been cheated by the false alarms of a few minutes before they did not hurry to the rescue. On the cries of distress becoming more persistent, however, the boat was pulled to the bay, when the occupants found William Anderson, son of William Anderson, publican, Inverkeithing, and Thomas Henderson, baker, Inverkeithing, struggling in the water. The two boys were pulled into the boat with all possible speed and taken to the shore, and restoratives applied.

Three youths were, however, found to be missing, namely—Alexander Duff (13), son of William Duff, quarryman, Inverkeithing; John Burns (10), son of Alexander Burns rivetter, Inverkeithing; and David Blackwood (9), son of Cecilia Malcolm or Blackwood, widow, Inverkeithing. No trace of the youths could be found, and up till a late hour on Monday the bodies had not been recovered. One of the boys, named Norman Timney, belonging to Cardiff, states that he was bathing near the boys when the panic occurred. He struck out for a boy he observed to be sinking, but had not covered many yards when he was caught by one of the legs by a boy who was struggling under water. He got free of the drowning lad, and had got within a few yards of the boy he first observed to be in distress when he was seized hold of round the neck by a third youth. He struggled hard to get to the shore with the boy, but became so much exhausted that he was ultimately forced to shake himself clear of his burden and save his own life by striking for land. Some of the boys tell wonderful stories of their plucky swim for life. One lad named Charles Wyllie, who is only 11 years of age, boldly struck out for the shore as soon as the deep water was discovered. His companion, named James Brown, who set out with him, very soon got in difficulties, but young Wyllie manfully gave him all the assistance he could, and the pair reached the shore in safety. Other lads reached the shore after a severe struggle—a fact which indicates that had the youths been a little later in discovering the deep water the loss of life would have been much more serious. The point where the lads were bathing is in dangerous proximity to the Palace, where there is a strong current in the river, and this doubtless accounts for the sudden disappearance of the bodies of the youths who were drowned. The calamity has cast quite a gloom over the houses of visitors as well as residents in Inverkeithing and North Queensferry. On Tuesday the bodies of two of the youths drowned at Port Laing, Inverkeithing, were recovered—namely, Alexander Duff, son of William Duff; and John Burns, son of Alexander Burns. A number of boats were engaged in trawling the bay on Tuesday in the hope of discovering the body of Blackwood, the third boy.

LIST OF VISITORS.

NORTHCLEFT.

Mr and Mrs Pearson and family, Glasgow.

DROWNED WHILE BATHING. SAD AFFAIR AT INVERKEITHING.

On Monday afternoon a painful sensation was created in the burgh of Inverkeithing and the village of North Queensferry by the news of a serious bathing fatality which occurred in the Firth of Forth at a point nearly midway between the two places. A company of boys, whose ages ranged from eight to fourteen years, and who numbered in all about twenty, had been bathing at Port Laing Sands, a popular place of resort for bathers and pic-nic parties. They remained in the water for a considerable time, and were amusing themselves in a boisterous fashion, frequently shouting for help, although they were only in about 18 inches of water. For a time they seem to have confined themselves to a sand bank not far from the shore; but the tide having flowed rapidly, some of them, in getting off the bank, found themselves beyond their depth. By those on shore no attention was at first paid to the alarm that was raised, it being at first believed that the boys were continuing their frolic. It was realised, however, that a few of the lads were really in danger, and steps were taken to attract the attention of three youths who were in a rowing boat some distance off, who swiftly pulled to the spot; but by this time three of the boys had sunk, while the most of the others had managed to reach the shore. Two of them, however—William Anderson, son of Mr T. Anderson, vintner, Inverkeithing, and Thomas Henderson, son of Mr Thomas Henderson, baker, Inverkeithing—were floating on the surface, and were dragged into the boat. Anderson was in a very exhausted state, and it was only after the application of restoratives that he gradually recovered.

A PLUCKY YOUTH.

Before the arrival of the boat, one of the boys, named Norman Timney, who was on a visit to Inverkeithing from Cardiff, made a plucky attempt to rescue one of those who was ultimately drowned. He observed one of his companions struggling in the water, and being himself a good swimmer, he struck out in his direction. He had not swam many strokes, however, when another three, who were by this time under the water, caught him by one of his feet and dragged him beneath the surface. After a struggle in which his foot was severely scratched, Timney threw the boy off, but had no sooner done so than he felt a second boy clutching him by the throat. Another encounter took place, and by the time that Timney freed himself, he was so much exhausted that he was barely able to swim ashore. The third boy whom he had gone to rescue had by this time disappeared. After he recovered, Timney rendered valuable aid in re-animating Anderson. Another boy, named John Wyllie, sawyer, Inverkeithing, was instrumental in saving the life of James Brown, a little boy, whom he found to be sinking as he was himself making for the shore. The names of the lads who were drowned are :—Alex. Duff, 13, son of William Duff, quarryman, Inverkeithing ; John Burns, 10, son of Alexander Burns, riveter, Inverkeithing, and David Blackwood, 9, son of Cecilia Malcolm or Blackwood, Inverkeithing.

TWO VESSELS WRECKED AT NORTH QUEENSFERRY.

Between Monday night and yesterday morning, besides considerable damage to shipping of a less serious nature, two vessels were wrecked in the Forth near North Queensferry. In one case three of the crew were drowned. The *Ida*, a Russian brigantine of 247 tons, belonging to O. A. Jamsson, Kimito, which left Wivenhoe, near Colchester, in ballast, for Sunderland on Wednesday last, was driven north by the force of the gale on Saturday, and anchored at Burntisland yesterday afternoon. About nine o'clock the extraordinary violence of the gale proved too much for the cables, and the vessel parted from her anchors. The master (Victor Lindos) endeavoured to run up the Forth, and for a time all went well, but ultimately the vessel struck the Carraig Rock, near Inchcolm, the bottom being knocked out and the vessel going to pieces. The suddenness of the disaster left the men no time to launch a boat, but they clung to what wreckage they could lay their hands on. Six of the crew secured the foreyard, the remaining three, including the captain, clung to the deck-house. Three of the crew were drowned, and as the survivors know little or nothing of English, it was with the greatest difficulty that the Coastguardsmen could ascertain even the barest details of their experiences. But it appeared, from what could be gathered, that the three men had lost their hold of the yard somewhere between Carraig and Port Laing, near North Queensferry, and were not afterwards seen. The other six of the crew were subsequently washed in among the boulders at Port Laing, where, having scrambled up the cliffs, they were attracted by a light to the railway station, and were directed to the Coastguard station, where they were attended to. Mr James Mitchell, the Russian Consul at Burntisland, took charge of the men, and had them conveyed to the Leith Sailors' Home. Two of the bodies were recovered yesterday among the rocks near Port Laing, and were identified as those of John Sjöholm and Johan Alterner, both seamen nineteen years of age. The missing body, which had not been found at a late hour yesterday afternoon, is that of Karl Anderson (16), the ship's cook.

The other ill-fated vessel was a Norwegian

schooner, the *Hvide Stjorne*, of Sandefjord, bound for Alloa with a cargo of oak staves from Memel. The vessel had been anchored at the back of Inchkeith on Sunday afternoon, but, breaking away from one of her anchors that night, and the other at seven o'clock yesterday morning, she was driven before the gale, and struck the Oxcar Rocks, becoming a total wreck. The crew—six men and Captain Jacobsen—got into a boat, and, making up the Forth, were directed by the Coastguardsmen at North Queensferry, and safely landed there.

BOATING ACCIDENT IN THE FORTH. - SUPPOSED LOSS OF THREE LIVES.

