SUPERB FLYING AT DYCE AIRPORT OPENING.

Promoter Refutes Assertion that Aerodrome Is in Preparation for War.

LORD ARBUTHNOTT'S HINT TO YOUTH.

Superb flying under difficult conditions made the opening of the Dyce Airport on Saturday afternoon memorable as a spectacle as well as an historic event in the annals of the city. Royal Air Force and other noted pilots gave a performance such as will live long in the memories of those who saw it.

Although the weather was dull and heavy thunder clouds hung overhead, the meeting lost nothing of its brilliance. Members of county families, civic representatives, professional men from the city, office-bearers and officials of the chief organisations of business men and women as well as ordinary citizens flocked to the flying ground.

Early arrivals had the thrill of seeing many of the planes arrive from the south. So heavy was the weather in the south, however, that some of the machines could not get through, but the dozen odd planes were so varied in type that they held the interest of the crowd as much when they were on the ground as when they were in the air.

The aircraft ranged from a gigantic air liner for twenty-eight passengers to the small Klemm-Swallow. There were Puss Moths like that in which Jim Mollison flew the South Atlantic, a small Comper Swift, a fast Monospar, a Short Scion liner, and three Hawker Nimrods, speedy fighting machines from the Service, capable of over 230 miles an hour.

Brilliant Opening.

The scene was striking. The commodious hangars stand in a line with the clubhouse and other buildings connected with the aviation concerns at the airport. The guests of the promoters were seated in front of the clubhouse, and for about half a mile beyond stretched a line of gleaming motor cars in a double row at the back of the aeroplanes. On the railway embankment and on raised parts of the ground around the flying field spectators crowded, in addition to those within the grounds.

Viscount Arbuthnott performed the opening ceremony from the control tower. He was accompanied by Viscountess Arbuthnott, Lord Carnegie, Lady Maud Carnegie, Mr E. L. Gandar Dower, and Col. H. Delacombe and Mr Owen Cathcart Jones, who organised the air display. Loud speakers carried the voices from the control tower to the crowd.

OPPORTUNITY TO BECOME AIR-MINDED.

Viscount Arbuthnott Suggests Force of Territorial Pilots.

Viscount Arbuthnott said the greatest credit went to the promoters of the enterprise. What they had started would eventually provide the city of Aberdeen and the district with a first-class airport. The grounds covered 130 acres, which made it the largest airport in Scotland. It was about two-thirds of the size of the famous airport at Croydon.

It was only a short time ago that they had embarked on the enterprise, and those present could see for themselves how much they had already accomplished. In future they would have complete accommodation for every type of flying machine, and there were already facilities for people desiring to fly.

It was one of sixty flying stations that had been started in the British Isles where flying could be taught. The Air Ministry had granted them a licence for teaching flying and for liners. Indeed, the Air Council had shown their interest in the scheme by sending up an R.A.F. flight from Leuchars to give a display.

In the airport the people of Aberdeen and district would have the opportunity of adapting themselves to the new method of transport, which they all knew would become more popular as the years went on. The teaching of flying, he said, was very essential for the younger generation. They would all have an excellent opportunity there of learning to fly and becoming more air-minded.

Of Benefit to Country.

Those who gained pilot's certificates would not only find a new pleasure in their lives, but they would also become a benefit to their country.

The Government had decided to build something like 400 machines in three years. What was wanted was Territorial pilots, who, in their country's need, would be able to take the air.

He hoped that the people of the district would encourage the enterprise by becoming pupils of the flying school, and he wished the airport the success it deserved.

Lord Carnegie proposed a vote of thanks to Lord Arbuthnott for opening the air port, and said that no opening ceremony which Lord Arbuthnott had ever performed would have such far-reaching results as the one which he had just completed.

At a break in the display Mr Gandar Dower proposed a vote of thanks to Colonel Delacombe and Mr Cathcart Jones for organising the display.

He revealed that some anti-war fanatics had been at work at the air port. When they arrived at the aerodrome that morning, he said, they found that in the darkness of the night someone had painted on the walls, "This aerodrome is being opened in preparation for war. Fight against it."

In Cause of Peace.

If anybody thinks that this aerodrome is being opened in preparation for war, Mr Gandar Dower said, I would be very glad to disabuse his mind of the idea. No one wants war. I had the doubtful privilege of flying during the last war, and Captain Irwin, my partner, has still shrapnel in his foot as a souvenir of it.

But this I will say. During the last four months I have spent eight weeks abroad, and, in Italy, Austria, and Germany, I found there was a young generation who had not known the last war, but who were most anxious to experience the thrill of war. We do not want war, but we must be prepared for it. You may find that the next war will last a week, and at the end of it you will find you have not had time to prepare for it.

The aerodrome was established in the cause of peace, he said. Travel was the promoter of peace, as war was due to misunderstanding between nations, and perhaps too great patriotism.

Every moment of the display, which was carried through in a high wind, provided its thrill. Mr Gandar Dower led the fly-past of the aerial armada, which dipped in salute over the club house. During the fly-past an expert on the control tower broadcast a commentary on the various types of aircraft passing overhead.

