

INTRODUCTION.

CREDIT for making Scotland known to the outer world has been given to Dr. Johnson, to Sir Walter Scott and to many more recent writers, but greater credit is perhaps due to General Wade for the roads he engineered, early in the eighteenth century, into the then inaccessible Highlands and to David MacBrayne for the steamboat services with which a century later he brought the most remote places on the west coast into intimate touch with Glasgow. The railways also played their part, but it is only in recent years, with the rise of motoring and the revival of walking and cycling, that tourists have penetrated in any numbers into those out-of-the-way corners beyond the railways and hitherto served by a weekly steamer or an occasional coach.

This Handbook has been written in recognition of the fact that the revolution in travel methods necessitates what is virtually a reassessment of Scotland from the tourist's point of view. Places which a few years ago were almost unknown are now popular resorts; on the other hand a number of places which have too long been allowed to pose as good holiday centres have in recent years been forced to shed this false glamour and relegated to positions more in accordance with their relative touristic importance. The book as a whole is written from the point of view of those who see the country from the roads. While adequate notes are given respecting railway and steamer services, the roads provide the greater part of the itineraries upon which our descriptive chapters are based; where roads fail, the hill-paths are utilized, and in districts where the customary mode of progression is the steamer or the railway our notes are written accordingly.

THE HIGHLANDS.

A line drawn more or less directly from near Glasgow to Aberdeen divides the Highlands from the rest of Scotland, and it is curious to reflect that little more than a hundred years ago this line also marked the border between what was condescendingly regarded as "civilized" Scotland and a savage land of mountains and wild passes through which (said gossip) roamed hordes of barbarians whose intentions towards tourists only just stopped short of sheer cannibalism. Closer acquaintance has given the Highlander his share in the high national reputation for courtesy and kindness, but although roads, railways and walking routes traverse the Highlands in all directions the wildness of the scenery is still its distinguishing feature - a wildness on too grand a scale to be affected even by outbreaks of bungalow-building, a kind of enterprise commendably rare in these parts.

The mineral wealth of the country is for the most part disposed along or near the narrow belt of land connecting the Firth of Clyde, on the west, with the Forth on the east. Down the south-west coast are a few outlying coal-mines, and Galloway and Fort William are noted as the seats of great hydro-electric installations and for the preparation of aluminium, but all the great industrial cities of Scotland will be found within a few miles of Glasgow or Edinburgh. The reason is not far to seek. Here the Clyde and the Forth penetrate far inland to give unrivalled facilities for water transport, and this same penetration is also responsible for the

coming together of all the main road and railway routes between the north and the south.

Mills for the manufacture of tweeds and woollens will be found in various parts of the country (but seldom in the Highlands, where whisky distilleries are more characteristic), and all round the coast are ports which in the aggregate carry on a stupendous trade in fish - herring and cod on the east coast for the most part, and salmon on the west. It is around the coasts, too, that the oldest towns are generally to be found - St. Andrews, Aberdeen, Inverness and so on. On the West Highland coast Inveraray is the place which most successfully conveys an atmosphere of age; yet it is only a few hundred years old, and Oban as a town is even more youthful, having grown from a small fishing hamlet during the last century as a result of the increase of touring. Scattered through the Highlands are a number of ruined keeps and castles of ancient date, but with the exception of these nearly all the inland centres are places of relatively modern build, a feature which is in many cases emphasized by the unsullied appearance of the granite so widely used as building material. In this connection the visitor will be struck by the almost uniform manner in which the Highland village is built around a central Square. Though useful nowadays for the annual Games Meetings, these open spaces were designed with a more sinister end in view by those who encouraged the rise of law and order after the '45.