An accident has occurred in the Firth of Forth by which there seems too good reason to believe that three lives have been lost. About nine o'clock on Thursday night, in response to a signal, Alexander Sime, pilot's boatman, and Robert Dowie Penny, stone dresser, who is in the habit of assisting him, left the battery pier, North Queensferry, in a skiff for the purpose of bringing ashore William Reddie, pilot, Grangemouth, who was on board the steamer Intrepid, outward bound from Grangemouth, laden with coal. The mast and sail of the skiff were left on the pier, the men having resolved to row the distance, which was not many hundred yards. What happened afterwards is for the most part shrouded in mystery; but it seems evident that Sime and Penny reached the steamer, and that Reddie was taken off. None of the men have, however, been heard of since. The skiff carried a light, and as

its movements had been for some time watched from the shore, the disappearance of the bright speck was commented upon, and the officers of the coastguard were apprised of a suspicion that was aroused that some untoward event had occurred. The coastguardsmen put off in their boat, and rowed about for some time, but finding no trace of either the steamer or the small boat, they came to the conclusion that, the captain of the steamer being a stranger to the Forth, the pilot had resolved to go further down the estuary, and drop off at Inverkeithing Bay. The night was dark, and a strong sea was running, the wind blowing a gale, and the fact that the tide was on the ebb led to the supposition that the three men would wait until the turn of the tide before they attempted to row back to North Queensferry. When day broke there was no appearance of the steamer or the pilot boat, and inquiries were made in various directions, without, however, eliciting any information. The worst fears were now entertained, and these were to some extent confirmed by the fact that first part of a small boat was picked up near North Queensferry, and later on a

message was received from Inverkeithing that the greater part of Reddie's boat had been washed ashore near the paper works there. An examination of the skiff, which was easily identified, showed that it had been stove in on the port side and rendered at once unseaworthy. Not long afterwards a cap, which was identified as that of Penny, was found on the beach at Port Laing, between North Queensferry and Inverkeithing. There unfortunately appears to be good reason for supposing that all three men have been drowned. How the accident occurred can only be a matter of conjecture, but other pilots who were on shore when the skiff put off state that about the time when Reddie would be likely to leave the Intrepid another vessel, whether a steamer or a sailing ship they are unable to say, passed under the Forth Bridge, making apparently for Grangemouth. Both Sime and Reddie were married men, aged about forty-three years, the former having six and the latter eight children. Penny, who was twenty years of age, was unmarried, and lived with his father. About eighteen months ago a brother of Penny lost his life by drowning off the Mull of Kintyre, and, singularly enough, both were good swimmers. A brother of Sime was drowned about eleven years ago at Port Laing. Both Sime and Reddie are said to have been powerful swimmers.

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-world" interest as in Fifehire. 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 towns," 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 Neuk" 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 Monkburns, 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 town," 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 Reforma-

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 1609 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 Farry" 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 Farry" 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 CORD YE BEL TO CLINK
QVAIS MERT VOCE WAKNIS TO METE AND DRINK."

It is often stated, and very commonly believed, that the mother of Oliver Cromwell was born within these venerable walls. 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.

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 Carlingsnose, 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 Cruickness 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.

A. FRANKS MEMORIAL

**1st BATHGATE COMPANY THE BOYS'
BRIGADE.
PRESENTATION OF COLOURS.**

As we indicated lately the 1st Bathgate Coy. of the Boys' Brigade are to be made the recipients of a set of colours. The generous donor is their chaplain, the Rev W. L. Webster, who has all along taken a deep interest in the Company. The colours are to be a very handsome set of regulation size. The presentation is to take place on Sabbath week, the 9th June, at a church parade, which is to be held in the evening, and at which the chaplain will preach an appropriate sermon. It is expected that other companies will be represented at the church parade. The Companies will meet in the Academy at 6 o'clock, and it has also been decided to ask the Brass and Pipe Bands to turnout on the occasion.

THE CAMP.

After a good deal of waiting, the place of camping out for this year has now been fixed. Port Laing, having proved last year such a suitable site, and having been such a favourite with the boys, it was thought advisable to try to procure the same ground. Application was made to the military authorities, who intimated that they much regretted that it would be impossible for the Coy. to obtain the site through building and other operations going on by the Royal Engineers in connection with the new fort at North Queensferry. Nothing daunted, however, the Company communicated with A. Martin Hardie, Esq., A.R.A., who as proprietor of Garthill, is also owner of part of the ground situated alongside that of the Government ground at Port Laing. Yesterday the Secretary had a reply from Mr Hardie to the effect that he had no objection to the Brigade camping on his ground, and an interview will now be arranged to complete the arrangements. There is no doubt that this information will be hailed with delight by those boys who intend going to camp this season, as they will once more be able to get in touch with the Royal Engineers, who, as last year, are to be under canvas at the same time and place.

THE GALA DAY.

A meeting of the officers and managers of the Company was held last night, when they had under consideration the arrangements for the annual gala day, which has been fixed to take place on Saturday, 13th July. It has been left in the hands of Captain Fairley and Mr McLeod to consider whether it would be advisable to hold a five-a-side football competition in connection with the gala day, the preliminary ties to be played some day previous to the 13th, the final taking place that day. Although the programme for the gala day has not been arranged, many new items are to be introduced, and there is no doubt that this year's gathering will beat all records.

PROPOSED INSPECTION.

The matter of holding an inspection of the Company was brought up, but on consideration it was not deemed advisable to hold it on the same day as the gala day. Should the matter be gone on with, it will take place in the Academy grounds, when the patrons and parents of the boys will be invited.

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 Cromond 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.

RETURN OF THE BOYS' BRIGADE.—The 1st Bathgate Company of the Boys' Brigade broke up camp on Saturday last. The week under canvas at Port Laing has been a most enjoyable one. The weather was of the best possible description, and everything passed off successfully. Every care was taken of the lads by Captain Fairley and the other officers, who were unremitting in their attention to their safety and comfort. The company arrived at Bathgate by the five o'clock train on Saturday evening, and there was a considerable crowd at the station to welcome them back. The brass band also turned out and played the brigade to their headquarters. The lads looked tanned and happy, and apparently had derived considerable benefit from their week at Port Laing.

THE WAR DEPARTMENT AND PORT LAING SANDS.
—A letter from the Rev. Alex. S. Wilson, North Queensferry, calling attention to the operations of the War Department at Port Laing Sands, and asking the Council to use their influence to prevent the right-of-way being obstructed, was read to a meeting of Dunfermline Town Council yesterday. Port Laing Sands being a favourite resort of Dunfermline people, it was agreed to communicate with the War Department, and to bring the matter under the notice of Sir Henry Campbell-Bannerman.

THE FORTH BRIDGE FORTIFICATIONS.

At a special meeting of Dunfermline Town Council yesterday the town clerk submitted a letter he had received from Sir Henry Campbell-Bannerman in reply to a communication with regard to the alleged interference with the right-of-way at Port Laing sands by the operations of the War Department in connection with the fortifications at North Queensferry. Sir Henry had forwarded the communication to the War Office, and he enclosed a reply from the Department, in which Mr Brodrick suggested that General Hunter should be asked to see the complainants and show them a plan of the ground which had been prepared. The council approved of this suggestion, and appointed the Provost and town clerk to meet General Hunter, along with representatives of the Inverkeithing Town Council and the Dunfermline District Committee of the Fife County Council, who are also moving in the matter.

PORT LAING.

The members of the Forth Division, Royal Engineers, Submarine Miners, to the number of about 200, arrived at North Queensferry from Leith on Saturday afternoon, when they encamped on the War Department ground above Port Laing. Fifty-two bell tents and three marquees have been fitted up, and the officers, of whom Major Salvesen is chief, are accommodated in permanent buildings. The Division is to be in camp for fifteen days. A party has been at work for about a fortnight in marine work, and in transporting the stores from the Dido to the new establishment at Port Laing sands.

FORTH SUBMARINE MINERS.

Yesterday and on Tuesday Major Dumbleton, War Office Inspector of Submarine Mining Defences, made a technical inspection in submarine mining of the Forth Division Submarine Miners, at present encamped at Port Laing, North Queensferry. The first part of Tuesday was spent in looking over some of the new buildings forming the permanent establishment, the remainder of the day being devoted to experiments on the water, where a large number of mines were laid out.

Yesterday the inspecting officer visited the remainder of the buildings, both on the north and the south side of the Forth, and he made a minute examination of the rest of the work. He expressed himself as being very highly pleased with the performances of the officers and men of the division, admiring especially their keanness and anxiety manifested in the discharge of their duties. The officers gave their annual "At Home" yesterday afternoon, when a company of ladies and gentlemen, numbering considerably over 100, journeyed by special train from Edinburgh.

The visitors witnessed the discharge of a line of mines, followed by a single explosion. The mines were laid out about 200 yards from the beach at Port Laing. As a result of the explosion, the water was thrown into the air to a height of about 75 feet, the brilliant sun giving the jets a picturesque appearance.

The camps will be struck on Saturday. During their time in camp the health of the men has been excellent. Despite some rain and cold weather latterly, the men have enjoyed their outing thoroughly, and have performed a great deal of hard and practical work.

SUBMARINE MINERS' CAMP AT BROUGHTY FERRY.