DARE-DEVIL FLYING GIVES CROWD THRILLS.

Parachute Descent the Crowning Event: Drifting in High Wind.

On the Klemm-Swallow, Flight-Lieutenant Carr gave a demonstration of teacher and pupil, and the craziness of his flying at times brought the hearts of the onlookers into their mouths.

Memories of aerial battles were brought back to mind by the antics of planes trying to burst balloons that drifted through the air. The planes nose-dived, rolled, half-looped, and side-slipped.

The most enthralling as a spectacle, however, was the exhibition of the R.A.F. flight. It flew in formations which are adopted under service conditions. The most exciting moments were when the planes swooped down on the aerodrome, and then climbed up again into the air like rockets.

Mr H. Edwards's parachute descent gave the biggest thrill of all. He leapt from the Klemm-Swallow up near the clouds. Just a speck in the distance, he hustled through the air. The parachute came out from behind him like an immense tail and opened. He then drifted before the high wind and landed in a field outside the aerodrome.

Exciting Air Race.

The air race round pylons on the aerodrome, Tyrebagger Hill and Brimmond Hill, also had its stirring moments as the planes banked steeply round. This race was won by Captain Findlay, a Stonehaven man and an Aberdeen University graduate, who had Mr T. M. Newbigging, secretary of the Aberdeen Aero Club, as his passenger.

At the close of the display, Viscountess Arbuthnott presented the prizes to the following winners:—Sealed time of arrival—1, Captain Fresson, Highland Airways; 2, Captain Findlay; 3, Captain Bentley. Handicap race—1, Captain Findlay; 2, Flight-Lieutenant Carr; 3, Mr Gandar Dower. Balloon bursting competition—Mr Cathcart Jones

Among those invited, with their wives and families, to attend the opening were:—The Earl of Caithness, Convener of Aberdeenshire; the Lord Provosts and Provosts and members of the Town Councils of the burghs in the North-East of Scotland; Professor Hendrick, president of the Business and Professional Club; Councillor W. P. Milne, chairman of the Chamber of Commerce; Councillor A. T. Morrison, president of the Rotary Club; Dr C. W. Sleigh, Vice-Convener of the County; Col. G. B. Duff; Col. A. H. Farquharson of Invercauld; Sir Thomas and Lady Jaffrey; Sir Sydney Gammell; Sir William Meff; Sheriffs Morton, Laing, Dallas and Mcre; Sir George Adam Smith; Sir Andrew Lewis; Mr J. H. Ducat, convener of the Incorporated Trades; Miss Ducat, president of the Business Women's Club; Professors Roe, Black, Gray, Blackadder, Robertson and Shennan; Mr R. M. Williamson; Mr G. S. Fraser, Town Clerk; Mr H. Riches, Traffic Commissioner; Bishop Deane; Chief Constables M'Connach and Gauld; Mr Wm Veitch; Mr Reginald Bisset; Col. Davidson, Inchmarlo; Major Malcolm Hay, and Mr W. L. Cook.

AT ELLON AND INSCH.

Under the auspices of Highland Airways, Ltd., an air propaganda day was held at Ellon yesterday.

The landing ground was the farm of Auchterellon, near the village. The aeroplane, Inverness, piloted by Capt. Fresson, was used for the demonstration. The weather was not particularly favourable, and advantage was taken of the dry spells between the heavy showers of rain.

About 120 participated in the flights.

At Inschfield farm, Insch, a display was given by Captain Fresson on Saturday evening.

The flights around Insch were largely patronised, and the display attracted crowds of spectators from the town and a wide district.

LINER'S DEPARTURE FROM INVERURIE.

A 28-seater air liner, which had been lying for over a week at Inverurie, left on Saturday morning for the south, piloted by Captain Fielding. While landing on the rough ground during the air circus, which was held at Inverurie, the tail skid spring of the aircraft broke, and repairs had to be effected on the spot.

BECAME ILL AT WEDDING RECEPTION.

Sudden Death of Well-Known Man in Angus Public Life.

Mr David F. Carr, a well-known Friockheim man, took ill at a wedding reception on Saturday. Leaving the wedding party, he went to the house of a friend near by, but expired before medical aid arrived.

Mr Carr, who was sixty-seven years of age and highly esteemed, had lived all his life in Friockheim, in the welfare of which he was deeply interested.

He was a member of a number of public bodies, including the local School Management Committee and the local District Council of Angus County Council.

For forty-two years Mr Carr was organist and choirmaster in Kinnell Parish Church, and for the past twelve years he had been associated with his sister in the carrying on of Friockheim Post Office.

Mrs Towler, Maud.