Although the Highlands comprise almost entirely mountainous scenery -

THE LOWLANDS

are by no means flat. For miles north of the Border are hills which, if less lofty than those beyond Stirling, are in their way no less picturesque: indeed, some of the Lowland scenery attains a very high order of beauty. At the same time, whereas the Highlands are interesting mainly on account of their grand natural scenery, in the Lowlands and the Midland belt one has on every hand evidence of man's endeavours to work and rule, to love and play. Castles, battlefields, abbeys, palaces are encountered with such profusion that even a cursory pilgrimage would give one a very clear insight into the tortuous passages of Scottish history. Ayr, Alloway and the south-west are to Burns-lovers what Warwickshire is to Shakespearians; in many circles the Braes of Yarrow are at least as important as Abbotsford and the Eildons, and Moffat has its memories of "Ossian" Macpherson.

Lying apart from the rest of the country in more than one sense are the Islands. Steamers and airplanes keep them in touch with the mainland and every summer carry increasing numbers of visitors across the intervening waters, but habits - especially Scottish habits - are slow to change, and to visit some of these isolated communities is to step into a past century. The scenery is varied, but of a very high average, culminating in the magnificent mountains of Skye. To geologists many of the islands are of supreme interest, as is shown on later pages.

MOTORING

Scotland has a well-merited reputation for good roads, and active steps are being taken not only to retain this reputation but even to enhance it. Recent years have seen the completion of a vast scheme having for its object the construction of a great highway from central and southern Scotland to Inverness, and involving the engineering of an entirely new road between

Tyndrum and Bridge of Orchy, across the western edge of Rannoch Moor and through Glencoe, and the virtual rebuilding of the road through the Great Glen from Ballachulish to Fort William and Inverness. In 1986 a new road bridge over the Forth at Kincardine was opened - a long-awaited development which has already had a considerable influence on North-bound traffic.

In the Highlands especially the valleys are so deep and steep-sided that the roads run through them and round, rather than over, the intervening mountains and ridges. This results in an extraordinary absence of dangerous hills: Scotland, for all its mountainous character, has fewer really steep main roads than North Devon. Moreover, the manner in which the roads tend to follow the valleys has an important result on their picturesqueness. The outstanding feature of Scottish Highland scenery is the combination of rocks and water - mountains, lochs and rivers - and it is a fact that almost every one of the lochs has a road running along its rim, enabling the motorist to taste the cream of Highland scenery from the seat of his car. Many of the sea-lochs exhibit this feature even more strikingly, and very delightfully for those who like everything about the sea but its motion. Up and down the west coast are roads along which it is possible to drive for mile after mile within a few feet of the salt water. Thus from Ardrishaig, at the southern end of Loch Fyne, to Campbeltown and back is a run of nearly a hundred miles, and throughout the entire trip one is never out of sight of the salt water and for a greater part of the way one is actually within range of the spray which blows up over the road on a windy day.

As might be expected, with such an indented coastline, **Ferries** play an important part in certain of the road communications. Most of these are equipped for the transport of cars and on other pages we indicate the scale of charges. Those who propose to use the outlying ferries on the wild west coast should bear in mind that their operations are subject to tidal conditions and that occasionally a fairly long wait is necessary before one can make the crossing: this is the case, for instance, at Kyle of Lochalsh.

The ferries which cross the Firth of Forth at Granton and Queensferry in the neighbourhood of Edinburgh are fairly well known (though for leisurely motorists they have been superseded by the new Kincardine road bridge, some 15 miles westward), as also is that from Newport to Dundee across the Firth of Tay; but for the benefit of those making their way northward up the west coast attention may be drawn to the very useful ferry across the Clyde between Erskine and Old Kilpatrick, a few miles downstream from Glasgow.

Those touring Scotland will find it a wise plan to start the day's run fairly early in the morning and to finish it quite early in the afternoon wherever possible, especially if no arrangements have been made for hotel accommodation, since hotels are liable to become full up towards evening and it may be difficult to find shelter for the night if such arrangements are left too late. An early start has the further advantage of avoiding the crowd, for certain parts of Scotland are so famous that the roads serving them during the season are very busy indeed and drivers must attend closely to their task.

A TEN-DAY TOUR.