The Submarine Miners were yesterday engaged clearing the minefield in the river of the mines laid the previous day. To-day about forty mines will be placed in position as would be the case were it necessary to defend the river against an enemy. This work will be done under the eye of the inspecting officer, Major Dumbleton, R.E., and will prove a test of the efficiency of the division. Lieutenant L. G. M'Intyre was the orderly officer for the day. The health of the men continues good. In the evening a most enjoyable concert took place in the sappers' mess tent, under the presidency of C.S.M. Alexander Gray. Quite a number of capable vocalists, both members of the division and civilian friends, gave their services. The gramophone selections by Lieutenant M'Intyre's instrument were a feature of the proceedings. The vocalists had the benefit of the skilful piano accompaniments of Mr Brady, organist, Dundee. There was a large and appreciative audience.

THE INDIAN TROOPS IN EDINBURGH.

AN INTERESTING CEREMONY.

A contingent of Indian troops arrived in Edinburgh yesterday morning on a visit to the city, and were accorded a very hearty welcome by a large crowd. They were set down at Piershill Station, and as they marched to the barracks they were enthusiastically cheered. At half-past twelve o'clock the Lord Provost and Magistrates drove down to the barracks, and welcomed the troops. By that time the men had performed their toilet, and got into full military uniform, and were paraded in the barrack square. They were a fine looking body of men.

Included among them were representatives of the Bengal Lancers, some militarymen, a company of Ghoorkhas, some Sikhs, and Afridees, Belooches, Brahmans, and Imperial Service troops, the latter in the service of the Rajahs of India, numbering altogether 250 men.

The Lord Provost and Magistrates inspected the lines. His Lordship asked Colonel Hastings to convey to the men the hearty welcome which, on behalf of the citizens, he gave them to Edinburgh, and then wish that they might enjoy themselves while they were here. Colonel Hastings interpreted the speech to the men, who gave three cheers to the Lord Provost. Without further ado they marched off to the music of the Black Watch Band by way of the Queen's Park, South Holyrood, and up Canongate and High Street, to the Castle, where they were entertained.

In the evening the Indian troops attended an entertainment given for their amusement in the Waverley Market by the Corporation of Edinburgh. As they made their way to the seats reserved for them in front of the platform the visitors were received with a shout of welcome from 5000 or 6000 citizens occupying other parts of the market. Before proceeding with the programme, Bailie Brown, in name of the citizens, made verbal expression of the citizens' welcome to the soldiers, whose services for the Empire in China and elsewhere he briefly alluded to. While this nation was not a nation that desired war, he rejoiced to think that in India they were ready to fight for their country and Empire. (Cheers.) The terms of Bailie Brown's remarks were interpreted to the visitors, who showed their appreciation by clapping their hands. Perhaps the most interesting part of the entertainment was the animated photographic reproduction of part of the previous procession through the streets of Edinburgh.

FORTH SUBMARINE MINERS AT PORT LAING.

The inspection of the Forth Division, Royal Engineers, Submarine Miners, which has been encamped on the War Department ground above Port Laing, North Queensferry, took place on Saturday. During the morning and forenoon there were a strong easterly wind and a drenching rain, to which the tents were fully exposed, but notwithstanding the men's quarters were fairly comfortable, the only objection being to the sloping ground outside. Colonel Kirke, commanding the Royal Engineers (Scottish District), was received at the railway station by Major Theodore Salvesen and conducted to the camp. Owing to the inclemency of the weather, the inspecting officer desired that the men should not be turned out, and he made his inspection in the tents. Having made a careful examination of the books and of the corps' affairs generally, he proceeded to the canteen, the quartermaster's store, the sergeants' mess, and the mess cook houses. Then he turned his attention to the sergoants' tents and kits, and next entered each of the men's tents, where he examined the accoutrements and clothing. With all he had seen the colonel expressed himself as well satisfied.

There were in camp 18 officers and 171 non-commissioned officers and men, the strength being only 13 short of the possible. The fishermen's department finished their training some months ago, and were inspected by General Sir Archibald Hunter, by whom it was intended that Saturday's inspection should also be made. A technical inspection in submarine mining was made on Tuesday and Wednesday by Major Dumbleton, War Office Inspector of Submarine Mining Defences. The first part of Tuesday was devoted to looking over some of the new buildings forming the permanent establishment, and the remainder of the time was spent on the water in seeing a large number of mines laid out. On Wednesday he visited the other buildings on the north and south side of the Forth, and he made a minute examination of the rest of the work. The Major expressed himself as being highly pleased with the performances of the officers, non-commissioned officers, and men of the division, and especially admired their keenness and anxiety manifested in the discharge of their duties. On Wednesday afternoon the officers gave their annual "at home," when a company of ladies and gentlemen, numbering considerably over 100, journeyed by special train from Edinburgh. The visitors witnessed the discharge of a line of mines, which was followed by a single explosion. The mines were laid out about 200 yards from the beach at Port Laing. By the explosion the water was elevated to a height of 75 feet, and the brilliant sun gave the jets a picturesque appearance. The sports which had been arranged for Saturday afternoon had to be abandoned, and the experiments in submarine mine explosions were postponed. The tents are to be struck on Saturday. During the camp the health of the men has been excellent.

The Volunteers, and the Boys' Brigade too, got rather a soaking just before they set out on their journey to their respective camps at Aldershot and Port Laing.

One could not help admiring the military etiquette, or red tapeism, or stupidity which allowed the Volunteers to march to the station in a downpour of rain with their great-coats strapped to their backs, more especially when one remembers that the men had a twelve hours' journey in front of them and would require to sit in the train all that time in their wet clothes.

(By the way, Town

FORTH SUBMARINE MINERS AT PORT LAING.

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THE INDIAN TROOPS.

FORTH BRIDGE MARVEL.

The Indian troops at present in Edinburgh went to see the Forth Bridge on Thursday forenoon by train from Pierhill to North Queensferry. On arrival at the bridge some of the submarine mines were exploded to the great astonishment of the men, the uprush of the water after the explosion striking them as a marvellous operation. They greatly admired the bridge, saying they had nothing approaching to it in India. They were sailed across the Forth to Dalnacy, and they trained back to Edinburgh. Here the party split into two, half going to Nelson's Printing Works in brakes, and the rest to Penicuk Paper Works at Cowan & Company by rail. As the Edinburgh party drove through the streets they were cheered by large crowds. A small party went to Colonel Trotter's mansion at Colinton for the afternoon.

SKELETON DISCOVERED AT NORTH QUEENSFERRY.

A rather gruesome discovery of a skeleton was made by a young school girl on the beach at Port Laing, between North Queensferry and Inverkeithing on Monday.

The remains, which were those of a male person, were half buried in the sand, fifteen feet below high water mark. How the skeleton came to be there is unknown, but a post-mortem examination was made yesterday afternoon.

BOYS AND GIRLS MISSION ANNUAL EXCURSION.—The annual excursion in connection with the Boys and Girls Mission conducted in the Institute by Mr John Lockhart, took place last Saturday to Port Laing Bay, and was attended alike with success and enjoyment for the excursionists. The weather was not all that could have been desired, the latter part of the day's outing being marked by a heavy and continuous downpour of rain. On arrival at Port Laing Bay, the company to the number of some three hundred, (including Mr Lockhart, the teachers, monitors, and a few friends) after an enjoyable sail down the Firth, per the passenger steamer Forth, assembled on the beach where the children were regaled with refreshments, and the usual outdoor games and sports carried through. It was not until the day's proceedings were pretty well exhausted that the rain commenced to fall, and consequently it had little or no effect upon their progress, nor did it to any great extent mar the enjoyment of the children. The various items on the sports programme were keenly contested, and prizes were distributed among the successful competitors. The return journey was entered upon shortly after seven o'clock in the evening, Grangemouth being reached in safety two hours later. On their way down to their destination a detour was made round the fleet of war-ships in the Forth.

THE SCOTSMAN

EDINBURGH, SATURDAY, NOVEMBER 19, 1910.

NOTICE. — PORT LAING, NORTH
QUEENSFERRY.

PROPOSED DRAIN ON FORESHORE.

NOTICE IS HEREBY GIVEN, That an application has been received from Mr P. H. STANFIELD for permission to construct a 6-inch outfall drain from two houses recently erected by him north-east of Garth Hill, Port Laing. The drain will extend about 150 feet below high water mark. All persons interested are to take notice that, one month after this date, the Board of Trade will proceed to consider the application, and in the meantime they will receive any objections which may be made thereto.

