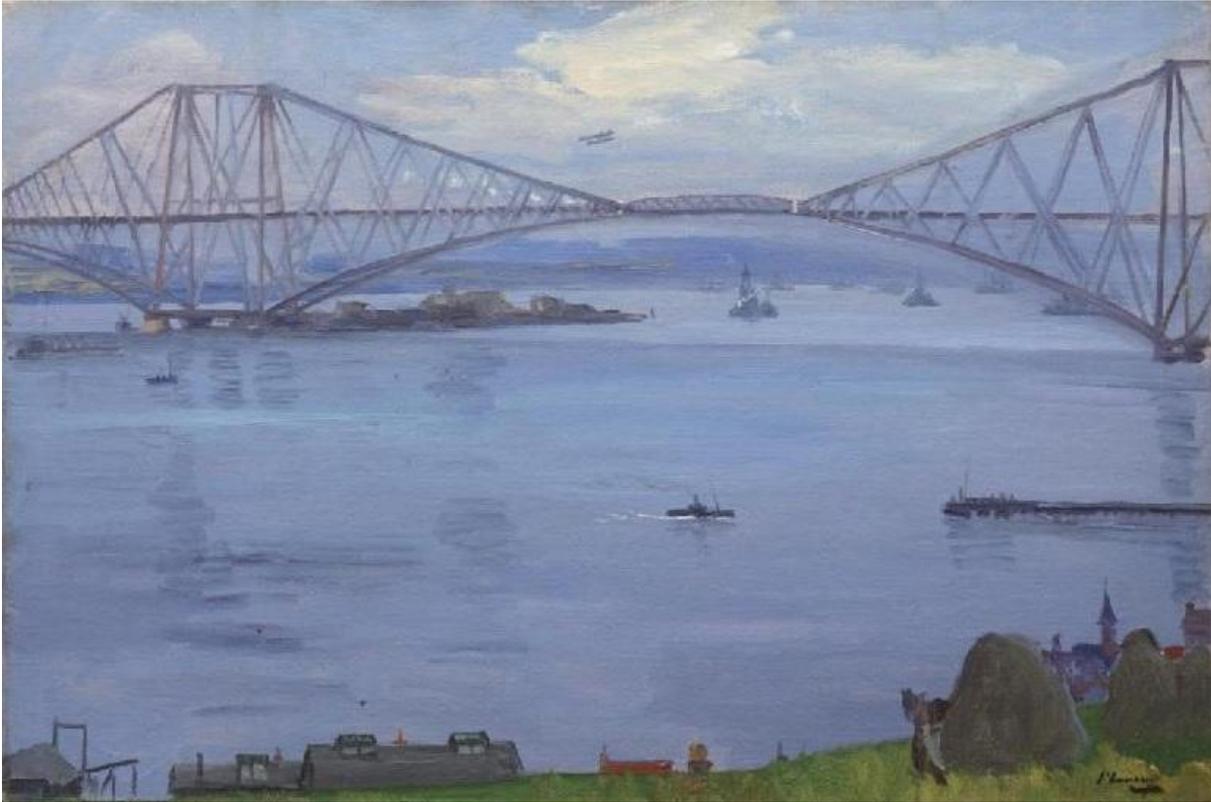


South Queensferry Throughout the Great War



The Scotsman printed many and varied stories of events that included references to South Queensferry, the Forth Bridge, and the Firth of Forth. Some of these are repeated here.

The Scotsman - Saturday 1 August 1914

South Queensferry.

Girl drowned.

A girl was observed to disappear on Thursday afternoon in one of the reservoirs originally used in connection with the water supply of South Queensferry. On information being lodged with the local police, dragging operations were carried out, and eventually the body of Mary Airlie, seventeen years of age, who resided at Dalmeny Rows, and who had been until recently in domestic service in the neighbourhood, was recovered.

The Scotsman - Monday 3 August 1914

The Firth of Forth under supervision.

Important regulations for Merchantmen.

