

Truth

NEWSPAPER OF CURRENT EVENTS IN THE HIGHLANDS, THE ISLANDS, AND IN SCOTLAND

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DI-ARDAOIN 27 AN T-IUCHAR, 1967

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No. 9

SCOTLAND'S BI-LINGUAL NEWSPAPER

Repopulation Soon?

Something like 6000 people are willing to come back into the Highlands to work and bring up their families. This was announced at the week-end by the Highlands and Islands Development Board.

The figures given were the result of a first analysis of the Board's "Counterdrift" project, which is designed to build up a skilled labour force in the area. It was launched eight months ago.

Nearly 10,000 enquiries were received and 6,000 were firm applications to be placed on a "come-back" register which the Board have started. About 5 per cent. of the applications are from overseas. The bulk of the remainder are from the industrialised areas in Scotland and England. Roughly two-thirds are tradesmen; the rest are professional people.

Said Mr Norman Grail, the Board's administration officer: "We know that we already have not only the core of a middle management team which would suit any industrial organisation, but also the nucleus of skills necessary in almost any industrial operation. We have got the sort of people whom any personnel manager would like to have on his recruitment roll."

The Board hope to use the

response to the "Counterdrift" project as a development weapon. In a final analysis, there is the possibility that a picture will emerge which would indicate the type of activity in the Highlands which it would be necessary to set up to start the end of the age-long drift from the area. The two or three "top" industries shown in the analysis would then be subjected to an intensive and specialised promotional campaign throughout Britain.

COUNCIL SAY 'NO' TO OVERLAND ROUTE

Three Islay members of the Argyll County Council have resigned after the County Council refused to support a proposal for an "overland" route to the island. They are Mr Alex MacTaggart, of Port Charlotte, Mr David Anderson, of Port Ellen, and Mr James Gray, of Bruichladdich.

The overland route had the support of a number of official bodies including the Highland Transport Board. The Council's Roads Committee recommended that no action be taken on pushing the matter a further stage towards realisation.

The main objection to the overland route seems to be the cost of road improvements. There had been no assurance that the Government would pay anything towards this.



A typical island scene — Tobson, on Great Bernera, in Loch Roag, Isle of Lewis. This island in 1911 had a peak population of 730. The population to-day is about half that figure. In Loch Roag are three islands which once supported a population of Lewis families. Pabbay had 17 on it in 1861; Vacsay had 9 in 1861; and Orsray had 2 in 1891. These islands are now deserted. Deserted islands are a particularly Highland problem. In fact, one-third of the population of the Highlands area live on islands.

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The Overlanders — To Islay

The Highlands and Islands Development Board have sided one hundred per cent. with the Highland Transport Board (and against MacBraynes and the Argyll County Council Roads Committee) on their recommendation for an overland route to Islay.

In recent years, more and more people concerned with transport in the Highlands and Islands have been seeking expert advice from Norway, a country with very similar problems. The Highland Transport Board did this, and the advice they got was "Go Overland". The Highlands and Islands Development Board are absolutely convinced that this is the answer.

The Board's main reason for supporting the overland scheme is what it could mean in terms of

future development both for Islay and Jura. Jura, for instance, besides having good forestry potential, could do vastly better tourism-wise.

Another advantage would be that both islands would have far more flexible access to the mainland. As things are, to have a full day in Glasgow, people from Islay have to spend two nights away, and people from Jura have to spend three nights away. By overland, they would be able to leave by car in the morning, and come back in the evening, after spending a fair part of the day in Glasgow or Oban.

Another very important point is that schoolchildren boarded out in Oban or Dunoon would be able to come home every weekend.

The overland route would be of particular value to farmers, especially where stock marketing is concerned. For instance, there would no longer have to be sales on the islands, where the auctioneers apparently claim an extra three per cent. commission. Farmers would have access to all mainland sales, where, at present, special services are provided for only a few sales and rates are high. Under the present set-up, it is impossible to take stock back if selling prices are poor, but if the overland system were adopted, floats would return in any case, empty or full, and the cost of taking stock back would not be unreasonable.

In fact, the Board's study of the system has indicated very clearly that it could offer attractive general freight rates, and yet be a properly profitable proposition.

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Lochaber Today

PROGRESSIVE DEVELOPMENT

With the new-look edition of "The Diary," we trust Lochaber readers will not run away from us now that we have gone up in the world. "Sruthi" is a very fine production compared with the "Diary" we have been used to for the past seven months; this is luxury indeed. The format is beautiful. We have tried to follow as one of improvement, and I feel sure all will agree that this is the next step in our progress. The new reads from all the airts, "Sruthi" will eventually become the newspaper of Scots, be they Gael, Saxon, Norse or Hibernian. Many readers will be wondering about "The Diary." What was it? Where did it come from? What did it do? "The Diary" grew out of virtually nothing: one sheet of 8" x 10" paper, giving a list of activities in the Lochaber area, that might be of interest to, and be supported by, the large influx of people who came to work in the Pull Mill at Annat Point, Corrach. Fort William, by Wiggins Teape. The "Diary" was written for letters from anyone interested in the new community, giving their views on any subject without discussion; anybody who wanted to quicken a community spirit. Interest was aroused, circulation increased, and the readers demanded more and more of the "Diary." When they asked for went into its pages. We never turned down or edited a single letter or suggestion. When someone suggested we print one of a particular type, we went after it, sometimes unsuccessfully, but we tried. Everyone connected with the paper, in every stage, gave his or her support to it all had other work to do, they had to make a living, The one thing the "Diary" was very unsuccessful at was turning out millions.

I'm afraid the "Diary" was very much a paper of the people who read it; if you liked it, it was because you helped to contribute to it; if you did not like it, it was because you did not participate. The folks of Lochaber don't accept new things easily, but when they do, it's theirs. They accepted "The Diary"; now it's "Sruthi." I'm sure they will increase their support.