(Signed) T. H. W. PELHAM, Assistant Secretary.

Board of Trade Harbour Department,
19th day of November 1910.

MR WINSTON CHURCHILL AT ROSYTH.

A NEW SCHEME.

Mr Winston Churchill, First Lord of the Admiralty, and a large party of naval officers, on Thursday made an inspection of the Rosyth Naval Base. An important piece of news was learned at North Queensferry. In that district of Fife there promises to be in future years great naval and military activity. The ground at Port Laing adjacent to the Fort Bridge has, it is learned, been acquired by the Admiralty for the purpose of forming an aeroplane station. Frequent visits of inspection have been made by representatives of the Admiralty, and it is understood that various sites in the East of Scotland were similarly visited and inspected. The ground at Port Laing, belonging to Mr Charles Martin Hardy, the well-known artist, was, it is learned, considered to be the most suitable, not only because of its proximity to the Rosyth Base and the forts of the Forth, but because of its formation. For fully a mile out from the foreshore there is little depth of water in the Forth, while inland there is a big stretch of level ground. It is expected the land will be brought into use during the next six months.

NAVAL AIRSHIPS TAKE PART

IN MANŒUVRES ON THE FORTH,
AND SUCCESSFUL FLIGHTS ARE
MADE.

The hydroplanes at the Port Laing aviation station, North Queensferry, yesterday left the hangars on serious business. They engaged in the manœuvres which brought them to the Forth.

The flights were again witnessed by a large gathering of people.

Compared with the previous day, the atmospheric conditions were ideal for flying. There was but a light wind, and there was just a ripple on the firth.

LOCATING SUBMARINES.

Early in the day about half-a-dozen submarines, which have been lying near to the Forth Bridge for some time, steamed down the firth to the open sea.

The objective of the naval aviators was to locate the positions of the submarines.

The operations were interesting, in view of the fact that they were conducted by the opposites in modern naval warfare—the aquarian and the aerial.

Whether the result was in favour of the former or the latter was not disclosed by the airmen.

Commander Sampson's Short hydroplane was the first out. About five minutes to two the Commander, who had with him as a passenger Lieutenant-Commander Wilmot Smith, of the submarines, skimmed over the surface of the water, and soon elevated and took a course towards the mouth of the firth.

With extraordinary rapidity—at a rate of about 60 miles an hour—flew the air vessel, and in a few minutes the biplane resembled a bird.

Commander Sampson operated his machine in the open sea, and was out for an hour and thirty-five minutes.

SUCCESSFUL FLIGHTS.

Captain Gordon had with him Lieutenant Peto, another submarine officer. He set off on his flight with the other Short hydroplane about a quarter of an hour later. He planed on the water until almost Inchcolm Island was reached.

A course to the May Island, between 30 and 40 miles distant, was steered, and afterwards Captain Gordon returned to Inchkeith.

From there he again took his machine to the vicinity of the May Island, from which he made a straight course for the aviation station. Captain Gordon was planing for an hour and forty minutes.

Neither he nor Commander Sampson had any trouble in their air-voyaging, but as Captain Gordon's machine was approaching the shore it heeled over dangerously, and his passenger had to move his position in order to restore its equilibrium. It was observed when the airmen returned to terra firma that Lieutenant Peto had one of his fingers bandaged with his handkerchief.

While the two Short biplanes were lost to the view of the spectators their interest was maintained by the launching and flying on its initial trial of the Farman biplane, of which Lieutenant Hewlett is the pilot.

GRACEFUL WORK.

The Farman behaved splendidly, and did not rock so violently as the Shorts, although travelling from 50 to 60 miles an hour. It also elevated from the water's surface and descended with greater steadiness and more grace.

Lieutenant Hewlett first made a satisfactory trial flight. He made off in an easterly direction, and circling to near the south shore at a considerable height he glided back to the starting-point.

Subsequently Lieutenant Hewlett acted as the pilot to the seamen of H.M.S. Vulcan who have been engaged launching and returning the machines to the hangars.

The sailors, it might be stated, were transferred from the Dundee Base for duty at the aviation station. Each in turn was taken for a flight from the site of the hangars to near Inchcolm Island, from which the biplane circled back to the station by the south shore. The sailors appeared delighted with their experience.

Lieutenant Hewlett is a comparatively young officer, but a coming airman.

He executed several graceful movements when in the air, and particularly pretty was the sight when the Farman planed with the engine off for short periods from a considerable height to the water's surface.

BELOW FORTH BRIDGE.

After he had returned from his hour and a half voyage and had doffed his flying garments, Commander Sampson had a turn in Lieutenant Hewlett's Farman. On this voyage he had the distinction to be the first airman to fly above and beneath the Forth Bridge.

From the station he steered the machine round the point of Carlingnose, and brought it gracefully into the air. He first elevated it over the Bridge and then returned through the first span. Again he turned the vessel's head towards the Rosyth Naval Base, and passed beneath the Bridge through the centre span, returning by the south span.

He then sailed towards Granton, and returned at great speed to Port Laing. Approaching the station on the water, the extraordinary rate at which the Farman was travelling caused the spray to rise above the wires.

For about a fortnight yet Fifers will have an opportunity of seeing flights. The official arrangement, it has been learned, is that the hydroplanes shall be at North Queensferry for a period of three weeks.

HYDROPLANE TURNS TURTLE, AND NAVAL AIRMEN FALL INTO FORTH, BUT ARE RESCUED BY CRUISER'S LAUNCH.

The spectators at the hydroplane flights at North Queensferry yesterday were the witnesses of a thrilling spectacle in the course of the afternoon.

Captain Gordon, accompanied by his mechanic, was out with his 75 h.p. Short biplane, which, as stated in the "Courier," was not altogether satisfactory as a hydroplane on Thursday.

The wind, blowing from the west, was strong and gusty, and during the flights of the afternoon the biplanes were seen to be rocking dangerously.

Biplane Turns Turtle.

It was with a feeling akin to consternation that the large crowd gathered on the Port Laing Sands and on the heights to the north of the Ferry saw Captain Gordon's machine turn turtle.

The biplane was fleeting along the surface of the water between the village of St David's and Inchcolm Island. The sea was choppy, and the captain was going along at a high speed with the wind, but rocking ominously.

The mishap occurred when the pilot appeared to be changing his course. It was a thrilling moment, and one of those occasions of danger which gives flying its fascination to adventurous spirits.

From the shore it appeared as if the gale had caught the planes of the machine. At all events, the hydroplane took a big list, and in full view of the horrified spectators, who conjured in their minds a watery grave for the intrepid airmen, the tail of the machine rose in the air, and the biplane quickly became submerged and sank almost out of view.

Airmen Safe.

It was with a feeling of relief and hope for the safety of the captain, who has made himself a favourite because of his genial disposition, that the spectators saw the two men clambering up the air vessel to the part of the machine which was above water.

One particularly interesting circumstance in connection with the thrilling occurrence was the opportunity it provided of showing the possibilities of the air vessels.

Commander Sampson was not at the time flying, but, grasping the situation and probably knowing in his own mind its cause and effect, he quickly gave orders for the Farman biplane to be launched.

Soon the commander was in his seat, and the biplane off to the rescue. The pilot kept to the water's surface. He put the engine at top pressure, and sped along to his shipwrecked fellow-officer at terrific speed.

Meantime, it was observed from the shore that a trading steamer on its way up the Forth had changed its course for the purpose of going to the rescue.

From the naval cruiser *Zephyr* the predicament of Captain Gordon and his mechanic was also observed. A couple of motor launches with crews of Jack Tars were despatched to the scene of the accident.

No Serious Result.

A minute or two brought Commander Sampson's hydroplane to the spot, and he found that Captain Gordon and his passenger, although in an uncomfortable and awkward plight, were in no danger of losing their lives.

He kept circling round in the vicinity until the arrival of the steam launches, on which the wrecked airmen were taken aboard. A rope was attached to the helpless airship, and it was towed to Port Laing Sands.

Fortunately, the incident had no very serious result. Beyond receiving a thorough drenching, Captain Gordon and his passenger were uninjured, and the machine escaped damage.

Permanent Station.

It was learned yesterday that the Admiralty had taken the ground at Port Laing for a period of six months. In all likelihood it will depend upon the result of the present three weeks' operations as to whether an aviation station will be permanently established at Port Laing.