The funeral of Mrs Towler, widow of Mr James Towler, grocer and general merchant, Maud, which took place from her residence at Woodbine Cottage, Maud, to New Deer Cemetery, was one of the largest seen in the district for some time. The cortege was fully a mile and a half in length, the mourners representing all classes. The services were conducted by the Revs. John F. M. Crawford, Keith North Church (late of New Deer North Church and Trinity Church, Maud); Wm. D. Allan, Maud, and John Turner, Inverallochy and Rathen East Church. The chief mourners were:—Messrs John Fordyce, Corsegight, New Deer, brother; William Towler, Mains of Laithers, Turriff; Robert Towler, Corbshill, New Deer, and Andrew Towler, Denhead, Turriff, brothers-in-law.

There were many wreaths from relatives and friends. Mrs Towler was well known throughout Buchan as a progressive and successful business woman, and was held in the highest esteem by all who knew her. She was a devoted member of New Deer North Church, and was one of its most active and hard-working members. In these and other social circles she will be greatly missed. She is survived by a son, who is abroad, and several daughters.

Lady Keith.

Lady Keith, the wife of Sir Henry Keith, LL.D., has died at Avonholm, Hamilton, at the age of seventy-six. For some time past Lady Keith had been in failing health.

HUNTLY MANUFACTURER.

Huntly people will learn with regret of the death of Mr R. D. Spence, Cobairdy, which took place in a nursing home in Aberdeen on Saturday morning.

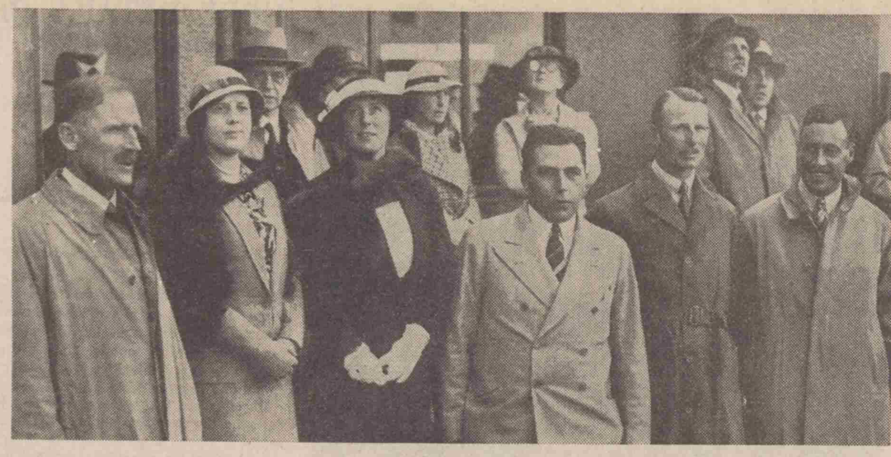
Mr Spence was senior partner of the firm of Wm. Spence and Sons, woollen manufacturers, Huntly. He was not quite of age when the war broke out, but soon thereafter he joined the Royal Engineers Signalling Force, and retired as captain.

Wireless was a hobby with Mr Spence since boyhood, he being one of the best amateurs in the country.

Mr Spence had been in indifferent health for some years. Much sympathy will be extended to Mrs Spence and her two young children.

WOUNDED WOMAN FAIRLY COMFORTABLE.

Mrs Janet Sutherland, 129 Union Street, who was wounded with a knife by her husband, who then cut his throat on Thursday last, was reported, at the Royal Infirmary last night, to be fairly comfortable.



Viscount Arbuthnott opened Dyce Airport on Saturday. From left to right:—Lord Arbuthnott, Lady Maud Carnegie, Viscountess Arbuthnott, Mr E. L. Gandar Dower, Lord Carnegie, and Captain A. C. S. Irwin. "P. and J." Copyright.

ON ANNIVERSARY OF TRIUMPH.

Major T. Gran Will Fly to Norway To-day.

Twenty years ago to-day, Major Trygve Gran, the noted aviator, created history by flying from Cruden Bay to Norway. Major Gran will celebrate the anniversay by repeating the flight from the Aberdeen airport at Dyce to-day. He will leave Coventry at 6 o'clock in the morning, arrive at Dyce between 10 and 11 o'clock in the forenoon, and, after refuelling, will set out for Norway about an hour later.

Major Gran intended to arrive at Dyce yesterday, and Mr Gandar Dower wired him at Le Bourget several days ago inviting him to a dinner in his honour at the Caledonian Hotel, Aberdeen, on the eve of his flight.

Renewing Acquaintance.

When he greets Major Gran to-day, Mr Gandar Dower will renew an acquaintance which started at Cruden Bay twenty years ago. At that time Mr Gandar Dower was on the staff of a weekly paper, "The Aeroplane." He was sent to Cruden Bay to report the flight, and made the acquaintance of the Norwegian airman on that occasion. Mr Gandar Dower, perhaps, will be the only spectator present to-morrow who was at Cruden Bay on the historic occasion in 1914.

Major Gran accepted Major Gandar Dower's invitation. The flight, however, necessitated Messrs Armstrong Whitworth, Ltd., fitting larger petrol tanks to the plane, as, in the event of bad weather, it will be necessary to continue the flight to Oslo instead of Stavanger. This took longer than expected, and the complimentary dinner had to be cancelled, as Major Gran wished to make the flight on the anniversary. He will receive hospitality at the clubhouse, however.