H.D.B. DEVELOPMENT

The big news everyone in Lochaber is waiting to hear is what and where is the project, mentioned in the Highlands and Islands Development Board report, to be sited ten miles from Fort William, and now in the hands of the Board of Trade. Those wishing to take photographs "before" and not yet "after".

For Sale
17 ft. 2-berth Cabin Yacht, valued at £300; offers £175. Stewart Trust, 12th; or Traylor, hire purchase available. Mr. N. MacDonald, Lundavra Rd., Ft. William.

12 ft. Sports Boat, 9½ h.p. Johnson Outboard (has run approx. 30 hours); the lot, £140, or sell separately, £50 boat, £90 engine. J. Edwards, 122 Glenkennie St., Caol.

13 ft. Marine Ply Runabout, built in buoyancy; complete with road trailer; £75 or nearest offer. Cranston, Kuling, Corrach, Tel. Corrach 201.

Pedgrie Pram, medium, detachable body; good condition. 4, Caledonian Road, Corrach.

High Churchill Pram, with dark green bay, almost new; cost 30 gn. £8 or nearest offer. Alexander, 12 Regatta Terrace, Fort William, Tel. 2619.

Black Market Pram, very good condition. £4. 16 Douglas Place, Plantation, Fort William.

High Pedgrie Classic Pram, grey and white. £12. Mrs McDonald, 24 Carn-dearse Road, Claggan.

would be well advised, to get moving. Take the right fork at Spean Bridge, where there is a small chape on a hill, up through Roy Bridge, itself, and the scene from the hill should be the subject of a series in every enthusiast's album.

TOURISM

This week-end Fort William has seen some of the heaviest traffic ever. Owing to the congestion in the High Street, due to road repairs being carried out between Nevis Bridge and Lochy-bridge, upwards of 200 cars, caravans, lorries, and "buses" have been counted, at a halt, inside the Burgh. With the tourist season at its height, some travellers have been upset at the long delay in getting through the town; at times up to three-quarters of an hour.

Glen Nevis was well patronised with campers, caravanners, hostellers, and those just up for the day. Saturday night saw about 300 set off up the Ben to see the sunrise on Sunday morning. All other sports and events being carried out at boardinghouses are all very busy. Mr J. U. MacInnes, at the Lochaber Tourist Association's office, reports "a busy business as usual."

The Fort William - Mallaig road has been particularly busy at this time, with a vast increase in the number of cars towing caravans taking the "Road to the Isles."

PULP MILL SPORTS TEAM

At the Wiggins Teape Group Sports, held in London on Saturday, Scottish PulP 7 Paper Mill's, Wood Operations, Tago-war Team, were runners-up to Charlam. The relay team were fourth. Both teams are to be congratulated on their performance, having travelled down on the overnight train from Glasgow, after motoring there from Fort William.

NEW TOWN HOUSE

"Ardlinn" House, Fort William, is being developed as a Town House. With the redevelopment of the town centre, the Council have bought "Ardlinn" to put all the town offices under one roof.

SWIMMING BATHS SITE

The Swimming Baths Committee are actively investigating sites. When the met the County Council Planning Authority on July 25th, they hope to have as many fixed details as possible, so that the Planning Authority are relieved as much as possible from alternatives.

MEMBERS WANTED FOR NEW SOCIETY

The formation of a Historical Society has had some success. But we still require more interested people to forward their names and addresses before the Public Meeting on Pleasent Road, Corrach, 21st. Please contact Corrach 530 or Fort William 2181 as soon as possible.

LETTER TO THE EDITOR 7th INVERNESS-SHIRE BOY SCOUTS TROOP

Sir—The above Troop intends holding a sale of work on the 9th September, 1967. In conjunction with this sale, we hope to arrange a small Flower Show. In a populated area such as ours we feel that such an event could be very successful. Our working committee is at the moment preparing an entry schedule, and we would like everyone interested in seeing one to contact the undersigned.

A successful show will fill a gap in the district calendar. So please come and give us your support—Yours etc.,

Mr J. MORRISON,
42 Lochy Road,
Inverlochy,
Tel. Fort William 2671

Samuel's Cave

Directly opposite the car park at the head of Glen Nevis, and across the Nevis Waters, is situated Samuel's Cave. It has a narrow entrance, and inside the cavity varies in height from 6 to 12 feet, with a length of around 30 feet. The rocks drop gradually downwards, until two small passages lead to other minor recesses. One descends 10 feet, while the other rises above the level of the main cavern. Some extraordinary stories are associated with Samuel's Cave.

It was believed that one passage from the cave ran for five miles. One day in the distant past, a body of men from Clan Cameron, while returning from a plundering expedition, on being forced up into the cave, escaped by following this subterranean channel. Their pursuers were told they say that. On rushing down into the cave, the only sign of the fugitives obtained was the distant drone of the chaffinches as they flew and headed the Camerons. The pursuit was abandoned, since it was obvious that the thieves were heading for some unknown exit.

The cave has also Oibistic connections. It is said that it was here the Feinne, by magical influence, were put into a deep sleep. Near the entrance to the cavern a horn was hung, at the third blowing of which the Feinne would arise and come forth. One day, a post hunter came upon the horn hanging outside the cave, and, on blowing it, he saw that the cave was full of gigantic men who, at the call, opened their eyes and looked at him. The hunter blew the horn again. The warriors raised themselves on their elbows and gazed at him fiercely. At this, the man fled in terror. However, one thing is certain—the horn does not hang at the entrance to the cave.