In about a fortnight the hydroplanes are to be taken south.

HYDROPLANE ACCIDENT IN FORTH.

MACHINE OVERTURNED.

AVIATORS' ESCAPE.

THE three aviators engaged in experimental flying with hydroplanes at Port Laing, North Queensferry, continued their series of flights yesterday. An accident occurred in the afternoon shortly before four o'clock, when the Short hydroplane, with Captain Gordon and a naval passenger on board, turned turtle, and the aviators had a narrow escape. Captain Gordon had just left the beach at Port Laing, and was rapidly getting out into the bay. The high cliffs above Port Laing protect the place of departure for the hydroplanes from a westerly wind. Such wind as prevailed yesterday afternoon strengthened towards late afternoon. When the hydroplane was about a thousand yards out from the beach the wind seemed to catch the tail of the machine, and it turned turtle. Fortunately help was soon at hand, and the aviators were rescued. While they were landed, little the worse of their misadventure, the flying machine, almost completely submerged, was towed ashore by a steam launch.

STATEMENT BY AN EYE-WITNESS.

An eye-witness of the accident stated that the machine was seen to be travelling somewhat unsatisfactorily, listing heavily to the right, and to capsize. The accident was seen from the shore and also from the destroyer in attendance. A pinnace and a rowing boat went off from the destroyer to the scene of the accident, while Commander Sampson also proceeded there on a hydroplane, but his machine did not alight on the water. The two aviators were seen to be on the top of the hydroplane when it was floating, and about an hour was occupied in getting the machine to the shore. After another hour's work, the machine was got into its proper position. The right wing was rather seriously damaged, as was also the left wing, while in the process of conveying the machine to the shore the rudder came off. The two men escaped injury, but suffered a rather severe wetting.

OTHER FLIGHTS.

Several successful flights were made in the course of the day. Lieutenant Hewlett, in his 100 h.p. Farman made the first flight, leaving about 10.45 A.M. and returning at 11.15. Commander Samson, R.N., went out at 1.27 P.M., and, taking a north-easterly course till off St David's, on the Fife coast, left the water, and, completing a graceful circle on the south side of the Firth, set his course in a straight line down the Firth. At 1.55 P.M. Lieutenant Hewlett went off, and within a minute had left the water, and, likewise describing a graceful circuit of the bay, was soon lost to sight in the light haze which hung over the lower reaches of the Forth. He returned at 2.5 P.M. Captain Gordon, with another officer on board, then assayed a flight on Lieutenant Hewlett's Farman at 2.7 P.M., and, circling round the battleship-cruiser Duke of Edinburgh and the cruiser Shannon, lying well to the south of the fairway off Dalmeny, made his course for Inchcolm, where he turned sharply round, and made a direct course for home, where he came to ground at 2.21 P.M. Commander Sampson arrived after his prolonged flight at 2.42 P.M., and it was learned that he had seen a destroyer at the mouth of the firth, alongside of which he had descended to the surface, and again rose for the return journey. The operations yesterday were mainly connected with signalling. Lieutenant Hewlett again flew at 3.25 P.M., and, circling round the warships anchored south of the fairway, headed home from the lower reaches of the firth against a stiff westerly breeze in ten minutes.

Flying will again be carried out to-day if the weather is suitable.

THE HYDROPLANES IN THE FORTH.

On Saturday forenoon two aerial trips were made from Port Laing, North Queensferry. A strong wind was blowing from the west; otherwise the experiments would have been continued. The flights were confined to those by Commander Sampson, the principal aviator in the Government employment in the Forth. Having in view the weather conditions, Commander Sampson did not venture to pilot his ship to the open sea, contenting himself with two circular trips in Inverkeithing Bay and across to the south shores of the estuary. He cleverly manipulated his 100 horse-power Short biplane so as to overcome the sharp and sudden air blasts, and he returned safely to Port Laing. The machine was afterwards locked up, and the experiments are, for a time at least, at an end.

BIPLANE FLIGHTS AT NORTH QUEENSFERRY.

Notwithstanding a strong breeze from the west, Commander Sampson on Saturday morning left the Port Laing aviation station at North Queensferry on his 100 h.p. Short biplane for short flights.

Captain Gordon and Lieutenant Peto, who were in the 75 h.p. Short machine which turned turtle on Friday, were early at the station. Both showed no harmful result of their exciting adventure and immersion. The damaged hydroplane was housed in its hangar.

NAVAL HYDROPLANING ON THE FORTH.

YESTERDAY proved throughout an ideal day for the purpose, when Lieutenant Hewlett carried out a long programme of flights over the estuary of the Forth from Port Laing, North Queensferry. Only the lightest of airs from the east tempered the heat of the sun in the sheltered nook from which the ascents were made, and from shortly before ten o'clock till late in the afternoon an interesting series of flights and aerial evolutions was successfully accomplished. On each flight a passenger was carried, and signalling by means of a syren carried on Lieutenant Hewlett's Farman machine formed an important item in the day's experiments. These signals were made in the Morse code by officers from the warships lying off Rosyth Naval Base, and many of these were caught up by others stationed at Port Laing and on board the various vessels lying in the firth. Some of the flights made were of considerable duration. The most interesting one of the day included a long journey down the firth and a return taking over the Forth Bridge and flying high over the lines occupied by the First Destroyer Flotilla of the Home Fleet and attendant cruisers. From this flight a rather rapid descent was made towards the beach, and the only light wind experienced for a short time, aiding the momentum carried the hydroplane a good many yards up the smooth sandy shore. Commander Samson did not participate in yesterday's programme, as he was in London; while Captain Gordon's hydroplane (Short), which turned turtle on Friday afternoon, was still lying dismantled in its hangar. The flying, which was witnessed, more especially during the afternoon, by a large crowd of sightseers from the beach and from various points of vantage on the high ground above Port Laing, was concluded by a fine flight, mostly carried out at a high altitude, down the firth on the south shore, and returning by mid-channel. Many visitors viewed operations from the neighbourhood of the Hawes, South Queensferry. Latest reports indicate that flying experiments will be carried out for probably a fortnight yet.

HYDROPLANE FLIES TO LEVEN.

Yesterday there was a resumption of the hydroplane-flying at the Port Laing flying station, North Queensferry.

During the course of the week a flying machine was conveyed north, and yesterday morning it was fitted up ready for operations.

In the course of the afternoon the hydroplane left the hangar, and was piloted to Leven, where a new flying station is being established.

HYDROPLANING ON THE FORTH.

Yesterday afternoon Major Gordon was due to leave Port Laing, North Queensferry, for Leven Links, where a temporary flying station has been established. The major who had with him Lieutenant Travers, and a complement of mechanics and assistants had his Farman biplane, mark S60, run out into the water about 3.30 P.M. It was not however, till about a quarter of an hour later than he took his position in the hydroplane, and set off on a course towards Inchcolm. It was early seen that attempts made to leave the water were proving futile, and, after water-planing two-thirds of the distance towards the island, when the machine was only indistinctly discernible in the haze which hung over the Forth, it was seen that the return journey to the starting point had been begun. A delay of three-quarters of an hour on the landing beach, during which mechanics and Major Gordon examined the mechanism, resulted in the pilot abandoning the flight. It is understood that Port Laing will be abandoned as a flying station, and that the hangars built there last year will be removed to Leven forthwith.

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.

DEFENCES OF THE FORTH BRIDGE.

There are evidences that the military authorities are alive to the necessity of strengthening the fortifications at the Forth Bridge. Barracks to accommodate about 90 men are under construction and are nearly completed at Port-Laing, for the use of the men who are to be transferred from Leith Fort. Carlingnose Fort, which has four six-inch guns, besides a battery of twelve-pounders on the Coastguard Station below, is to become the headquarters of the coast defences of the Forth in place of the fort at Leith, which is now regarded as unsuitable. When the fort is properly established at Carlingnose four guns of much heavier calibre will be added to the equipment in order that the Forth Bridge and the Rosyth Dockyard may be adequately protected.

the worse for his escape.

LEVEN HYDROPLANE STATION.

The temporary hydroplane station at Leven will be closed down at the end of this week.

On Tuesday night both the Short and Borrell machines had test flights, and left Leven yesterday for Port Laing. On Monday the Maurice Farman met with a mishap while undergoing a test in view of the flight across the Forth. The damage will necessitate the assistance of a Maurice mechanic, who has been summoned from Henley.