Major Gran's flight in 1914 aroused interest throughout the country, as in those days it was a notable achievement, with flying only in its infancy. He waited three weeks at Cruden Bay for a favourable moment to take off. That opportunity came on July 30.

He left Cruden Bay in the early afternoon and landed a short distance south of Stavanger, having completed the journey of 450 miles in five and a half hours in his Bleriot monoplane.

Major Gran also accompanied Scott on one of his Antarctic expeditions, and had charge of the sledges and dogs. He also went with the expedition in search of Scott.

FLOWER SERVICE FOR CAMP FUNDS.

Last Batch of Children at Scotstown Moor.

Although somewhat marred by showery weather, there was a bright and cheery scene at Scotstown Moor Children's Camp yesterday afternoon, on the occasion of the annual flower service. The attendance was not quite so large as usual on account of the rain, but the gathering was sheltered from the showers during the opening proceedings, which lost none of its heartiness.

The camp, which does so much good for the young folks of Aberdeen, was instituted thirty years ago, and the flowers are collected and sold for the benefit of the funds. The response was very generous, and there was a magnificent choice of blooms.

The last batch of children was sent out for a fortnight to the camp at the end of the week, consisting of 110 boys and ninety girls, making for the season a total of 560. The camp has received 150 of the Willing Shilling Fund children. All the children are to be sent back to town on August 13, when the camp will close for the season.

At the Service.

Mr Peter Esslemont, vice-president of the committee of management, presided at the service, and there were present the Rev. A. R. Taylor, Ruthrieston West Church, who addressed the young folks, and Mrs Taylor; Mr Wm. Stoddart, Perwinnes, president of the committee; Mr Peter Scott, solicitor, hon. secretary and treasurer; and members of committee—Mrs Ferguson, sen., Mrs James Scott, Mrs Peter Scott, Mrs Stoddart, Miss Barron; Messrs John Allan, A. B. Ferguson, John Lippe, Alex. Scott, Wm. Forbes, Leuchlands. Mr John Lippe had charge of the flower arrangements, assisted by Mrs James Scott.

The Rev. A. R. Taylor, in a brief and bright address to the children on the topic of "Keep Looking," pointed out to them that if they were to walk in the right direction and keep out of mischief and from harming themselves, they must keep looking at Jesus, who would see them through.

Mr Stoddart welcomed the company, and hoped the children would go home very much better after their stay in the camp.

The King Street Brotherhood Orchestra, conducted by Mr J. Watson, accompanied the hymns, and also gave a sacred recital.

The drawings from the sale of flowers, etc., realised £17 7s 6d, an increase over last year's figure.

THREE HOURS' FIGHT WITH FLAMES.

Aberdeen Firm's Glasgow Premises Involved.

For almost three hours last night Lanarkshire County fire brigade was engaged fighting an outbreak of fire in the premises of Messrs Davidson, fish curers, of Aberdeen, situated at Eastfield, near Dalmarnock Bridge, Glasgow.

The building involved covers an extensive area, is one storey in height, and houses valuable plant.

When detachments of the brigade arrived from Rutherglen and Cambuslang the fire had obtained a firm hold. The firemen were successful in preventing extensive damage being done to the plant, it is understood, and the building itself was preserved from serious damage, but much destruction was done to the interior.

BULLOCK LASSOED AT ABERDEEN.

An exciting chase after a bullock thrilled hundreds of people in the vicinity of Aberdeen Harbour on Saturday afternoon.

The animal was one of a herd being driven from Blaikie's Quay to a mart. It took fright and ran off in a headlong gallop.

In an effort to capture the beast the drovers jumped on to a motor lorry and gave chase. As the bullock was passing along Jamieson's Quay one of the drovers deftly lassoed it with a rope. The runaway was then taken to the railway goods yard in Guild Street.

There it broke loose again and bolted along Market Street to Jamieson's Quay. Hundreds took part in the pursuit. Ultimately the almost exhausted animal was guided into a yard, where it was secured.

FATAL STINGS FROM BEES.

Two Deaths in Elgin During Last Week.

Two deaths, as the result of having been stung by bees, are reported from Elgin.

Stung on the nose by a bee ten days ago while on holiday at Invergordon, to which she belonged, Mrs Ironside, wife of Mr William Ironside, proprietor of the Grand Hotel, Elgin, died at her home in Elgin from blood poisoning on Saturday morning.

It was the second fatality of this nature during the week, Jackie Reid, son of Mrs John Reid, High Street, Elgin, dying in hospital.

He was stung above the right eye and the poisoning spread rapidly.

HOLIDAY BUSTLE AT ABERDEEN.

Showers Drive Crowds at Beach to Shelter.

The large number of holidaymakers who made Saturday their last day in Aberdeen took their departure in weather conditions which were tantalisingly mixed — periods of sunshine giving way frequently to dull skies and showers of rain.