Many of the older Lochaber people believe the place to be haunted by this day. They say that if you enter the cave and listen carefully, one can hear the distant call of the bagpipes. About a year ago, I spoke of this legend to a well-known Lochaber farmer. He asked him if he had ever heard anything. Very sincerely he replied, "Oh, yes! But the cave to which the clansmen carried the young heir of Glen Nevis on the night of the massacre by the Clan Chatteran. After all those numerous events, together with other foul and dark deeds which took place in the vicinity of Samuel's Cave, is there any wonder that its very walls still cry woe?"

D. G. W. HURRY.

FOOTBALL RESULTS

Wednesday 5th — St Mary's 3, Scottish Pulp 1
Thursday, 6th—Kilmallie Untd. 1, Scottish Malt 2
Tuesday, 11th — Dynamos 3, Celtic Pulp 1
Wednesday, 12th — Kilmallie Untd. 0, Camerons 2
Thursday, 13th—Kilmallie Y.C. 4, St Mary's 3
Friday, 14th—Kinlochleven 6, Dynamos 1
Monday, 17th — Camerons 3, Kilmallie Y.C. 2

LEAGUE TABLE

	P	W	D	L	P.
Camerons	12	9	2	1	119
St Mary's	13	7	2	4	118
Kilmallie Y.C.	9	6	1	2	113
Kinlochleven	9	4	3	2	111
S.F.P.M.	8	3	1	4	7
S.M.D.	12	3	1	9	6
Dynamos	11	2	2	7	6
Kilmallie U.	11	1	1	9	3

FIXTURES
Thursday, 27th—Kilmallie Y.C. v. Kinlochleven
Monday, 31st—S.P.P.M. v. Kinlochleven
Tuesday, 1st—Kilmallie Y.C. v. Kilmallie U.
Thursday, 3rd—S.P.P.M. v. Kilmallie Y.C.

Public Notice

MR WALTER P. CAMERON,
BANAVIE

Mr Walter P. Cameron has recently retired from the position of Group Scoutmaster of 33rd Inverness-shire (Kilmallie) Scout Troop. It is felt that his services to Scouting over the past 30 years should be recognised. To this end subscriptions are invited from all those who wish to be associated with the project. These may be sent or handed to—

Mr Angus Ferguson, Struan, Banavie.
Mrs E. Gibson, 14 Glenlyst St., Caol.
Mr Ian Cranston, Kuling, Corrach.
Mr Chas. MacIntyre, British Linen Bank, Fort William.

NURSERY SCHOOL—Application Forms should be returned by 7th August. Thank you. Mrs C. M. Ross, "Callart", Victoria Road, Fort William, Tel. 2810.

Situations Wanted

Driver, all classes, requires part-time employment. Box No. 15.

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Syllabus, etc., from Miss Isa MacMillan, Secretary, 29 Drumshugg Gardens, Edinburgh 3.

SRUTH

THURSDAY 27 JULY, 1967
DI-ARDAOIN 27 AN T-UCHAR, 1967

Na Rathaidean Mora

Aig coinnemh Coimiti Alba (Scottish Grand Committee) ann an Lunnainn Di-Ardaoin seo chaidh thuir an Doitair Dixon Mabon gu robh an Rìaghaltais a' cosg £20 mu choinneimh gach duine air rathaidean na Gaidhealtachd agus nach robh iad a' cosg ach £6 15s 6d mu choinneimh gach duine anns a' chuid eile de dh'Alba. A nis tha 832.12 mìle de rathaidean mora (trunk roads) air a' Ghaidhealtachd agus 1053.29 anns a' chuid eile de dh'Alba. Docha gu soail sibh mar seo gu bheil a' Ghaidhealtachd a' deanamh gu math as a' chothach agus cumail-mhìth sìoh che farsainn agus a' chuid a' Ghaidhealtachd agus na innte de rathaidean uile gu leir, gu h-àraidh rathaidean a tha leantainn nan cladaichean. Mur eil ann ach na dh'ainmich sinn de rathaidean mora (trunk roads) feumaidh gu bheil torr rathaidean nach eil freagarrach mu choinneimh bathair an latha 'n diùh. Feumaidh sinn cumhneachadh cuideachd gu bheil rathaidean na Gaidhealtachd gu feum do mhùinntir taobh-a-deas Alba, agus Shasainn an uir a thig iad gu tuath air na saor laithean aca. Bha luchd turais a thainn gu Ibhinnis an latha roimhe a' gearan gun deachaidh an cumail air ais air an rathad a Duneidainn leis an obair a bha dol air adhart air na rathaidean. 'S ann an drasda fhein, a meadhan an nan saor laithean, a tha iad air toiseachadh air an rathad troimh 'n Ghearsadan airson gu bheil a' Bhan-righinn dol a thadhail air a' bhaile.

A bharrach air seo uile an uir a thig sinn gu cuntas cheann tha ceithir uibhir a dhaoine anns an taobh-a-deas airson a leithid seo a dh'airgead a chur mu choinneimh gach duine.

Tha an luchd riaghaltais bu bhuailteach air bruidhinn farsainn mar seo agus docha gur ann leis an t-seòltaich a tha iad 'ga dheanadh.

Contrasting Boards

Last week saw the visit to Inverness, at the offices of the Highlands and Islands Development Board, of the part-time chairman of Gaeltarra Eireann. This body is sponsored by the Irish Government, and is charged with the development of Gaelic-speaking areas in the west of Ireland.

At a press conference in Inverness, the chairman, Mr Ivor Kenny, said that his Board were not out to build huge industries like the Scottish Invergordon project. Rather, he felt, they had to fight small, hard guerrilla actions. Gaeltarra Eireann owned factories for tweed, toys, knitwear and furniture. They also operated a scheme which could offer grants up to £2000 to a one-man business.

Comparisons with the "Highlanders Board" are bound to be made. Unlike the H.I.D.B., Mr Kenny's members were businessmen who had a wide experience in industry and commerce. Education and culture was also represented. And Mr Kenny himself was Director of the Irish Management Institute (at age 37) which is the largest body of its kind in western Europe.