Several of the Flying Corps have left for Rosyth, a number remaining to clear away the hangar as soon as the Farman is repaired.

ESTABLISHING HYDROPLANE BASE AT NORTH QUEENSFERRY.

The transference of the hydroplane station from Leven to Port Laing, North Queensferry, is being carried out, and the two hydroplanes which flew from Leven to the station at Port Laing have been placed in the hangars.

The mechanics left yesterday for Leven by motor car with a view to making the third machine ready for flying to Port Laing. It is believed likely that the Port Laing station is now to become permanent. The only obstacle in the way, so far as can be ascertained, is the acquiring of the necessary ground by the Admiralty.

LIEUT. DAWES RESUMES HIS IRISH FLIGHT AFTER MECHANICS' JOURNEY FROM MONTROSE.

Lieutenant Dawes, of the Royal Flying Corps, renewed his flight from Montrose to Ireland yesterday afternoon.

On Wednesday he was obliged to alight on a field on the farm of Castlandhill, situated on the Admiralty's ground at Rosyth.

Communication was forwarded to Montrose, and yesterday morning two mechanics arrived from Upper Dysart, the earlier arrival having motored to Dundee to catch the first train south.

The work of repairing the defect in the engine went on until about midday, but at that time a thick haze hung over the Forth, and Lieutenant Dawes considered it better to wait for a clearance.

Wireless messages were despatched to ascertain the nature of the conditions on the West Coast, and three replies were received to the effect that all was clear.

When the pilot again, unaccompanied, took his seat on the machine there was a large gathering of people, who gave the lieutenant a hearty send-off. He first headed the biplane in a north-easterly direction towards Master-ton Village. Returning, he piloted to the west until he was lost to view.

Apparently he was testing his engine, but when the biplane appeared for a second time it was flying on the course marked out on Lieutenant Dawes' chart. The air vessel passed over the Forth a little to the west of the bridge at a height of about 2000 feet, and at a rate estimated to be at least 50 miles an hour.

Lieutenant Dawes informed the "Courier" that he would make a halt at Lanark only in the event of engine troubles. The biplane he was piloting was the machine which created the record of flying from Aldershot to Montrose at an average speed of about 70 miles an hour.

The interest of the people of Inverkeithing and district was divided between Lieutenant Dawes' army aeroplane and the arrival of the naval waterplanes at the Port Laing Station from Leven.

With the transference of the East Coast flying "fleet" from Leven to North Queensferry interest in regard to the situation of the permanent station has been revived. Locally it is felt that Port Laing will ultimately be fixed.

On the other hand, the "Courier" was informed on good authority that the situation favoured by the Admiralty is at Port Seton, in the vicinity of Portobello.

ARMY AEROPLANE AT INVER- KEITHING.

After the defect in his engine was discovered on Wednesday afternoon, Captain Dawes, of the Royal Flying Corps, summoned from Montrose to Castlandhill, Inverkeithing, a corps of mechanics, who repaired the petrol gauge pipe, which was found to be in working order by midday yesterday. The staff of the wireless telegraphy station at Castlandhill, who are under the charge of Mr J. Calum, chief warrant officer, rendered every possible assistance. Captain Dawes intended to ascend immediately after the engine had been properly attuned, but a heavy mist deterred him from making an ascent. On the invitation of Mr Cartwright Reid, the Admiralty's superintending civil engineer at Rosyth, Captain Dawes lunched at Castlandhill House. After testing the engine, the Captain donned his aviation suit, and resumed his aerial journey from Montrose to Lanark. A graceful ascent was made shortly after three o'clock, fields of newly-cut grain being passed over on the way to Dunfermline. Then the aviator wheeled round to the starting point, evidently to give the crowd, who had assembled in the vicinity of Castlandhill, a further opportunity of witnessing the manoeuvre. Thereafter the Captain headed to the south-west. When he left his intention was not to make a stop at Lanark if his engine worked satisfactorily, but to fly to Stranraer. The biplane he was using was that which was flown from Aldershot to Montrose with one stop only.

FLIGHTS AT PORT LAING.

After the arrival of two flying machines at Port Laing, North Queensferry, on Wednesday afternoon, one of the aviators had several short flights. On one occasion he took with him a lieutenant of the Orcadian Territorials at present in camp on the Ferryhills. A third machine is expected.

Once terms have been arranged for the ground necessary (says a correspondent), it is believed that Port Laing will become a permanent base for the Royal Army Flying Corps.

ADMIRALTY'S COALING SCHEME

FOR WAR VESSELS IN THE FORTH.

An extensive scarcity of housing accommodation prevails at North Queensferry, due to the demand for dwellings by naval and army service men. Many of the larger houses in and around the village have been let for the winter months to naval and other officers, and the request for accommodation far exceeds the supply.

Amongst those who are apparently quartered for the winter at North Queensferry are the officers and mechanics of the Royal Flying Corps, who were recently transferred from Leven. Locally definite information cannot yet be obtained as to whether the station at Port Laing is to be permanent.

The other day inquiries were made regarding the occupancy of a large residence for several months by members of the Flying Corps. This indicates that some time must yet elapse before the hangars at Port Laing are transferred to a more suitable situation if the Admiralty so decide.

FORTH COALING SCHEME.

Reliable information obtained points to the fact that naval vessels are to be permanently stationed in the Forth. Already arrangements have been made for a coaling scheme.

Up to the present Welsh coal was conveyed to the Forth by steamer, from which it was loaded into the ironclads. By this method considerable expenditure was incurred, as frequently the coal steamer had to lie at anchor before the transferring of the coal began. In future the coal is to be brought north from Wales and removed at once to coal hulks which are to be moored at a point in the Forth off Charlestown. The contract for loading the hulks from the steamers as they arrive has, it is learned, been given to a local firm.

The hulks are to be recognised as a coaling station, and they will have a constant stock of about 20,000 tons.

AIRMEN FLY AT PORT LAING.

Major Gordon, in charge of the Forth Flying Corps, along with Lieut. Vernon, at the Port Laing Flying Station, made one or two successful flights in a monoplane and a waterplane yesterday.

This being the local holiday a good number visited Port Laing and the heights of the Golf Course to witness the flights.

RAILWAY ACCIDENT AT NORTH QUEENSFERRY.

An accident occurred in the tunnel at North Queensferry yesterday morning. Jas. Leitch, foreman platelayer, was knocked down by a light engine about eleven o'clock, and was not discovered until about 1 p.m.

He was attended to by Dr Cuthbert, North Queensferry, when he was found to be suffering from a compound fracture of the left thigh.

The injured man is about sixty years of age, and has been in the service of the railway company for over twenty years. He was removed to Edinburgh Royal Infirmary.

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It is impossible as yet to say where the "seaplane" station of the Admiralty will be permanently placed. As is well known, the first experiments were made at Port Laing, which is in the immediate vicinity of the Rosyth Naval Base. The Port Laing Bay is a comparatively restricted bay, and ultimately Government officials appeared at Leven, and have for the past six weeks carried out a series of flights in and around Largo Bay. Recently it was proposed that Port Seton should be tested as a seaplane station, but it is now semi-officially stated that after all Port Laing may be selected as the permanent station. Port Laing has certainly one advantage over the other proposed stations, it is nearer the Naval Base, but it is not a patch on either Largo Bay or Port Seton so far as accommodation or facilities for flights are concerned.

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LEVEN HYDROPLANE STATION DISMANTLED.

The temporary hydroplane station at Leven is being closed down this week, and a number of the Flying Corps have already left.

On Wednesday the Short biplane and the Borrell monoplane left for Port Laing. The Maurice Farman met with an accident on Monday, and a mechanic has been summoned from Henley to make the necessary repairs before the machine can follow the others to Rosyth.

There is a strong feeling in the town that the Town Council should have made representations to the Admiralty before the station was dismantled to make Leven a permanent base.

EXTENSIVE NAVAL MANŒUVRES ARE IN PROGRESS IN FIRTH OF FORTH

IRONCLADS ASSEMBLE IN THE DARKNESS.

Are the Forth defences sufficient?

The question is prompted by naval manœuvres which took place in the darkness in the Firth of Forth between last night and this morning.

The purpose of the outbreak of "hostilities" was to test the defences on the south and north shores.