On later pages of this book will be found descriptions of practically every road of importance in Scotland. The following tour has been designed to include as many of the scenes of prime importance as can well be visited in ten days' comfortable travelling with some allowance of time for sightseeing (those for whom the daily runs are too short can of course vary the daily allowance to suit themselves); but it is capable of indefinite extension, as, for instance, northward to John O' Groats; south-westward into Galloway, eastward into Fife and Forfar and "over the sea to Skye" in the west.

1. Cross the Border at Carter Bar and so by Jedburgh to Melrose (330 miles from London), where the day's journey, presumably a fairly long one, may well be concluded. If time allows, a detour may be made to Dryburgh, otherwise -

2nd Day.- From Melrose, having seen the Abbey, visit Dryburgh and Abbotsford and continue by Peebles to Edinburgh (about 60 miles).

3rd Day.- Leave Edinburgh by the Queensferry Road, which passes the Forth Bridge, and continue by Linlithgow and Stirling to Callander (45 miles), whence visit the Trossachs.

4th Day.- Callander to Pitlochry by Lochearnhead, St. Fillans, Comrie, Crieff and Dunkeld (or Perth). Unless time is very limited, turn off from main road at Ballinluig, between Dunkeld and Pitlochry, and go up the Tay valley to Aberfeldy and Kenmore, beside Loch Tay. Hence to Fortingall, with a glimpse into lovely Glen Lyon, and then northward again over the hills to Tummel Bridge and so to Pitlochry by the road overlooking Loch Tummel. Just before this road rejoins the main Great North Road, the river Garry is crossed at the foot of the Pass of Killiecrankie, of which there is a fine view. About 90 miles.

5th Day.- From Pitlochry to Blairgowrie, either by main road and Dunkeld or the quieter road starting through Moulin. From Blairgowrie to Braemar is 35 miles over the mountains by the highest motoring road in Great Britain, a height of 2,199 feet being reached at the Cairnwell Pass. Total mileage from Pitlochry about 60.

6th Day.- Braemar to Aberdeen (about 60 miles), by Balmoral, Ballater and the Dee Valley.

7th Day.- Aberdeen to Inverness (about 110 miles). From Aberdeen go northward to Dyce, Old Meldrum and Turriff and so to the coast at Banff and Macduff. The remainder of the route follows the coast westward for about 60 miles. A most remunerative detour is that inland from Forres to Ferness by the lovely Findhorn valley. From Ferness one can regain the main road at Nairn, as explained later. The main road between Nairn and Inverness is one of the straightest in Scotland, but it misses Culloden Moor and the gorgeous views therefrom, and on the whole a preferable route for those coming from Ferness is to turn off on the left about two miles short of Nairn by a secondary road which passes Cawdor Castle and comes up to Culloden Moor near the Cumberland Stone and the battlefield cairn. Hence to Inverness is only a mile or two.

8th Day.- Inverness to Oban by Fort William and Glencoe. The reconstruction of the road through the Great Glen and Glencoe makes this one of the finest runs of its kind in Scotland. The route is unmistakable as far as Fort William and North Ballachulish, from which point Loch Leven is rounded. On the south side of the Loch is the entrance to Glencoe and

from the upper end of the Glen the road continues over Rannoch Moor to Bridge of Orchy and Tyndrum, where turn right for Dalmally, near the head of Loch Awe, and continue to Oban (about 140 miles).

9th Day.- Oban to Glasgow (130 miles). To Lochgilphead (30 miles), where turn sharp to left, thence follow the road round the head of Loch Gilp and up the northern side of Loch Fyne to Inveraray, whence the loch is still skirted. At Cairndow, however, turn off on the left and so by way of "Rest and Be Thankful" to Arrochar, on Loch Long. From Arrochar strike up left for Tarbet, on Loch Lomond, and follow the loch-side road all the way down to Balloch - one of the prettiest roads in Scotland. From Balloch to Glasgow is a matter of a few miles, but through industrial suburbs which are singularly unattractive after the beauties through which we have recently passed, and those who have already visited Glasgow may prefer to cross the river by Erskine Ferry.