On the subject of the Irish language, Mr Kenny was quite frank in accepting that Gaelic for Ireland, had a definite commercial value. He indicated that to spend money on maintaining and improving the Gaelic language, and its cultural background, was something which they were keen to do. This rather startling fact invites a close look at the Highland Board's attitude to Gaelic. So far it has yet to declare itself for Gaelic as frankly as Mr Kenny has done. The Board's composition also invites comparison. Irish industrialists are accepted on the basis that, through their experience, they can offer invaluable advice. The Civil Service plays a muted minor role in the Irish Board's activities.

That there were great difficulties in establishing industries in remote areas of Ireland was something which Mr Kenny admitted. But at the same time, one felt that his whole approach to the problem was not one of despair but of great hope. Indeed, his personality emitted a kind of mission with a purpose with a worthwhile goal to be achieved at the end of the day.

Another interesting fact emerged from the Press Conference. This was that Gaeltarra Eireann was allowed by Statute to participate financially in firms which required a boost of capital; that is, the Board could become shareholders.

In all, it will be interesting to compare the Statute which brought Gaeltarra Eireann into existence and that which fathered the Highlands and Islands Board on the Highlands area of Scotland. Though Mr Kenny admitted that there was a degree of "Dublin control" in the work of his Board, at least it was part of a national concern for the under-developed areas of Eire. This makes one wonder what aspects the Highland Board would now have had in being the result of a Statute from Edinburgh and not London.

Gaidheach Bhoichd

le "GRUAMACH"

The future scope of the Highlands and Islands Development Board seems fairly clear after the Secretary of State's pronouncement on the "inadequate publicity" given to the Board's achievements and his choice of new members for it.

Seen against the blaze of publicity which heralded the Koss's Millenium and the strong-arm provision of the Act setting it up, the achievements he mentioned and emphasised at his Inverness Press conference—a fly-byng factory, an optics concern and a clothing enterprise—though indeed welcome and vitally important to the people fortunate enough to receive them, seem strangely out of proportion. Even the biggest—the Board's three-quarters-of-a-million pounds fishing-boat scheme—is not a new idea, and will be spread over five years. And Mr Ross's statistics, which show that the Board has not greatly increased—one-and-a-half million pounds on 343 projects "creating" 1,650 jobs in 18 months. Apart from the recent creation of over 500 jobs in the North, how many of those 1,650 jobs are still in the pipeline? And while the expenditure of one-and-a-half million pounds may have been approved, how much has actually been spent?

On another tack, is it unreasonable to suggest that a body with the initially declared intentions of the Board should, from the outset, have had on its staff a sociologist, so that the traditions, and legitimate hopes and fears of the people to be "developed" could be taken into account? (If they are not, the eventual imbalance should be obvious.) And just not in touch with the way other countries are tackling development problems? Again, of course, the money and the logistical research by the Board depends, to some extent, on how much development is seriously envisaged, and how quickly.

Of the two members (one full-time and one part-time) who have so far resigned from the Board, whatever might be said of them normally, they at least had the boldness to think big. The latest resignation, that of Mr John Robertson, of Nigg, was, he alleged, in protest against the bumbling obstructionism of certain sections of Civil Service. (It will also be remembered that the resignation of Mr Ross, in the head of the Board's "Management Services" Division and before that a Marks and Spencers executive, was for the same reason.)

It would seem reasonable to assume that these men all subscribed to the Board's original blueprint—at least one major population holding-point at Invergordon on the East Coast) supplemented by scores of smaller ones throughout the North. Now it appears from a reference in Mr Ross's letter of resignation that another large holding point was envisaged in the West, and that its future, too, is in doubt. What remains is to wonder what and who are left to implement it? The Chairman of the Board, Professor Grieve, is a planner of life-time experience, especially those of great experience, are also men of great patience, prepared to wait. There is one member who offers a lifetime of business experience, and that in the economics of small enterprises.

One of the two new members, Stewart of M. Thomason, Labour M.P. for Hamilton since 1943, was Joint Parliamentary Under-Secretary of State at the time of the Board's formation and served on the Highland Panel. (A dynamic duo, the Scottish Office and the Highland Panel, whose joint creativity is recognised nowhere). He was for a time (not a very long time) Minister of Transport. While Mr Fraser's experience of the Scottish Office, if current rumour be true, may be of some advantage to the Board, his simultaneous chairmanship of the North of Scotland Hydro-Electric Board might at some future point

bring the embarrassment of a clash of interests.

The initial silence which greeted the announcement of the other new member, Sir James Mackerron McKay, cannot be wholly put down to the newspaper strike. One can imagine fervent national-wide searches through the pages of "Who's Who" (perhaps even at the Board?) After all, the choice of a top-ranking London-based Civil Servant on the verge of retirement was probably the most obvious one. Especially as his experience consisted of University lecturing, followed by 27 years in the Admiralty, Ministry of Defence, Ministry of Aviation, and finally the Home Office. Perhaps his enthusiasm for fly-fishing had something to do with it, though that could be a dubious advantage if development ever threatens any of his favourite waters.

If, as has happened on the "retirement" of former Ministers, Mr Fraser is "promoted" to the Lords, perhaps he and Sir James will become trend setters, and all future members of the Board will be knights or peers. Perhaps the present members (most of whom are now men of at least fifty) will be given titles so that they won't feel out of it. Then we could have a Royal Highlands and Islands Development Board.

There is still one vacant seat. Is it altogether too much to hope for that, in an era of true representation is becoming the general, accepted rule, it might be offered to a Gael? Again, of course, it is just possible that the Chairman of the Board is not consulted, or that his wishes are not taken into account. It is also possible that Highlanders may have been approached and declined the offer.