That manœuvres were last night to be engaged in was kept a close secret by the authorities. Indeed, it was at the beginning of this week that service orders were given to the commanding officers of the forces to be engaged—artillerymen from Leith forts, local Territorials, and engineers.

Information that something was in the wind leaked out in North Queensferry during the course of yesterday, and towards evening numerous war vessels arrived in the Forth from the North Sea.

80 Vessels Near Forth Bridge.

Before nightfall there were about 80 craft lying above and below the Forth Bridge, the majority having moored in the vicinity of the Rosyth Dockyard.

From the bridge to about two miles up the river was a grand display of illumination. The outline of each ironclad could be distinctly followed by twinkling lights, but even in the dark night the vessel carrying the First Lord could easily be picked out.

From bow to stern the Enchantress was marked by a magnificent illumination, which was carried down a gangway to the sea's surface, giving evidence that Mr Churchill was acting as host to the Admirals of the King's Navee.

THE RATTLE.

The first move of the attackers was made shortly after nightfall. It resulted in the Carlingnose Forts being captured in the easiest possible fashion. A body of blue-jackets landed at Burntisland from a torpedo boat and journeyed by train to Inverkeithing.

Arriving there, the "tars," heavily armed and accoutred, skirted the main streets and succeeded in attracting but little attention.

They avoided the main highway to North Queensferry, and, scrambling over dykes and palings, made their approach to Carlingnose by the Ferry Hills.

Between the land and sea forces there was a prearranged scheme, and when the guns began to belch forth their message of war the bluejackets, taking the garrisons in the rear, surprised them.

For a time there was a high fusillade from the forts on either side of the Forth. Searchlights swept the waters. Looking from the shore, it appeared as if nothing could pass those lines of light

Between ten and eleven o'clock away towards the mouth of the Forth a rocket was seen high in the air and fell in a myriad of sparks. Shortly afterwards the crack of a gun from the forts overhead proclaimed the presence of the enemy.

Looking from the coast one could see sinister-looking craft swiftly stealing towards the bridge.

A torpedo boat and the shore defences exchanged shots.

The black clouds of smoke were at once used as a cloak by the invaders.

Several of the enemy's craft followed, and were met by the guns of the defenders.

Throughout the night the warfare went on as the enemy's vessels attempted to run the blockade.

What the result of the manœuvres was cannot be stated, but the ordinary individual was struck by the fact that the enemy's ships, showing no lights, reached a dangerous proximity to the Forth Bridge.

It is anticipated that Mr Churchill will to-day come ashore and carry out an inspection of the Rosyth dockyard works, the Port Laing flying station, and the Queensferry forts.

QUEENSFERRY AIRMAN TO PROCEED TO DUNDEE.

The officers of the Royal Flying Corps stationed at the Port Laing hangers, North Queensferry, have received instructions to proceed to Dundee by the 18th of February.

It is believed that the flying station is to be transferred to Dundee.

REMOVAL OF HYDROPLANES FROM PORT LAING.—A communication has been received by the officials attached to the flying station at Port Laing, North Queensferry, intimating that the hydroplanes established in the hangars there, and which have been engaged in daily and extensive flights on the Forth, are to leave by the 15th February. Already one of the hydroplanes is being dismantled and packed ready for removal to Dundee.

RE-ARRANGING THE FORTH DEFENCES.—For some time in official quarters the question of improving the Forth Defences, especially in the neighbourhood of the Forth Bridge, has been under consideration. Suggested schemes have so far materialised that the contract for, at least, the re-construction of one fort has been settled. It is generally known that the approaches to the Forth Bridge are guarded by guns established at the south and north ends of the structure and on the small rocky island of Inchgarvie on which the great central cantilever is founded. The range of the guns mounted at these forts, it is understood, is such as to effectively cover the distances for defensive purposes, as far as the batteries covering the lower reaches of the estuary. Besides the guns mounted in pairs at the forts indicated there are two guns of larger calibre, "long tons," placed in a commanding position above Port Laing on the hills at North Queensferry. The new scheme which has been evolved, includes the demolition of certain of the works on the island of Inchgarvie, and the installation of heavier armament on the eastern end of the islet. This contract has been settled and secured by a Leith firm of contractors. It is also reported that the Dalmeny or south side fort will be removed to a point within the Dalmeny policies, a mile or two lower down the Firth, the point indicated commanding an uninterrupted view of the whole of the lower part of the estuary. The third fort to be erected is also to take up a commanding position near St David's, the small coaling port on the Fife shore to the east of Inverkeithing Bay.

FLYING CORPS AT NORTH QUEENSFERRY

ARE PREPARING FOR TRANSIT TO DUNDEE,

AND COMMANDANT IS EXPECTED
TO FLY TO NEW QUARTERS.

Arrangements have been completed for the transference of the Royal Flying Corps and hangars from Port Laing, North Queensferry, to Dundee.

The reason for the abandonment of the Fife flying station is believed to be the refusal of the naval authorities to agree to the terms asked by Mr Martin Hardie, a well-known artist, the owner of the ground.

Next week will see the three hangars dismantled and conveyed to Dundee. Already one of the sheds has been taken down, and when our West Fife representative visited North Queensferry yesterday afternoon he found that the Glasgow contractors who put up the erections at Port Laing had the parts loaded in waggons at the local goods station ready for transit to Dundee.

The framework of a second hangar is only left. It was learned at North Queensferry that the Admiralty's lease of the ground expires on the 28th, but the whole of the flying men and machines will be in Dundee before the 18th.

HANGAR READY NEXT WEEK.

Major Gordon, the officer commanding, will in all likelihood fly to the new station on the Tay either on Wednesday or Thursday first, by which time it is anticipated that one of the hangars will be ready for occupation.

Almost two years have elapsed since the Port Laing station was established. For at least six months it has been known locally that some obstacle had come in the way to prevent the station becoming permanently recognised.

Numerous sites were inspected, Port Seton, near Musselburgh, and Leven having been under consideration. The situation at Dundee will be on reclaimed ground to the east of the docks, and it is understood that the Dundee authorities have given the necessary land free, or at least at a very nominal figure.

The departure of the corps is causing much disappointment at North Queensferry. There are fully twenty officers, artificers, and sailors connected with the station, and in a village the size of North Queensferry even the loss of that small number will be felt by the tradespeople.

In addition, the flying operations gave the village an interest which attracted many visitors. The wide expanse of the Tay ought to be excellently suited for flying, and to the inhabitants of the city the presence of the air craft will be a source of great interest.

SEQUEL TO QUEENSFERRY SHOOTING ACCIDENT.

CORPORAL'S DEATH INQUIRED INTO AT DUNFERMLINE.

Sheriff Umpherston and a jury held an inquiry at Dunfermline yesterday in connection with the tragic death of Corporal Duncan M'Arthur Kerr, 5th Battalion K.O.S.B., who was accidentally shot at Port Laing, North Queensferry.

Captain Ernest S. Ford said the affair had already been the subject of a regimental inquiry, and the military were quite satisfied that no blame was attributable to Brown. There were no defects in the rifle.

Private John Johnston (21), who was a member of the guard on the night in question, said they had got instructions to put five rounds of ammunition in the magazine of their rifles. Going along the shore, he heard a shot, and saw Corporal Kerr fall. The wounded man afterwards remarked to him that it was purely an accident.

Private Thomas Brown (22) said that when they got orders to load their rifles he had put up his safety catch, which thus locked the bolt and trigger. Proceeding along the shore, he stumbled, and his rifle went off, Kerr receiving the shot in the leg. The only reason he could assign for the gun being discharged was that the safety catch and trigger might have been caught by his accoutrements when he stumbled.

The jury returned a formal verdict.

ENGINEERS IN CAMP.

Manœuvres at Carlingnose.

MINE DEMONSTRATION.

THE City of Edinburgh (Fortress) Royal Engineers (T.A.), comprising No. 1 (Works) and No. 2 (Lights) and No. 3 (Lights) Companies, under the command of Major J. Drummond Beatson, are at present in camp at Carlingnose, North Queensferry, for their annual fortnight's training, which concludes on July 26. Despite the inclement weather conditions of last week, which rendered conditions under canvas distinctly unpleasant, all ranks, with the adaptability which characterises members of the Engineer unit, successfully carried out a heavy programme of training practice, and by their cheerfulness earned special commendation for excellent work done under trying circumstances.