10th Day.- To Kilmarnock and Ayr, the capital of "The Burns Country," and thence to Cumnock, Sanquhar, Thornhill, Dumfries and the Border at Gretna Green. If one has lingered overlong in Glasgow, Ayr and Kilmarnock may be omitted and the Border regained by the more direct route passing Hamilton, Abington and Lockerbie; alternatively one can diverge to Dumfries or to Moffat and St. Mary's Loch.

PUBLIC MOTOR SERVICES

It would perhaps be too much to say that where there is a road in Scotland there is also a motor service, but it can safely be stated that practically every clachan, however remote, is within hail of a motor service to and from the nearest town. Some of these services operate only once or twice weekly; most of them are more frequent during the season. In addition to the purely passenger traffic, there are a number of carriers' cars which are often very useful. They do not, however, figure in the published time-tables and the best source of current information is usually the local hotel-keeper or the station-master at the market town.

In addition to the local bus services, more or less long-distance coaches run from Edinburgh, Glasgow and other centres to various places of interest. Some of these make extensive tours occupying several days, the fare including not only motor travel but hotel and restaurant charges, etc.

As with trains and steamers, most of the motor services are withdrawn on Sundays.

Time-Tables.- The railway, bus and steamer companies issue time-tables of their own services. Murray's Scottish Time-Tables (*6d.*), issued monthly in Glasgow, is the best comprehensive time-table, giving details of trains, boats, steamers, ferries and airways.

STEAMERS.

In no other part of Britain does the steamer play such an important part in the daily life of the community as along the western seaboard of Scotland. Not only the islands are thus brought into touch with the cities of the mainland, but countless villages dotted beside the lochs or on the peninsulas which alternately characterize the storm-beaten west coast. Many of these places are far more easily reached by boat than by motor - some of them are so tucked away that for long months of the year the weekly steamer is the only contact they have with

the outer world if we except the "wireless." The greater number of the west coast services are controlled by *David MacBrayne (1928) Ltd.* (44 Robertson Street, Glasgow), others being run by *Messrs. McCallum Orme & Co.* (Union Street, Glasgow). The Railway Companies also run services between various ports in the Firth of Clyde.

On the east coast, the principal services are those of the *Dundee, Perth & London Shipping Co. Ltd.* (26 East Dock Street, Dundee), the *Aberdeen Steam Navigation Co. Ltd.* (Waterloo Quay, Aberdeen) and the *London & Edinburgh Shipping Co.* (8 - 9 Commercial Street, Leith). The Orkney and Shetland services are in the hands of the *North of Scotland & Orkney & Shetland Steam Navigation Co.*, running from Leith, Aberdeen and Thurso.

RAILWAYS.

Scottish railways form part of the London, Midland and Scottish and London and North Eastern systems, and the services between London and Glasgow and Edinburgh in particular are among the best in Britain.

Through trains or carriages are run between the principal Scottish centres and all parts of England; restaurant-cars are attached to most of these trains and attached to the night trains are sleeping-cars, berths in which can be obtained on payment of a supplement of £1 in addition to the first-class fare and 7s. in addition to the third-class fare. At all times it is advisable to book such accommodation in advance, but it is decidedly necessary during the season from July to November, and during this period seats should also be booked in advance. Travel in Scotland is encouraged by the issue of cheap excursion tickets and short-term season or "runabout" tickets, entitling the holder to make an unlimited number of journeys within a stated area during an agreed period. In certain areas moreover the excursion and season tickets enable one to combine railway with steamer or coach: the best-known example of this arrangement is the Trossachs tour, covering rail from Glasgow or Edinburgh or other station to Callander, from thence road travel to Loch Katrine, steamer along Loch Katrine to Stronachlachar, coach thence to Inversnaid, steamer thence to Balloch at the foot of Loch Lomond and back to Glasgow or starting-point.