The worst of the rain showers were in the early morning and in the afternoon; at other times there was plenty of sunshine for outdoor enjoyment.

Similar conditions prevailed yesterday, and the Sunday crowd at the Beach had to take refuge several times in the shelters, although it was only for short periods that the sands were deserted.

The temperatures recorded in the Duthie Park yesterday were sixty-four maximum and fifty minimum; and the figures for Saturday were sixty-two and fifty-two respectively.

Stir at Station.

The week-end was one of the busiest that have been experienced this summer at Aberdeen Joint Station. On Saturday, in particular, the traffic was exceptionally heavy. Practically all South trains had to be run in duplicate, while special trains arrived and departed at very short intervals. Six "specials" ran to Edinburgh and four to Dundee, each carrying large numbers of returning holidaymakers, but their loss was compensated for by equally great numbers of people who arrived in eleven special trains from the South.

The animation at the Joint Station was intensified on Saturday afternoon by the arrival of four Territorial units from camp. These were the 4th Battalion The Gordon Highlanders; the 75th Field Brigade, R.A.; the Aberdeen University O.T.C.; and the 51st Highland Division Engineers.

There was little abatement in the stir at the station yesterday. Further batches of people whose holidays had come to an end travelled South. To cope with the large numbers all the ordinary trains had to be duplicated. The Glasgow and Edinburgh excursions were also well patronised. Incoming traffic, too, was very heavy, so much so that three special trains had to be run from Glasgow and two from Edinburgh.

COUNTRY HOLIDAY FOR CHILDREN.

You Willing Shillings Are Still Needed.

The Willing Shilling Fund continues to do its good work in providing Aberdeen's poor children with a fortnight's country holiday.

On Friday another fifty kiddies went to Scotstown Moor Holiday Camp, and the expense will be met from willing shilling contributions.

But there are still more boys and girls depending on your donations for a spell in the open country and we appeal to all who have not yet contributed to the fund to send us something—however small—soon.

Readers who wish to help us to give poor children of Aberdeen a happy fortnight's holiday should send their contributions to Willing Shilling Fund, "Press and Journal" Office, Broad Street, Aberdeen.

To-day's Willing Shillings.

20—For the Kiddies; Anon; Wembly.
5—Hamish Rae Cooper, 160 Mid Stocket Road; M. T.; I. R.; M. G. M.
3—A Friend of the Kiddies.
2½—A Friend, Inverness; J. G.

KINNEFF DANCE.

A feature of a summer dance held in Kinneff Parish Hall under the auspices of Kinneff Social Club was the number of old-fashioned dances enjoyed by both holiday-makers and residents. Music was by Brodie's Jazz Band, and Messrs Wm. M'Gregor and Jas. Wood were M.C.'s.

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ROCKET MAIL AT SCARP.

Inventor Still Hopeful of Success.

The first attempt to send a rocket containing mails across an arm of the sea at Scarp on Saturday ended in a disappointment.

Herr Gerhard Zucker, the young German inventor, erected his firing apparatus on the beach on the small island of Scarp and attempted to fire his rocket to the mainland half-a-mile distant.

A trial rocket was fired successfully and then the mail-carrying rocket was placed on the run-way.

Herr Zucker connected the electric fuse and then retired with his assistants about fifty yards away.

The button was pressed, there was a mild explosion and a great cloud of smoke drifted down the beach. When the smoke cleared the wreckage of the run-way was seen lying on the sand with the rocket twisted and battered beside it and the letters spread all about.

Quite Undismayed.

For a moment there was a pause and then Herr Zucker and his assistants dashed forward and began to examine the ruins.

The young inventor was quite undismayed by his failure, and, while the onlookers collected the letters, some of which were scorched, he immediately began to experiment with a spare cartridge to find where the fault lay.

He explained that he was using a type of cartridge with which he was not familiar, and added that he would fire his second rocket on Monday if he could obtain a further supply of cartridges in time.

He was full of confidence in his ultimate success, and explained that he hopes in time to fire his rockets over large distances.

In emergencies medical supplies might be sent by rocket, and when the next experiment is made a bottle of medicine will be included as a test.

Letter to the King and Prince.

The 4800 letters which Mr Domby, who accompanied Herr Zuker, had collected for inclusion in the rocket amounted to more than the total annual mail of the Island of Scarp.

The letters bore a special stamp, with the words, "Rocket Mail Trial Firing Scarp-Harris."

Four of the letters were addressed to his Majesty the King, one to the Prince of Wales from the Harris branch of the British Legion, and several to members of the Government.

As far as possible the letters will be included in the second rocket when the next attempt is made.

Among those who watched the experiment were Mr Macpherson, postmaster of Lochmaddy, representing the Postmaster-General; Mr T. B. Wilson Ramsay, M.P. for the Western Isles; and Sir Samuel Scott, proprietor of Northern Harris.

SCOTTISH MODEL YACHT ENTHUSIASTS.

Cup for Lerwick: Aberdeen Entrant Placed Third.