Important public traffic regulations concerning the Firth of Forth have been issued in the public safety by order of the Commander-in-Chief, The Nore, whose

representative here to see that they are carried out is the official known as "The King's Harbourmaster", Rosyth. Full details will be seen in an advertisement on the front page of *The Scotsman*. They amount in the main to this, that all mercantile traffic, including small craft, is forbidden to leave or enter the Firth of Forth during the hours of "official night" or during thick or foggy weather. Official night extends from some minutes after the almanac hour of sunset and some minutes before the almanac hour of sunrise. Examination stations, at which armed examination steamers will be stationed, have been instituted both on the east and west side of Inchkeith, and during the day no merchant vessels will be allowed to proceed up the Firth without first proceeding to these examination stations for examination. The examination steamers will be distinguished by day by a blue ensign at the ensign staff, and at the foremast head the special pilot flag - white and red, surrounded by a blue border. When the "Forth is closed" - which signifies that no merchant vessels are allowed to proceed inwards of the examination anchorage, three red balls vertical will be hoisted in addition. By night three lights vertically, six feet apart will be displayed at the end of a yard. When "the Forth is closed" these lights will be red; when it is open they will be white. Ships outward bound must time their departure so that they will be clear of the Firth of Forth before the commencement of official night. No wireless messages by merchantmen are to be taken or dispatched while within the limits of the Firth of Forth. Pilotage will be compulsory, for all but "small craft" and concerning "small craft" there are also special regulations. There are regulations concerning ships and boats when in the vicinity of Rosyth Docks. The office of the King's Harbourmaster is on board HMS Columbine at South Queensferry. It is further intimated that ships disregarding these regulations will be liable to be fired upon.

***The Scotsman* - Wednesday 5 August 1914**

Suspected spies at the Forth Bridge. Chased by sentries.

The suspicious movements of two foreign-looking men in the vicinity of the fort at South Queensferry on Monday afternoon led, it would appear, to an exciting adventure between the armed sentries on duty there and the two individuals in question but after a spirited chase the men succeeded in making good their escape from Dalmeny Station. Early in the afternoon the men were under observation. Suspicion was first aroused by their making a number of inquiries from various persons in regard to fortification matters at this important point and they were subsequently discovered taking notes or making a sketch of the fort at the south side of the Forth Bridge. When challenged they made off, followed by the soldiers. They managed to elude their pursuers, however, and succeeded in boarding an Edinburgh-bound train at Dalmeny Station just as it was steaming from the platform. An immediate effort was made to get into telephonic communication with the Edinburgh station authorities, but some delay occurred, and by the time the descriptions had been placed in the hands of the railway police the train had arrived in the Waverley Station, and the passengers had gone their various ways, making the task of tracing the suspected men well-nigh hopeless .

***The Scotsman* - Friday 7 August 1914**

Incident on the Forth.

Considerable excitement prevailed in the vicinity of the towns of North and South Queensferry yesterday afternoon about two o'clock, when the crashing report of a heavy gun from one of the Forth batteries suddenly echoed over the river. There was a rush of townspeople out to the seafront and it was seen that a cargo steamer which had been approaching the Forth Bridge from the seaward side was slowing down. The steamer, which seemed to be in ballast, was a vessel of about a thousand tons. She flew what appeared to be the Danish flag, but did not seem to be flying her code flags. In response to the gun she hove-to and was boarded by officials. After some delay she was allowed to proceed to anchor near the hulk *Columbine*, where the King's Harbourmaster has his headquarters. Later in the afternoon the vessel proceeded further up-river. Her movements were followed closely by crowds of townspeople and visitors from the moment that the battery called upon her to heave-to, and the incident revealed strikingly the prevailing tension amongst the civil population.

***The Scotsman* - Monday 10 August 1914**

Base Hospital for South Queensferry.

Gift to the nation by Queen Mary and Princess Christian.

Her Majesty the Queen and Princess Christian, having been offered a fully equipped base hospital, have accepted this patriotic and generous gift, and given it to the Navy for the reception of sick and wounded naval officers and men.

The hospital will be erected at South Queensferry.

Mr Alfred Mosely, CMG, has been entrusted with the carrying out of the project, and it may be remembered that he served in a similar capacity with the Princess Christian Hospital during the Boer War.

With one exception, the staff will be drawn entirely from the London Hospital, and will consist of the following - Principal Surgeon, Lieutenant-Colonel T H Openshaw, CMG, FRCS. Surgeons, A B Roxborough, FRCS, and C M Kennedy, FRCS. Anaesthetist and X-Ray Expert, A L Flemming, MB, LRCP, of Bristol. Assistant Surgeons, Messrs W Ash, MB, BS, H T R Moloney, MRCS, LRCP and H C Billings, MRCS, LRCP. Dressers, Messrs L G Brown, G D Carr, J N Deacon, W S Herman, H S Jefferies, F M Mosely, G T C Mosse, J C Russell, R O Townend, H Whyte, and A T Woolward.