The site of the camp at Carlingnose, with its grassy hillocks and miniature ravines, adjoining the estuary between the Forth Bridge and Port Laing on the east, makes an ideal training ground for working parties, and evidence that the Edinburgh men are not idle during their occupation of the Forthside area is apparent from the "works" in progress at various points.

LAND WORKS AND LIGHTS.

The Engineers represent a highly skilled department of the Army, controlled by technical experts, who direct a variety of operations on land. In the case of the City of Edinburgh (Fortress) Engineers, this year's programme in camp includes the erection of Kapok assault bridging; practice in the uses of tubular and other scaffolding; construction of water "points" for lorry and dixie filling; well-sinking, laying of pipes, and boring for water; demolition of earthworks and entrenchments; and the blowing-up of tree trunks and obstructions. These specialist jobs, however, are not the only operations of the citizen soldiers, who, besides carrying out drills and general military training, supply experts who man the searchlights of the Firth of Forth at Kinghorn, Inchkeith, and Leith Docks. Two nights last week saw the Edinburgh companies at "Lights" stations, and last night they co-operated successfully with the Highland Heavy Brigade, Royal Artillery (T.A.), and again take part in combined manning of searchlights on August 4.

U.S. SEAPLANE SALUTE.

By way of departure from regular training duties, the annual drill competition and unit sports were held at the week-end on the new hillside parade ground—a grassy plateau which overlooks the Firth. Formerly the stretch of sands at Port Laing were used for drill purposes. Major R. E. Douglas (T.D.), late the 6th Royal Scots, was the adjudicating officer in the drill competition, the men presenting a fine appearance on parade. From a spectator's point of view the drill display and the subsequent sports, at both of which the Engineers' band played selections, were enhanced by the charm of the setting. Immediately behind the parade ground the tents and marquees gleamed white in the sunshine, and between the green hillocks a splendid view was obtained of the U.S. warships at present lying east of the Bridge. In the distance across the expanse of blue water the "white wings" of yachts engaged in the Royal Forth Yacht Club's regatta were visible beyond Incheolm. Seaplanes from the American flagship flew past the camp during the drill inspection, saluting as they droned overhead.

Following the presentation of prizes to successful competitors by Mrs Williamson, wife of Captain H. R. Williamson, O.C. No. 2 (Lights) Company, visitors to the camp, of which there were many, were afforded an effective demonstration of the exploding of a land mine. In the evening the troops held a dance in the recreation hut loaned by the 49th Company, R.E. At church parade on Sunday, at which the Rev. Millar Graham officiated, the opportunity was taken to lay a wreath from the City of Edinburgh (Fortress) Royal Engineers at the War Memorial at North Queensferry. A feature of the ceremony was the reveille "echo call" from an unseen bugler.

To-morrow morning a general inspection of Engineer units at North Queensferry will take place.

TEMPORARY FIVE POSTMAN SENT TO PRISON

DID NOT DELIVER LETTERS BECAUSE HE WAS LATE

Packages Found Under Bush at Inverkeithing

That he had not delivered certain letters because he was late, was the excuse made by a temporary postman, who was charged at Dunfermline Sheriff Court to-day.

He was Stewart Brown (26), 31 Spittalfield Road, Inverkeithing, who was sent to prison for twenty-one days.

He pleaded guilty to charges that:—

(1) While an officer of the Post Office at Inverkeithing, he opened and wilfully detained and delayed a letter in the course of its transmission by post.

(2) While employed to convey and deliver postal packages, he placed and left lying under a bush at Port Laing Sands, Inverkeithing, two newspapers in wrapping and 13 letters, by which misconduct the safety of the postal packages was in danger.

Mr A. P. MacBain, on accused's behalf, said he had the type of mind that did not realise the responsibility entailed by his employment.

From what accused said it appeared that he did not deliver the letters on this occasion because he was late. One of the letters was open, and accused said that that was due to the carrier of the cycle in which the letter was placed having been rough and the paper having been torn.

In regard to the others, apparently they

were circulars. The fact that he was late, coupled with the nature of the packages, may have induced him to think it didn't matter.

Accused had a clean record till now. He was unemployed, but was on the eve of going to a situation.

"Torn in Cycle Spokes."

Mr R. J. Waugh, procurator-fiscal, said accused was a single man, and had been employed by the Post Office from 1st to 10th June as a temporary postman.

On the evening of 10th June some letters were found lying under a bush at Port Laing. There were five letters, eight circulars, and two newspapers. One letter containing a savings bank deposit book had been opened.

These packets were taken back by the finder to the Post Office, and Brown was immediately dismissed.

When the inquiry was in progress it was found that another packet containing a dividend letter sent to a man in Inverkeithing had gone astray.

That was not received till 12th June, when it came to hand opened and enclosed in the cover of a circular.

Brown's excuse was that the letter fell into the spokes of his cycle and became torn. He retained it in his possession, and put it in the cover of the circular and posted it.

His excuse for not delivering the 13 packets found at Port Laing was that he was pressed for time, and thought they were all circulars.

INVERKEITHING MAN SENTENCED

TEMPORARY POSTMAN WHO LEFT LETTERS UNDER A BUSH.

A temporary postman who left letters lying under a bush instead of delivering them was sent to prison for twenty-one days at Dunfermline Sheriff Court yesterday.

He was Stewart Brown (26), 31 Spittalfield Road, Inverkeithing.

He pleaded guilty to charges that (1), between 1st and 12th June, while an officer of the Post Office at Inverkeithing, he opened and wilfully delayed a letter in course of transmission by post; (2) between 5th and 12th June he left lying under a bush at Port Laing Sands, Inverkeithing, two newspapers in wrappings and 13 letters, by which misconduct the safety of the postal packets was endangered.

Mr A. P. MacBain, solicitor, on accused's behalf, said he had the type of mind that did not realise the responsibility entailed by his employment. It appeared that accused did not deliver the letters on this occasion because he was late.

One of the letters was opened, but accused said that was due to the carrier of the cycle tearing the paper.

Mr R. J. Waugh, procurator fiscal, said one letter containing a savings bank deposit book had been opened. It was found that another packet containing a dividend letter had gone astray. On 12th June it came to hand, opened, and enclosed in the cover of a circular. Brown's excuse was that the letter fell into the spokes of his cycle.

TEMPORARY POSTMAN SENT TO PRISON

Sentence of 21 days imprisonment was imposed at Dunfermline Sheriff Court yesterday on Stewart Brown, 31 Spittalfield Road, Inverkeithing, who pleaded guilty to offences committed while he was employed as a temporary postman. The charges against him were that, between June 1 and 12, while an officer of the Post Office at Inverkeithing, he opened and wilfully detained and delayed a postal packet in course of transmission by post; and between June 5 and 12, placed and left lying under a bush at Port Laing Sands, Inverkeithing, two newspapers and thirteen letters, by which misconduct the safety of these postal packets was endangered.

The Procurator-Fiscal stated that the first thing known about the irregularities was on June 10, when some letters were found under a bush at Port Laing Sands. One of the letters, containing a savings bank deposit book, had been opened. When inquiries were in progress it was found that another packet containing a dividend letter sent to a man in Inverkeithing had gone astray.

Accused's excuse was that the letter had fallen between the spokes of his bicycle, and was torn. His excuse for not delivering the thirteen packets which were found under the bush was that he was new to the job, and was pressed for time.

THEIR JOURNEY WAS NECESSARY

Forth ferry service between North and South Queensferry was suspended yesterday forenoon.

One of the regular ferry boats is undergoing refit and the service was being run by the passenger boat Dundee and the ferry boat Queen Margaret. Two days ago the Dundee was damaged, and is lying up at Port Laing. Yesterday forenoon the Queen Margaret went aground at Hawes Pier.

Motorists arriving at the ferries had to make the long detour by Kincardine Bridge. Later in the day there was a partial resumption of the service.

SEARCHED FOR BERRIES, BUT FOUND WATCHES

A treasure trove was discovered by boys and their schoolmaster searching for elderberries on ground close to the Carlingnose—Port Laing Road, North Queensferry.

Lying under a bush in the undergrowth they came across a heap of watches. These included wristlets and gold and silver watches. They had obviously been lying for a long time and are probably beyond repair. The leather straps were rotted off the wristlet watches.

The find was reported to the police.

Guns salute at Stirling Castle



The 268 Maintenance Battery, R.A., from Port Laing, North Queensferry, firing a salute of 56 guns at Stirling Castle yesterday in memory of the King.

COUNTRY COMMERCE

DUNDEE'S NEW