It should be noted that few of the local services and only a small number of the main line services run on Sundays. Times are changing, however, and current announcements should be consulted.

AIR SERVICES.

In vivid contrast to the simple, almost primitive, life of some of the outer islands are the air services which bring them into close touch with the mainland. Barra has been brought within two hours of Glasgow (Renfrew airport), North and South Uist, Harris and other islands of the Outer Hebrides are similarly in rapid communication with Renfrew, while in less than two hours one may travel from Glasgow to Skye (Glen Brittle). Other services link the mainland with Orkney and Shetland, while airports at Edinburgh, Aberdeen, Inverness, and other centres expedite journeys to and across Scotland. Details of services are too variable to be quoted here; they can be ascertained at any tourist office.

HOTELS.

One of the surprises of Scottish touring is the size of many of the outlying hotels. Often it happens that one travels for miles through a country so sparsely populated as to seem utterly deserted, and on arrival at journey's end the destination is found to be a solitary large hotel. During the summer and autumn most of these establishments are usually fairly busy, but for long months they stand unvisited, and if one bears these unremunerative periods in mind, the charges are very reasonable. The service is generally good, and as indicated below the sportsman can usually rely upon finding the best local assistance at his hotel.

Except in the cities, there is a wide gap between these large and almost palatial establishments and the humble boarding-houses and private hotels. The gap is disappearing, but it is there; meanwhile, it must be said of the smaller establishments that they compare very favourably indeed with places of similar size in England, particularly in point of cleanliness. The majority of these smaller hotels do not provide evening dinner, but offer instead a high tea including fish, fruit, etc.

Elsewhere in this book we mention the principal hotels and add the number of bedrooms and some indication of the usual charges. It must, however, be clearly understood that these figures *are approximate only and intended solely as a guide to the class of establishment.* Current rates should be ascertained before booking accommodation.

SPORT.

Superlatives are apt to defeat their own object, but it may fairly be stated that Scotland is as nearly a sportsman's paradise as any part of Europe. Every burn, river and loch yields trout; the salmon fishing is famous, and those who prefer sea-fishing have a wide choice of centres and styles. A considerable amount of the stream and loch fishing is entirely free; much more is in the hands of the hotel-keepers, who (freely or at a nominal rate) provide boats, men and advice for their guests. Other waters, again, are either private or are kept exclusive by the very high rents charged for fishing. It is always advisable to inquire as to possible restrictions before beginning to fish.

References to the fishing from various centres will be found in our descriptive notes on other pages of this book; but in many cases it would obviously be misleading to include precise details in a volume of this character. Among other handy yearly books of reference is *Where to Fish: The Angler's Diary*, issued by *The Field*. The trout-fishing season in Scotland is from March 1 to October 14 (both dates inclusive). Salmon fishing (rod) generally is open February 11 to October 31, but begins and closes earlier or later on several rivers and locks. Many of the hotels also provide shooting for their guests, but some of the best shootings are now let to small syndicates, membership including residence at a shooting lodge. Shootings, whether for grouse or for deer-stalking, are frequently advertised in the daily and other papers, or inquiries could be made from an hotel-keeper, for in many areas the hotel-keeper is the sportsman's best friend.

Golf established itself as the national game as early as the fourteenth century, and it soon obtained such a hold upon Scotsmen that it became necessary to suppress golf by law in order that proper attention might be paid to archery, which at that time was a matter of some

national importance. But the game was not to be denied, and in the fifteenth century we find a Bishop of St. Andrews concerned in a Royal Charter which enabled the inhabitants of St. Andrews to play golf for all time on their common links.

It is a far cry indeed from the St. Andrews of those days to the Gleneagles of our own, and all that the transaction implies, but Scotsmen have retained their enthusiasm for the game, and have sent missionaries into all parts, so that now the influence of St. Andrews is felt all over the world. Every village, hamlet and town in Scotland boasts a course of some kind, and the visiting golfer is not likely to experience difficulty in getting a game.