To return to the first point, much publicity (believe it or not, Mr Ross) has been given to the Board's "Project Counterdrift," directed to find out how many of the thousands of exiled Highlanders, among others, would come back to the North. How many thousands of spectacle factories, clothing factories and fly-fishing factories will be needed to keep Highland children in work at home (presuming their ambitions and abilities rise no higher than this type of work), never mind bringing other benefits.

Inadequate publicity, Mr Ross, or inadequate achievement?

RAASAY-SCONSER FERRY SERVICE

Mr Russell Johnston, Liberal M.P. for Inverness-shire, has been in touch with the Scottish Office about the delay in starting work on the piers for the Raasay-Sconser Ferry Service.

He has heard from Dr J. Dickson, Minister of State, that the delay stemmed from difficulty in obtaining an acceptable tender, but that a reasonable tender has now been obtained from the works of Solmece, and the sinking of test bores should therefore start quite soon.

It is expected that test bores will be sunk at the jetty on the Island of Eigg under the same contract.

Folk Song Competition

NATIONAL MOD, 1967 (GLASGOW)

Entries are invited for the Gaelic Folk Song Competition to be held on Thursday, 5th October 1967, at 11 p.m. in the Albert Ballroom.

Groups, with or without instrumental accompaniment, will consist of not fewer than 3 and not more than 6 members.

NO GAELIC TEST. Closing date for entries 22nd September, 1967.

Entries to—The Director, An Comunn Gaidhealach, Abertarf House, Inverness.

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Nationalised Salmon Fishings?

A call for public ownership of salmon fishings in the Highlands has been made by Mr Robert MacLennan (Lab., Caithness and Sutherland) in the Scottish Grand Committee at Westminster. During the debate on the Hunter Committee's Report on trout and salmon, he suggested there should be a system whereby proprietors should be induced to develop and make available their resources or surrender them to those who would develop them. He pointed out that powers existed to acquire the rights if necessary by compulsion.

Mr MacLennan said that without the amount of control over salmon fishing which could only be exercised by a public authority, one could not hope for the development of a resource which had been regarded primarily as a sporting resource for the private enjoyment of comparatively few people.

"Deficiencies of private ownership are abundantly clear. Not only have the proprietors been exclusive in the operation of the fishing, and not always entirely frank about the value of the fishing, but they have also done in many cases very little to develop the resources.

"The Reports, so far as they dealt with control, might be adequate. But so far as the question of ownership was concerned, they were based on an assumption which would not be widely shared that the present system of proprietorial ownership was adequate for conservation and development, quite apart from the difficulties of access. Wealth derived from salmon fishing was largely taken out of the Highland area by proprietors of the rivers. This was probably confined to the seven crofting counties. The profits should be invested in the Highlands.

"The greatest single indictment of the proprietors has been their failure to come to grips with the need to develop the fishing resources."

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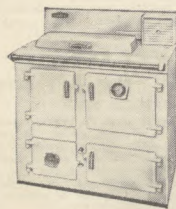
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At present, the nearest lifeboat station to Lochinver is at Stormovay, some 25 miles away.



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Less Secrecy Over Highlands Scheme

The composition and work of the Highlands and Islands Development Board, again came under scrutiny to-day when M.P.s resumed their two-day debate in the Scottish Grand Committee at Westminster.

Mr Robert MacLennan (Lab., Caithness and Sutherland) spoke of land use plans for the area, and said that one thing to be queried was the total absence of any indications of the Board's plans or priorities in this sphere. It was this, much more than the Moray Firth development proposals which had aroused controversy in the Highlands.

Mr Jo Grimmond (Lab., Orkney and Shetland) said that if the Board was to judge enormous projects it had to have people with the highest commercial ability, and possibly a first-rate accountant.

"I do not share the Secretary of State's view entirely that everything must be kept very secret until the final announcement is made. You cannot do this in the Highlands and Islands — it is impossible." (Laughter).

Mr Malcolm MacMillan (Lab., Western Isles) said people in the Highlands had always wanted industry there. There should be balanced industrialisation, having regard to the need of conserving resources and the way of life consistent with reasonable progress.

"It is one of the great unfortunate decisions of our time that we do not have a university in the Highlands. It is an offer of a great opportunity which has been missed," went on Mr MacMillan.

There had to be thought in terms of the full economic development of the Highland resources, and there had to be in the first place, a thoroughly competent economic survey. The Board should not over-concentrate at Inverigerron. There should be a wider and deeper study of the area generally, and he hoped they were thinking of fairly large-scale industry in other parts of the Highlands, and not concentrating everything in the Moray Firth.

Mr Ross, Secretary of State, replying to the debate, said he thought there were Opposition M.P.s who were wholeheartedly for the Board, and who dismissed rumours, criticisms and innuendo, and had no desire to mount on these things political attacks on the Board.

"I have always been anxious for someone from the Highlands to be identified with it. Such people are not to be found in every town and village of the Highlands, because of the nature of things they have to leave the Highlands to make their names."

Mr Ross said — "I have had a request, and I welcome the request, of the Board in order to provide them with some protection against unfair criticism of the kind we have had in the past — and they need it — to arrange that in all cases when a member declares a pecuniary interest in an application for financial assistance, the Board will consult me, the Secretary of State, before granting it. I think this is probably the right way."

Mr Ross ended by saying it was a matter of regret that the Board's decisions had not been cleared up. He hoped the clouds would be lifted to let the Scottish people know what the Board had done.



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over to you: Letters to the Editor

THE KILT IS HIS DELIGHT

Sir.—The Reverend James Mackenzie has asked if there are regulations governing the wearing of the kilt and if they are of long tradition. The answers are simply given. There are indeed regulations — which are those imposed by civility, good manners and consideration for national tradition and pride. The wearing of the kilt is of age-old antiquity.