The Scottish "A" Class Model Yacht Club race for the Lilian Cup, conducted on the new model yacht pond at Saltcoats on Saturday, attracted an entry of eleven competitors.

As this race virtually constitutes the Scottish championship for this class, considerable interest was evinced in the event.

A fresh breeze prevailed, and the models were generally carrying second suits and making fast passages, the full tournament occupying a period of only three hours.

Shetland Lass (Mr Arthur Johnston, of the Thule M.Y. Club, Lerwick) lost two runs only, and won the cup for the third time with forty-one points of a possible forty-five obtainable.

Norna (Mr L. M'Pherson, West of Scotland Club) returned a score of thirty-four, and Northern Scot (Mr M'Bay, Aberdeen) was third with thirty-one, followed by Silver Wings (Commodore Buchan, Fraserburgh) with twenty-five points.

The models are all contestants at the British championship and international races which will be decided during the next fortnight at Fleetwood.

COLLISION NEAR ELLON.

About 6 o'clock last night on the Ellon-Ythanbank Road, about half a mile west of Ellon Railway Station, a collision occurred between a motor cycle driven by George Greig, farm servant, Lower Bracklay, Methlick, who had a pillion rider, and a saloon car driven by Arthur Watson, Tanfield Avenue, Aberdeen, and proceeding towards Ellon.

It was a head-on collision, and both vehicles were badly damaged.

The drivers of the car and the cycle received minor injuries, while a Mr Troup, Longside, who was sitting in the rear of the car, received a scalp wound and was attended to by a doctor.

JOHNSHAVEN PARADE.

Mrs John Burness, Mrs G. Donald, and Mr D. L. Davidson made the following awards in the fancy dress parade held in Johnshaven by the local Duntless F.C.:—

Best dressed — Lady, Miss Janet Herd (Witch); gentleman, Mr J. Laing (Tom Wall); most original — lady, Mr C. Johnson (Seaside Girl); gentlemen—Messrs W. Masson, D. Donald, D. Davidson, and A. Donald (Loch Ness Monster); best dressed boy, Douglas Beattie (Jockey); girl, Dorothy Blease and Jim Herd (Japanese); most original boy, D. Coull (Postman); girl, Margt. Kelman ("Departed Spirits"); special prize—Annie Young and Georgina Laing ("Siamese Twins").

The prizes were handed over by Mr D. L. Davidson, and Mr H. Hall, secretary of the club, thanked the judges and all who had helped. The sum of £8 15s was collected.

A well-attended dance followed in the Templar Hall, to music by Goodfellow's orchestra, with Messrs J. Smith and Hugh Mackie as M.C.'s.

"Babyface" Nelson, the gangster who has succeeded John Dillinger in the office of Public Enemy No. 1, is believed by U.S. Federal agents (says Reuter) to have been the leader of a party of robbers which held up a bank at Henderson, Kentucky, and escaped in a stolen car with over 37,000 dollars (£7400). The gangster, who was an associate of Dillinger, has sworn to avenge his dead leader.

"MONSTER" VISITS INVERNESS.

Draw in Students' Record Charities Day.

"A Monster Collection" was the appropriate slogan of the student collectors at Inverness Charities Day on Saturday, for the Loch Ness mystery figured largely in the proceedings.

The original "monster," according to the various descriptions of people who have seen it, is certainly not as colourful as the representation of it by the students which sailed majestically down the River Ness.

It did, however, compare in proportional exactitude. Over thirty feet in length, it also sported the much discussed hump and long neck, astride of which was a venturesome student.

To keep the strange monster company, several students donned bathing suits and entered the water.

Large Crowds.

Large crowds watched its progress, and among them the gaily-attired students were busy with their collection boxes.

To conclude the day's charitable effort a well-attended dance was held in the Queensgate Hotel.

The arrangements for the Charities Day reflected great credit upon the committee, and especially upon Mr P. D. C. R. Clark, president, and Mr F. Macdonald, hon. secretary.

The record sum of £120 was collected, that sum easily topping the previous best, which was under £100.

REAL MONSTER LIKE TORPEDO.

Its Speed Amazes Moonlight Picnickers.

Mr John Tolmie, a well-known Glen Urquhart farmer, and two young English friends, Mr D. J. Johnston, of East End, Norham, Northumberland, and Mr H. I. A. Brown, of Springwell House, Norham, who were the first arrivals at a moonlight picnic arranged by Glen Urquhart An Comunn Gaidhealach last week-end, saw from near Castle Urquhart a long, dark coloured object travelling at a terrific speed towards Fort-Augustus.

The witnesses were standing on the road overlooking the Castle at 9.30 p.m., and they told our correspondent that the creature's back protruded about a foot above the water. Its length was from fifteen to twenty feet, and as it sped westward they said it might have resembled a torpedo travelling at forty miles an hour.

Both Mr Johnston and Mr Brown admitted that up till then they had been absolutely sceptical of the monster's existence; now they are convinced that the loch harbours a strange beast.

Mr Tolmie had seen the monster on two previous occasions.