Among other sports, bowls and tennis have made great strides in Scotland of late, and at all the larger centres will be found public or semi-public courts and greens.

In recent years attention has been directed to the facilities in Scotland for Winter Sports. Skating and curling have of course for very many years been national pastimes (Scotland, indeed, may claim to be the home of curling) and in most winters there is very little difficulty in securing suitable ice, most of the large towns having one or more clubs with their private ponds.

For thoroughly experienced skiers also Scotland can provide some good sport about the end of January, but those accustomed to the thick blanket of soft snow to be found in Switzerland and Norway at this season must not expect anything of the kind in Scotland, and it is often dangerous for beginners to attempt ski-ing in such conditions. It is customary for daily weather-reports and statements regarding the depth and condition of snow to be displayed in various parts of Britain for the benefit of intending visitors. These announcements are usually published by the railway companies, to whom application might be made by those interested.

The Highland Gatherings

A unique feature of the Scottish season is the series of "Gatherings" or "Games," many of which have a world-wide celebrity. At these gatherings one sees the Scot in all the pride of kilt and tartan; the pipes are heard from morn till eve and the national dances take a prominent part in the programme. The sporting events include tossing the caber - the stem of a fir tree - putting the weight and other feats requiring not only strength but skill for their proper performance. Sheep-dog trials are also a feature of the season.

The "Games" season extends from July to September, which month are held the Braemar Gathering - usually attended by their Majesties the King and Queen - the Oban Week, and the Northern meeting at Inverness. In the larger centres the day's proceedings are brought to an end with dances and balls.

CYCLING

The ubiquity of the bicycle in Scotland is such that cyclists might well be referred merely to the accompanying notes on motoring and walking. Certainly the motor tour displays to best advantage all that is best in Scotland, and as for the walking routes, one encounters bicycles on the most unlikely tracks, though it is not always clear that they are being used for cycling. There are good walkers who consider that the tramp over the Corrieyairack from Laggan to Fort Augustus is a very full day, even when unhampered by heavy rucksacs, and yet

each season one meets an increasing number of cyclists, pushing or carrying their machines over the rough places which form such a high proportion of the whole route; and cycles have even been taken through the boggy path between Kinloch Rannoch and Glencoe.

Much depends upon the standard set, but if good riding over good roads through beautiful scenery is required, then Scotland is a cyclist's Paradise. Except on the wild north-west coast (where one learns anew the meaning of "off the beaten track") the hills are for the most part long and well graded and capable of being ridden by any good cyclist unhampered by a headwind. The cyclist, too, can use many of the ferries which are not big enough to carry cars, and in various other ways he has a greater freedom. He can penetrate into many parts of Western Scotland that are inaccessible to the motorist, and can explore quite a number of islands on which no car has yet been landed. And for those who prefer country that has responded more closely to the influence of progress, we would remark that the Lowlands is still to a great extent unknown country for the tourist.

WALKING

With the exceptions of the alternative route up Ben Nevis and the ascents of the Coolins in Skye, all the routes described in this book are available for walkers of ordinary capacity, but some of them provide a very long day's march and the going is often terribly rough. The map, for instance, gives no indication of the chaotic condition of the Larig Ghru Pass through the Cairngorms, and the tramp over the Corrieyairack Pass will give one increased respect for the army of Bonnie Prince Charlie, which marched this way from Fort William to Dalwhinnie in two days.

Boots should be nailed - rubber soles are apt to be treacherous on wet rock or on grass. Carry a reliable compass and in reading the map do not attend only to details of route but study the conformation of the ground over which you pass - such information may be invaluable in helping you to "feel" your way down in case of mist. Also in case of mist or other causes of delay, it is always well to carry an emergency ration - such as a good slab of chocolate - and to reserve it at least until one is definitely on a beaten track.

Midges, clegs and other winged pests are apt to prove a trial and it is well to carry citronella or ammonia with which to treat bites.