The kilt is not in itself peculiar to Scotland. It is common to many races of hillmen and is still worn in Greece, Albania and, in a modified form, amongst the Pathans — this to name just a few places in which it occurs. Scotland's peculiar contribution to the dress has been the distinctive form of its pleating and the tartan weave.

Although the kilt was, originally, the Highlander's dress in Scotland, the last two centuries have seen its use spread throughout the country until nowadays it is regarded as the national costume of all Scots, whether of Lowland or of Highland descent, recognised as such throughout the world. It is notable that, alone amongst traditional and national costumes, the kilt has been adapted to modern wear without losing any of its distinctive qualities. It may be worn appropriately at a Royal Garden Party or on the hills, at a formal ballroom occasion or in the street. For varying times and for different purposes of wear the 'accessories' are changed, but the kilt remains the same.

The Scotsman wears the kilt with a pride that springs from many sources. In the kilt he shows, consciously or unconsciously, his awareness that his

nation has still maintained much of its ancient tradition and identity, however much has been leached from us since 1707. The kilt remains the outward, visible sign of the nation's continuing entity; it remains, too, a national dress and one which has never fallen into disrepute as "fancy dress," but one of everyday wear.

Let us remember that the word "foreigner" is a term which, in the Laws of Scotland and in the Scottish Courts, refers to all persons who live under a different law — to Englishmen equally with the citizens of the United States. When a foreigner wears the kilt he should not be surprised if he encounters a measure of resentment and, to the same extent, he should not be put out to find that his action provokes a ridicule that is, in fact, of his own engineering. The foreigner is inclined to wear the kilt because, in Mr Mackenzie's own word, he thinks it looks "cute." What he fails to realise is that what he is, in fact, doing is to tread heavily and contemptuously — albeit unknowingly — upon the pride of a nation, turning the emblem of that pride into a negation of all that it means to the people of that nation.

The kilt is the 'badge' of a Scotsman — of a Scot by nationality. Before Mr Mackenzie buys himself a kilt to wear in Scotland he should ask himself a single question: "Am I a Scotsman, or am I a citizen of the United States?" If he is indeed a member of the smaller, older nation, subject to its laws and constitution, he should wear the kilt "as of right" on all possible occasions and he should wear it too, with justifiable pride. If, however, his

answer is that he is a member of another nation, he must acknowledge the fact and take pride in his own country. If he, or his ancestors, have rejected Scottish nationality he must, surely, admit to himself that he is no longer a Scot. His very patriotism should forbid him to disguise himself as being of another nation to his own.

In his own country a foreigner is perfectly entitled to wear the kilt as fancy dress or in a masquerade. When he wear it in Scotland, however, he is displaying a badge to which he is not entitled and, by that very token, putting himself into disrepute as lacking in proper pride of nationality, saying in effect, "I am ashamed to appear in public as an American citizen and am therefore trying to get people to think that I am Scottish." This may not be his intention, but it is the impression that he gives to all who see him in his disguise. To people who are as nationally proud as the Scots, the sight of a man who displays outward signs of lacking a similar pride savours of the ridiculous. The Englishman or American who wears the kilt in Princes Street is as absurd a figure to the Scotsman as I would be myself, were I to strut down Broadway in war-paint and feathers.

I am aware that many overseas readers will, at first scanning, take offence at the terms of this letter. That is only to be expected, for the entire English-speaking world has long used Scotland as the witch-cow from which to draw anything and everything that they want. They have done it for so long that they have come to assume a right to things which are

peculiarly Scottish, even though a moment's thought would show them that their claim is both untenable and, to a degree, arrogant.

We in Scotland have been left with little that remains peculiarly our own. The kilt is one thing that is ours and which we have managed still to retain. May Scotsmen not be allowed to keep even their dress for themselves alone?

BHAILE UR MHOR

GAELIC SONGS

Sir.—I was particularly interested in the letter from Mr D. Stevenson in the last issue of "Sruith" in regard to the Gaelic recordings.

I do have a number of records and indeed a number of song books and sheet music, some including songs that have been recorded. I have discovered, however, that many of the songs which have been either taped or recorded appear not to have been published or are out of print or as one person told me "are lost for ever!"

For instance, I have been looking for the words and music, or either separately of the following songs: "Mo Gum Tomaidh," "Brìach' Lochail," "Chi Mì Mulla," "Gud' Chumneachadh," "Bratach Bana."

It might be worth while An Comunn Gàidhealach looking at combining the suggestion of Mr Stevenson with one of resuscitating some of the Gaelic songs and airs in a new song book.

In the meantime if someone could supply the words and music of the songs mentioned I will gladly pay for the copies etc.

Is mìse,

JAMES WALLACE

39 Rupert Street

Glasgow, C.2. 21st July

Sir.—I was going to recommend 'A' Choisir chiuil' to your date.

respondent David Stevenson, but is this great songbook indeed out of print? If so, the record companies could help fill the gap by publishing texts of the songs with notes on the subjects, composers and circumstances which gave rise to them. Not 'translation' which enables 'the tune to be sung in English. This defeats the whole object!

Mr Stevenson has my sympathy if trying to learn pronunciation from modern Gaelic records which are so de-vilved by instrumental backing ranging from cheerfully vulgar to refined fantastic. Unaccompanied singing may be too stark and some voices do need a little encouragement and camouflage but surely a setting should enhance 'he song not distract the listener. "Accompaniment" should not mean "competition" yet often a battle royal develops, the vocalist invariably losing.

Truly Mrs Kennedy Fraser has been a mixed blessing or is half a loaf really better?

Miss MACKENZIE

33 Gordon Road, Aberdeen

DRUMNADROCHT

LEWISTON SPEED LIMIT

Mr Russel Johnston, M.P. for Inverness-shire, has had considerable correspondence with the Glenurquhart Rural Community Association about the need for extending the 30 m.p.h. speed limit from Drumnadrochit to Lewiston.