COMMON FALLACIES DISCUSSED.

American Pastor's Address to Men and Women.

That service should be done at the moment and on the spot, instead of other times and places being wished for, was the proposition laid down by the Rev. Dr. Frederick Brown Harris, of Washington, U.S.A., in an address at a joint meeting of Brotherhoods and Sisterhoods in the Beach Pavilion, Aberdeen, yesterday afternoon.

Dr Harris is at present on a visit to London, and he came to Aberdeen to conduct the services in the East and Belmont Street Church, and to address the North-Eastern Federation of Brotherhoods.

There was a large attendance presided over by the Rev. Herbert J. Benson, Methodist Church, Aberdeen. Selections were played, and the praise was led by the Denburn Brotherhood Orchestra, conducted by Mr John J. C. Skene, and vocal solos were given by Mr Ronald Robb.

Mr G. H. Swapp, president of the Federation, read the Scripture lesson.

Dr Harris said there were several fallacies which prevented men and women from entering into the Promised Land. There was the fallacy of place—a tendency to minimise the opportunities and glories of the place they were in, and to magnify the opportunities and glories of the place where they were not.

Telescopic Vision.

Many people had telescopic vision morally and spiritually—they saw things miles away from them, but did not see what was directly in front of them.

Then there was the fallacy of time. With some people it was always a case of "some other time." It was a fact, however, that opportunities for service were never accidents—they were always creations.

There was also the fallacy of luck. No one could attribute luck to the circumstances in which Bunyan wrote "The Pilgrim's Progress," or to the condition of health in which Robert Louis Stevenson did his work.

Votes of thanks were moved by Mr A. W. Mackie, secretary.

IRISH GUARDS BAND ON WEEK'S VISIT.

Rifle Corps Musicians Play Scots Psalm Tunes.

Instead of finishing their week's engagement yesterday with performances at Hazlehead and the Beach, the band of the 2nd Battalion, the King's Royal Rifle Corps, had to play in the Music Hall on account of the showery weather. Both performances, however, were attended by large numbers of music-lovers, who have greatly appreciated the musical treats that the band has provided throughout the week.

In the afternoon the band, under the conductorship of Mr D. M'Bain, gave one of the best programmes of the week. Particularly pleasing were the cornet duet, "I would that my love o'erflowing" (Mendelssohn), given in perfect harmony by L.-Cpls. F. Westbrook and R. House, and the trombone solo, "Don Juan" (Brown), played by Bandsman W. Teskey. Other popular items on the programme were excerpts from the opera "I Pagliacci," by Leoncavallo; a Gaelic fantasy, "Songs of the Gael," by Walton O'Donnell; and the Unfinished Symphony in B minor.

None the less pleasing was the programme rendered in the evening. Starting with three old Scots psalm tunes, it contained such well-known pieces as the overture to "William Tell," by Rossini, and selections from the Sullivan operas. Items that were thoroughly enjoyed were the piccolo solo, "The Wren in the Poplars," played by Bandsman V. Stewart, and L.-Cpl. P. Molloy's xylophone solo, "Tarantelle de Concert." The programme finished with Tchaikowsky's overture "1812," a music-picture of Napoleon's retreat from Moscow and his defeat at the hands of the Russians.

To-day the band of H.M. Irish Guards begins a week's engagement at Aberdeen under the auspices of the Town Council.

SCOTS GREYS ON DEESIDE.

Inspiring Cavalcade Seen by Thousands.

CAVALRY ARRIVING AT ABERDEEN TO-DAY.

The Royal Scots Greys, Scotland's only cavalry regiment, yesterday marched through one of the most picturesque parts of the country, when they crossed from Castle Newe, in Strathdon, to Kincardine O'Neil, on Deeside.

The eagerly awaited spectacle of a cavalry regiment on the march—especially the Greys with their "beautiful white horses," as Napoleon called them at Waterloo—was fully taken advantage of, despite the showery weather, for there must have been thousands of people lining the route between Don and Dee.

"Ower by Boltenstane."

The Greys are on a march through Scotland, and on Saturday they marched from Grantown-on-Spey to Castle Newe, where they encamped for the night. The route from Speyside led the Greys by Tomintoul and over the Lecht and through Corgarff, the camp site being reached at 6 p.m.

From Castle Newe the regiment set out yesterday at a quarter past ten, and arrived at Kincardine O'Neil about half-past three. The site of the camp at Kincardine O'Neil is hard by the Dee, just above the ferry, on a triangular spur of land.

Their way from Donside took them "ower by Boltenstane and doon by Tillypronie," crossing the Birkhill to Tarland. An unexpected and delightful welcome awaited the Greys in the Howe of Cromar. In the village the famous regiment were given a most cordial reception, and officers with whom a "Press and Journal" representative spoke were very warm in their praise of Tarland's hospitality.

The Greys, following their custom all along their route, saluted the War Memorial, and a party of Tarland ex-servicemen were drawn up in the Square to meet the men. The Greys halted and dismounted, and proceeded to water their horses at the burn. The troopers were then drawn up on the Square, and Colonel J. W. Ferguson of Corrachree welcomed them to Tarland.