For many reasons, June is the best month for walking in Scotland. Later in the year routes are apt to be restricted by deer-stalking, grouse-shooting and similar sports. Against these restrictions the Right-of-Way Society have fought with much success, and their sign-post is an increasingly familiar and welcome feature, but strangers should note that the right on such routes is confined to the actual paths and does not assume leave to wander at will.

Walkers will find the hostels of the *Scottish Youth Hostels Association* of great service. There are now something like 50 hostels in the Lowlands and Highlands, particulars of which are given in the Annual Handbook of the Association (6d.).

Most of the routes in general use are indicated elsewhere in this volume, but for the benefit of those desirous of seeing the best of Scotland afoot we outline:

A Walking Tour in Scotland

The following tour is divided into daily walks of about 8 - 12 hours, according to difficulty of country. The general direction takes one from the pretty, wooded hill country around Loch Lomond and the Trossachs by rugged Glen Lyon and barer Glen Tilt to Braemar, among the Cairngorms. The excursion over Lochnagar shows some magnificent rock-precipices, and the tramp over the Larig Ghru Pass, below Ben Macdhui, is rugged and grand - and rough going over the Pass.

From near Laggan Bridge the long and desolate Corrieyairack Pass crosses to Fort Augustus, and if the scenery onward is on a less impressive scale, the mountainous country west of the Great Glen is unmatched for its wildness, which is in many places enhanced by contrast with lovely wooded glens which are at least equal to the over-run Trossachs.

The Coolin Mountains in Skye offer some of the roughest walking - and the finest mountain scenery - in Europe. From the ferry at Kyle of Lochalsh there is a grand route by Glen Affric, Struy and Kilmorack to Inverness; but if time allows it is worth while exploring the rough and wild road running up the north-west coast.

Those setting out on a walking tour from Glasgow should ride to Balloch, on Loch Lomond, and thence from Balmaha or Inversnaid walk (as indicated on other pages,) to the Trossachs and so to Callander.

Callander to Killin by Lochearnhead.

Killin by Ben Lawers to Glen Lyon (magnificent scenery) and on by Fortingall to Loch Tummel and Pitlochry. (A longish day, but easy going most of the way.)

From Pitlochry through Killiecrankie Pass and then by Glen Tilt to Braemar. Another long day; ride as far as Blair Atholl is recommended.

Motor down Deeside from Braemar past Balmoral to Ballater and return on foot over Lochnagar to Braemar.

Over the Larig Ghru Pass from Braemar to Aviemore.

Bus (or walk) up Speyside and to Laggan Bridge; thence walk over the Corrieyairack Pass to Fort Augustus.

From Invermoriston through Glen Moriston and Glen Shiel to Loch Duich and on by Dornie to Kyle of Lochalsh. Or alternatively from Invergarry through Glen Garry to Kinlochhourn and on by Arnisdale to Glenelg and Kyle of Lochalsh (by steamer) or to Broadford (by crossing the Kyle Rhea ferry).

Ferry to Skye. The parts most worth doing are the Coolins and the Quiraing, which is north of Portree. Each requires one full day at least.

Back by Kyle of Lochalsh Ferry to the mainland, then:

(a) By Glen Affric or Glen Cannich to Glen Affric Hotel, and next day continue by Struy and Kilmorack to Inverness; or

(b) Follow the wild and rough road up the west coast from Kyle of Lochalsh. It may be added that steamers call at Ullapool on certain days, and provide a return route to Glasgow which opens up some of the Island scenery.

From Inverness there is a good bracing walk, with fine sea views but few mountains, over Culloden Moor to Cawdor Castle (south of Nairn). It is best to do much of this by motor, and

then strike southward to Ferness and go down the Findhorn Glen to Forres; or if accommodation can be obtained near Ferness, one can explore the finest part of the Findhorn Glen and then make southward to Grantown - a walk which gives magnificent views of the Cairngorms.