The St John Ambulance Association will supply a full staff of orderlies. The erection of the buildings has been undertaken by Messrs Humphreys (Limited), under the direction of Mr Frederick W Marks, FRIBA.

***The Scotsman* - Monday 10 August 1914**

Donation of fully equipped base hospital.

Announcement is made to-day of a signal and timely act of patriotic generosity. A donor - who has chosen, in a spirit that reflects the greater honour on him, to remain anonymous - has offered to the nation a fully equipped base hospital, and Queen Mary and Princess Christian, through whom the gift comes, have decided that it is to be stationed at South Queensferry, for the care of sick and wounded officers and men of the Royal Navy. The gift is welcome both in itself and for the spirit which prompted it. It has not been a solitary offer of its kind, though so far it is the most complete; for during the last few days many owners of mansions - and Scottish owners have been prominent among them - have put their houses at the disposal of the public authorities for hospital purposes. To all of these, not less than to this donor acknowledgment is due. The location of the new base hospital emphasises the part that, will be played by the Firth of Forth in this war. It is one of our great bases of naval operations against the German fleet and coasts. It is the newest of our bases, and at the present juncture probably the most important. From it watch and ward are being kept on the North Sea and the exit from the Baltic. If the German fleet comes into the open, as they must do sooner or later unless Germany is to be slowly strangled, it is in the northern part of the North Sea that the decisive battle is most likely to be fought. In the British plan of action the Firth of Forth is an all-important factor, and the fact that Rosyth is not completed detracts little from its importance. The well-defended anchorage is there, from which a blockade of the German coast can be, and is being made, not the less deadly to the enemy because it is at a distance of some hundreds of miles. During the war the Firth of Forth will probably have to receive much of the sad harvest of suffering from the Navy. It is against that day that the new hospital base is being placed at South Queensferry.

But it is not only among wealthy citizens, like the donor of this hospital and the other patriotic citizens who have given their houses for similar purposes, that the seal for public service exists. The desire to do something for the nation animates all classes and ranks of the community from the highest to the lowest, and in the long run it is the humbler contributions to the national task that count for most. As has been shown in our own correspondence columns, the difficulty is to know what to do. In Queen Mary's letter, which is printed to-day, there is an answer to the question that is still being asked in large numbers of letters received by us. Women can set themselves to the making and knitting of articles for the use of the combatants in the field, for the sick and wounded who will presently be coming into our hospitals, and for those at home to whom the war will bring, as it must, privation and hardship. In so doing they will be serving their country not less than those at the front. To the men in the field the gifts will come as welcome reminders of the interest and affection of their countrywomen at home, and the workers will have the satisfaction of knowing that their activities will add alike to the comforts and to the enthusiasm of the men they are working for. Queen Mary's appeal will be answered wholeheartedly. The women of our country have never been found wanting at any crisis of its history. Now that they have been told what to do, they may be trusted to do it in an energetic and also in a practical fashion. They will find in the Queen's letter details of the garments that are needed, and directions where to send them. By strict attention to the advice

there given, the possibility of waste, which is always present, will be reduced to a minimum.

***The Scotsman* - Wednesday 12 August 1914**

The National Fund.

A splendid response is being made to the public appeal for financial aid in the relief of prospective distress. The National Fund is now approaching three-quarters of a million, and the Edinburgh Fund, after two days, amounts already to nearly £20,000. Everywhere money is being subscribed, with a generosity, and spontaneity that show how deeply the national emergency has touched the sympathies and patriotism of the people. It is times like these which bring out the stuff of which a nation is made. The liberality of the response bespeaks the solidarity of the people.