Mr Johnston sent on a petition signed by 229 people to the Under Secretary of State for Scotland responsible, Lord Hughes, and has now heard from him that the Department will look again at the circumstances, and that Lord Hughes has asked the County Council to provide fuller information and to bring it up-to-date.

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Chuireadh duine ceud feum air a' char annasach seo ach tha mi de 'n bheachd gun cuireadh an tuathanach neo an contractor barrachd feum air. Nach sol sibh fein gun biodh e math air son a bhith cu' an air nach a mach du' a' airigh?

Gheibh thu a mach 's a stigh du' n' char seo gu math farsaids air cha 'n eil taobhan air agus cha leig e lean mullach a bhith air nas motha mur a bi an tìde ro dhona buileach.

Tha einnis 846 ce anns a' char agus gu dearbh chan eil e còsgail air peatrail.

LOCHABER TO-DAY — (Contd. From Page 3)

Scottish Pulp and Paper Mills

The Company and its employees are eagerly looking forward to 15th August when we are to be honoured by a visit from Her Majesty the Queen and H.R.H. Princess Anne. Her Majesty and H.R.H. Princess Anne will be with us for two hours in which time they will see the whole process from logs arriving at Woodyard through Pulp and Paper Mill to finishing department where reels and finished paper are despatched to customers. During the visit they will meet representatives of Management and employees from all parts of the mill.

Production of pulp and paper has steadily increased. A large volume of pulp is being used by other Wiggins Tapp Mills and we have supplied pulp to other mills in the U.K., including Thomas Board Mills at Warrington and to their new mill at Workington.

The W.I. Group sports meeting took place in London on Saturday 15th July, and we are pleased that the S.P.P.M. 10p-of-War team was second out of seven teams participating. Our relay team was fourth. This is the first Wiggins Tapp sports meeting at which Scottish Pulp and Paper Mills have been represented. We wish to congratulate our entrants competitors on their success.

THE GARDEN OF EDEN

— OR EARLIER ?

Four-year-old boy (not a Gaelic speaker) listening to Gaelic Church service on the radio: — "Mummy, that is Gaelic speaking." — "Mummy — "How do you know?" — "He always speaks in that language!"

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: woman to woman :

WOMEN'S FOOTWEAR FASHIONS FOR AUTUMN AND WINTER

(By MAIRI)

The vivid shades of summer have melted into the subtle shades of autumn. Acorn, chestnut, russet, shot through with orange burnt to oak leaf gold, cooled with the forest green of pines, and a touch of grey from morning mist and smoky log fires.

Textures are all important, grainy, ribbed and heavily sueded; soles, too, are creped and welts notched and stitched, but smooth calf and shiny patent retain wide popularity.

And now some details:—

Shapes

Strollers — including footwear for trousers — a high cut on the vamp and buckled at the sides with one or two fastenings, welts emphasised by stitching and notching. Crepe soled casuals in subtle colours and wide sole unit over the vamp and marked by saddle stitching; in the same type of shoe the moccasin-avant front is seen, sometimes with the original moccasin construction. Toes run from set-square to round fuller in profile.

Boots

Mostly knee high with a few at mid-calf, zips go to the back, and there are also straps and buckles across the ankle reminiscent of outdoor boots. Back panels with emphasised seams give a tailored look. Heels everywhere are almost flat or at most, low blocks.

Town Types

The court is still low-heeled with firm lines, rounded toes — this seems to have established itself as a mid-sixties classic. Heels rise a little as the day gets later; some are squared at the back or moderately chiselled. Vamps are high at the top; this is achieved by tabs or large buckles (trendy ones standing away from the instep).

Thin platforms are appearing on courts — a future trend.

Trims

Broguing everywhere, especially on heavily grained low-heeled styles. Buckles in tortoiseshell, or self material with a metal rim, some used functionally to fasten straps, but always as the fashion note on the shoe. Chains, still as a vamp trim, with bows, rosettes in velvet, satin and ribbed silk on those little chunky courts.

Colours

Heading the list is the season's promotional colour is tan from bright apricot through orange to yellow. Brown of all shades from bitter chocolate to pale beige. Greens from dark forest to subtle green; reds mostly in the winny hues, some soft royal blue for walkers. A little violet both in patent and other surfaces, but perhaps a sign for the future, gunmetal grey in patent (with silk trim) and in heels. Two colour shoes with contrast heels are a new theme.

Materials

On strollers and trouser shoes, suede heavily two-way napped, or grainy leather with a tough look increased by broguing.

Elsewhere patent from black to metallised, mock croc with a shiny surface, and ribbed suede for a new texture in low-heeled styles.

Boots can look traditional in smooth brown calf to lilac in the new wipe clean synthetics. These new materials are appearing as patent as well as matt surfaced.

For really late in the evening satin, silver kid trimmed, basket weave gold for high-heeled, backless shape and satins and velvets for pretty lounging mules.

LIVING ALONE? — THEN TRY THESE

Herring and Rice Platter for one. — 6 oz. herring roe, 2 rashers of bacon, ½ pint milk; ¾ oz. flour, seasoned flour, 2 oz. mushrooms, 2 tablespoons rice, 2 oz. butter, paprika pepper, green salad.

Pur tie into boiling water and cook until tender about 375°C for about 30 minutes; coat roes in seasoned

flour; coarsely chop bacon. Heat butter and fry the roes in then mushrooms and bacon. Prepare a sauce with the remaining butter, flour (½ oz) and stir in the milk. Season and bring to the boil. Drain the rice and turn out on a hot dish, making a well in the centre. Put the roes, mushrooms and bacon into the centre and pour over the sauce; sprinkle with paprika. Serve with a fresh green salad.