Tarland's Hearty Welcome.

Colonel Ferguson said that he had been asked to welcome the Greys by Lord Aberdeen, Lord-Lieutenant of Aberdeenshire, and he voiced the pleasure of the people of Cromar at having our only national cavalry regiment in Tarland, if only for such a brief period.

The record of the Greys, he said, was well known. It was "Second to None," and as their regimental motto had it, and he hoped that this march would lead to many recruits joining the Greys, and that they would have better weather for the remainder of their march.

There were also present to meet the Greys Ishbel Marchioness of Aberdeen; Mr C. M. Barclay-Harvey, M.P., and Miss Barclay-Harvey; Col. King of Tertowie; and Captain H. F. Wickham-Boynton, of the Greys, who is at present Adjutant of the Scottish Horse.

The officers and men were afterwards entertained to refreshments by the people of Tarland, the ex-servicemen serving beer and sandwiches to the troopers in the showyard.

Probably never before, not even on record "show days," has Tarland seen so many people as gathered to watch the Greys pass through, and the halt there was extended to three-quarters of an hour.

Yesterday's march was one of twenty-two miles, and was taken part in by 294 officers and men, there being about 200 horses. The extra men are accounted for by the fact that a party of the Royal Army Service Corps precedes the regiment and prepares the ground for the camp, along with the mechanised section of the Greys. There are twelve lorries and a number of cars and motor cycles included in this great caravan.

How Greys March.

The approach of the Greys is heralded by a small car bearing a placard—"Caution—Cavalry on the march—Please drive slowly." Then follows a dispatch rider or two on motor cycles, and then two troopers of the Greys—leading pointers, they are called—the regiment being about a quarter of a mile behind them.

They signal back to the advance section, comprising an officer and a dozen men, who in turn signal to the regiment, which is led by the Commanding Officer, whose whereabouts are always distinguished by the near presence of a trooper bearing a small Scottish Standard mounted on a lance.

The cavalcade of the Greys was a stirring spectacle that is not likely to be forgotten by the thousands who made the trip up Deeside yesterday. At Aboyne a huge crowd of spectators was drawn up on each side of the road that runs by the village green, to watch the Greys salute the war memorial as they passed. There was a line of cars and buses along each side of the roadway.

The Greys rode to attention two deep, their lines close together, instead of one at either side of the road as they usually go. This latter method leaves plenty of room for vehicular traffic to pass in the middle of the road.

It says much for the training of the horses that they ignore motor cars that pass almost under their noses, and keep on going their way unmindful of distractions.

Well Cared-For Horses.

The Greys' horses are always their first consideration. Arrived in camp, where another large crowd saw them troop in, the horses were unsaddled and taken to the river for a drink, and then given a "snack" prior to their "supper."

Many of the public who entered the camp were surprised to hear what sounded like loud applause when the horses were unsaddled. The sound was caused by the troopers slapping the backs of their mounts where the saddles had rested to restore the circulation properly.

The horses were tethered in five long lines and presented a remarkable sight when seen from the high road overlooking the camp, which was a hive of industry. Before bed-time the horses were all snugly covered with blankets to keep thm warm.

Last night the officers in the camp dined at Kincardine House as the guests of Mrs Vaughan Lee of Kincardine.

The Commanding Officer is Lieut.-Colonel G. F. A. Pigot-Moodie, and the other Greys officers on the march are:—Major J. H. Dudgeon, Major E. G. G. Lillington, Captain W. E. Crawford, Captain N. D. M'Corquodale, and Captain T. Elliott, quartermaster; Lieut. A. G. Martyr, Lieut. M. H. E. Lopes, and Lieut. H. R. Mackeson, who is the adjutant; and Second-Lieutenants D. N. Stewart, H. H. A. Montgomerie, P. M. Borwick, J. R. Hanbury, F. G. L. Lennox-Boyd, and W. Christie. Besides these there are the Veterinary Surgeon Major Roche-Kelly, and Capt. Hudson and Lieut. Proven, of the R.A.S.C., and Second Lieut. Angus Cameron, of the Lovat Scouts.

The Earl of Macduff accompanied the Greys as far as Inverness, but left them there to go to London.

The Greys, according to yesterday's arrangements were to leave Kincardine O'Neil at a quarter to nine this morning for Aberdeen, where they will halt for two nights, camping on The Boys' Brigade sports ground at Hazlehead. They are due at Aberdeen about four o'clock in the afternoon, but may arrive earlier if conditions are favourable.

According to present arrangements the Greys will be welcomed at the city boundary at Mannofield by one of the Baillies and the Town Clerk. Thence, headed by their band, the Greys will march along Great Western Road, Holburn Street, Union Street, Belmont Street, past the War Memorial, which they will salute, and thence by Skene Street, Carden Place, to Queen's Road to Hazlehead.

At night the men will be entertained to supper and dance in the Beach Dance Hall.

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