In this crisis of our affairs those who are relatively well off are prepared and eager to stand by and assist their less fortunate neighbours. Community of interests binds all classes. We are one in the face of the danger that threatens us, and the meaning and value of nationality have received striking illustration. It should, however, not only be our duty as citizens of one country, owing one sovereign allegiance, to contribute of our means to the relief of privation and distress; it should also be our pleasure. Charity is the most lovable of all the virtues. It throws its graces everywhere, and not least on the donor. But indiscriminate charity has its dangers, and for that reason it is necessary that the benevolence of the public should be diverted into suitable channels, where its course can be controlled and directed. In the important letter from Mr Pease, President of the English Board of Education, which was published yesterday, emphasis is laid on this elementary, but necessary, warning. All subscriptions should go to the Prince of Wales's Fund, with which has now been amalgamated the fund for the relief of soldiers' and sailors' families. Scottish subscriptions should be sent to one or other of the Scottish funds. As was announced yesterday, they will be totalled separately, so that the aggregate Scottish contribution may be known. It is desirable, therefore, that Scotsmen should assist their own local funds. In every county, city, and burgh, local committees are to be set up for the distribution of relief, and in order that there may be no overlapping it is the duty of those who are anxious to help to work with and through these committees, as Mr Pease advises. In a letter signed by Professor Lodge, honorary secretary of the Central Executive Committee for Scotland, which we published on Monday, a scheme for the constitution of these local committees was outlined. It was suggested that a committee should be formed in every burgh with a population of over 7,000 and in county districts. Burghs with a population of less than 7,000 should, it was recommended, be included in the county area. While deprecating any intention of prescribing "a compulsory uniformity", the suggestion was also thrown out that the committees should in each case have an "official nucleus", consisting of the Lord Provost or Provost, the chairmen of the County Council or District Committee, of the Parish Council, the Insurance Committee, and the Distress Committee, if any, together with the town, county, or district clerk, and the Inspector of Poor. To this nucleus body there could be added influential and representative citizens, as Professor Lodge advises, and care should also be taken, as is urged by Mr Pease, to enlist the help of all philanthropic agencies and voluntary workers. A

local Committee would then be in a strong position for the important work which it will have to discharge .

It is most important that in the distribution of relief two things should be borne in mind. In the first place, relief should be given only when it is clear that all avenues of useful employment have been closed, and that the applicant has no refuge except the fund. As Mr Pease puts it in his letter, "the provision of economic and remunerative employment should be tried before attempting to meet the emergency by the distribution of money or food". In the second place, the utmost care must be taken to prevent overlapping. In order that the committees may be in a position to observe the first of these rules, it is obvious that they ought to include in their personnel members who are in close touch with the local labour market. Employers can help by making their requirements known to the committees, and the committees will no doubt, on their own initiative, act in co-operation with the Labour Exchanges where there are any. The measures already taken by the Government should ensure that trade and industry will proceed with the minimum of disturbance, and though there will be unemployment, it may be hoped that it will not be so severe as was at one time feared. Cost of living should also remain at a more or less normal figure. Mr Pease repeats the assurance that "the stocks of food in the country are sufficient for our needs for a long time to come", and states that to the best belief of the Government, when our trade routes are fully reopened, "food supplies will come forward, without interruption, and prices can be kept down to a level not beyond the reach of the mass of wage-earners". Unless, therefore, the public aggravate their own troubles by hoarding supplies and thus creating an artificial scarcity, with famine prices, and unless employers, in a fit of unreasoning alarm, close down their works or needlessly dismiss a section of their employees, there is reason to hope that the conditions will be such as to be well within the means of relief at the disposal of the Local Committees. Economy in the distribution of money and food is, however, desirable, whether urgently necessary or not. The resources of the country are bound to be severely taxed by the struggle upon which we have entered, and there must be no wastage of effort or of funds. The risk of the overlapping of agencies and of misdirected individual effort is great, and should be avoided. An illustration may perhaps be found in the handsome and generous offer of a naval hospital at South Queensferry which has been conveyed to the nation through Queen Mary and the Princess Christian. The patriotic donor deserves unstinted recognition for his noble and useful gift, which has already been referred to with appreciation in this column. The proposed site falls easily within the Edinburgh district, where there are as good and as numerous facilities for nursing as anywhere in the country. The Edinburgh Red Cross Society is splendidly staffed with some of the most able members of the Edinburgh medical school, and provision is already available for about 1,400 beds. Few places can be better prepared, and it looks distinctly like a case of overlapping to construct a new naval hospital, with a staff of English surgeons, within the area which is so well served by the Edinburgh Medical School and the Edinburgh and district Red Cross Societies.

The Scotsman - Wednesday 12 August 1914

Provision of hospital accommodation for wounded.

Elie, August 11, 1914.