Liver, Bacon and Mushroom Casserole for one—4½ oz. liver, 2 oz. mushrooms, 1 oz. dripping, 1 tablespoon chopped onion, 2 oz. streaky bacon, ½ pint good stock, ¾ oz. flour, ½ teaspoon salt.

Cut liver into thin slices. Cut bacon rashers in half and wrap each piece round a mushroom. Place in a casserole. Heat dripping in a pan, add onion and cook for a minute. Season flour and turn liver in this until coated. Put liver into hot dripping for 30 seconds, with seasoning both sides then turn to the casserole. Stir the remaining flour into the fat, add stock and season with sage, salt and pepper. Bring to the boil, then pour into the casserole. Cover and cook over a low heat for 40 minutes. Serve with fresh green vegetables.

If there is no oven available—using double thickness of cooking foil, make a tray for the prepared ingredients, and put the sealed bag into a good sized pan of boiling water and simmer for 45 minutes.

Pork Chop Castle for one—1 pork chop, 1 dessertspoon breadcrumbs, pinch sage, ½ pint dry cider, 4 oz. mushrooms, 1 dessertspoon chopped onion, 1 small apple, 1 tablespoon melted butter.

Heat butter in a pan and brown chop on both sides. Put the chop into an ovenproof dish. Peel core from the apple; chop 1 oz. mushrooms; cook onion, mushrooms and apple in the pan for 1 minute. Add breadcrumbs, sage, salt and pepper. Spoon this mixture on top of the chop, place the remaining mushrooms in the bottom of the dish. Pour the cider into the dish, cover and cook over a low heat for about 30 minutes, or until the meat is tender.

Births

McPHERSON — At Raigmere Hospital, Inverness, on the 15th July 1967, Alexander McPhereson Helen (née Purves), Seaview, Lochinver — son. (Both well).

RAE—At Arran War Memorial Hospital, on 21st July 1967, to Joseph and Dorothy Helen (née Blaikie).

—Kinnell, Lamash, Isle of Arran.

Deaths

BROWNE — At Craig Dunain Hospital, Inverness, on the 19th July 1967, Isabel MacKinnon, of Flat 2, Heatherly House, Cuddehull Road, Inverness (late of 139 Cuddehull Road, and Staffin House, Skye).

CAMERON—At the Royal Northern Infirmary, Inverness, on Sunday, 23rd July 1967, Allan Cameron, Mingland Crescent Road, Nairn (retired executive force with Burnish Oil Company), dearly loved husband of Ena and dear father of Charles.

McDOUGALL—At Raigmere Hospital, Inverness, on the 13th July 1967, Mrs Mary MacDougall, aged 69 years, daughter of the late Mr and Mrs John McDougall, 9 Wades Road, Inverlochy, Fort William. Sadly missed.

Canain Bheo

Aig coinneimh Comann Oilfean nan Cananach Ceiltach ann an Duneidan Di-Luan thuirt Mgr. Gordon Stott, O.C., an t-Ard Fhèis-chèrd (LOR) an t-eòin gur e canain bheo a bh' anns an Ghaidhiall ann am beatha shluigh Alba.

Mgr. Stott a dh' fhoisgaill a' choinneimh. Thuirt e gu robh treud dhaoine ann an Alba, eadhon air a' Ghaidhealtachd, agus cinnteach gu robh iad ann an Eirinn agus anns a' Chumhrigh cuideachd, a chanadh nach robh ann ach gorachie a bhith ag ionnsachadh nan cananach Ceiltich a' cuir meanach a bhia feur hainn ann a chanadh gur e gorachie a bh' ann a bhith ag ionnsachadh Laidinn agus Gugaig.

B' choir dhubhan a thuigsinn, thuirt e, gu robh coir aig na daoine sin am reachadh fhain a bhith aca, agus nach dead a bhia feur hainn ann a chanadh gur e gorachie a bh' ann a bhith ag ionnsachadh Ceiltich e nam feuchamad ri 'n sarradh air feadhainn nach robh gan iarraidh. B'hiadhadh a' Ghaidhiall beo ann an Alba airson gu robh an spiorad a bh' a' gearradh agus b' measg an t-sluigh agus san bhith a' n' Ghaidhiall neo na cananach Ceiltich e ann an Alba.

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SRUTH — Printed by The Highland Herald Ltd. Inverness, and published by Ann Comunn Gaidhealach, Abergarriff House, Inverness.

THE MONEY ROLLS IN

£200,000 ROAD IMPROVEMENT NEAR INVERNESS

Work has started on the reconstruction of nearly two miles of the Perth - Aberdeen - Inverness trunk road at Stonefield, east of Inverness, to provide a 24-foot-wide carriageway and two verges, 15 feet and 9 feet wide respectively, within an effective overall width of 45 feet. The scheme will include the construction of a bridge of 47 foot 6 inch span to carry the road over the main railway line.

Mr William Ross, M.P., the Secretary of State for Scotland, has authorised acceptance of the tender submitted by Messrs James Miller and Partners Limited, Edinburgh, of £172,894.

The scheme will be supervised by the Secretary of State's behalf by Inverness County Council, and will take 18 months to complete at a total estimated cost of £206,450.

IN THE DARK

Highlanders will soon find themselves increasingly in the dark, by Government decree.

As the effects of the year-round application of British Summer Time on residents in the North of Scotland was recently illustrated by statistics on the subject presented in the House of Commons by the Secretary of State for Scotland.

These showed that in the far North sunrise will not occur until after 1000 hours in the depth of winter; Stornoway — 1012 hours; Cape Wrath — 1010 hours; Lerwick — 1008 hours.

Sunset for these places will occur at respectively 1636 hours, 1627 hours, and 1558 hours.

The Government's proposals for year-round Summer Time will take effect from next February.