Sir,

I think it may be worthwhile to offer the following suggestions in relation to the efforts which are being made to provide hospital accommodation for the wounded.

Even in normal conditions during peace, there is great difficulty in providing for the after care of those who have been under treatment in hospitals. This is the case both with medical and surgical patients, but especially so with surgical. It is not possible to keep patients in the wards until recovery is complete, and a large number of cases require dressing of wounds, or other treatment, after their discharge from hospital.

Still more need care, good food, and fresh air for entire restoration to health and power to work. It is often a long time before complete health is regained, and the recovery is much more speedy if the convalescent can be placed under favourable conditions.

Whatever may be the ultimate issue of the present war it cannot fail to produce a very large number of wounded, possibly also a great number of cases of serious illness or failure of health. It is well known that in wars on land, the number of cases of serious illness, often from epidemic disease, frequently exceed that of the wounded. How far this may be the case in naval warfare it is difficult to say, as there has been no great naval war since the introduction of more advanced hygienic and antiseptic precautions.

We must therefore be prepared, however short the war may be, for a very large number of cases of slow recovery, and of such as need prolonged, careful nursing.

My reason for emphasising these facts is that there seems to be a prevalent idea that in providing hospital accommodation the immediate treatment of the wounded should be the chief object. I speak especially of the many highly praiseworthy efforts to provide hospitals in outlying places, such as are being arranged for by Red Cross Societies and others. It seems to be thought by many people that they will only be required (in this district, for example) if there should be a serious naval engagement in or near the Forth, or in case of any successful raid and fighting on land.

It is clear that the immediate or early treatment of the seriously wounded should, as far as possible, be carried out in thoroughly equipped surgical hospitals, provided with a complete staff and all modern appliances such as are available in the Royal Infirmary and in the new Naval Hospitals at Queensferry and elsewhere.

But it would be an enormous advantage if there were also hospitals to which patients could be readily sent by sea or land as soon as they could be moved with safety, where any necessary dressing and nursing could be given. And it would be especially valuable if these hospitals were in healthy suburban or country districts.

There will, further, be great need for accommodation for those who only require good food, fresh air, and cheerful surroundings until they recover completely and are fit for work. This need might be met in part by those who have homes into which they could take a certain number of men, two or three or more, as inmates or guests.

To put it briefly, there should be: -

- (a) Thoroughly equipped and staffed central hospitals.
- (b) Hospitals where only a certain amount of after dressing and nursing are required; in other words, relief hospitals.
- (c) Provision for slighter cases, and for complete convalescence. This is especially important, seeing that a large number of men in the Navy will be far distant from their homes, and will be unfit to travel far for some time, even after fairly complete recovery from their injuries.

In any provision which is made for (b) and (c), and it is with reference to these that I would speak especially, it should be borne in mind that the places provided may be needed for some months, even if the war be short. Probably three months after the close of the war would not be too long to arrange for. Hence, any buildings which are erected or utilised for the purpose should be such as can be retained for some time, and those responsible should lay their reckoning for a prolonged occupation, which must extend into the winter months.

It is therefore desirable that the buildings selected should not only be suitable for occupation in winter, but that such places as school houses should not be used. Unless in case of actual invasion, school work should be carried on, and the regular life of the people should be as little interfered with as possible. I may add that most school buildings are ill-adapted for the purpose; factory sheds and farm buildings would often be preferable. Their use as temporary shelters in emergency, is another matter, and they might be reserved for this purpose if required.

There are many hydropathics and hotels or boarding-houses at summer resorts which would be admirably adapted for the purpose. Many of them are practically empty for a great part of the winter and spring, and their use would cause little loss to the proprietors. For such loss they could, if necessary, be compensated on the basis of their average receipts during the corresponding period.

What I have said is especially applicable to the numerous health resorts along the shores of the Forth, and to houses which are within easy reach of landing-places by motor car. Patients could readily be conveyed by steamer from Leith, Granton, or Queensferry to the landing stages. Sailors would feel themselves most at home near the sea, and would find friends amongst and a hearty welcome from the fisher folk.

I feel sure that these suggestions will be fully endorsed by all hospital surgeons, and more especially by those who have seen anything of hospitals during and after war. In my own hospital experience of over forty years there is no more painful memory than that of the hospital wards immediately after the suppression of the Commune in Paris in August 1871, when the beds and the wounded were so crowded together that it was difficult to move between them.

Anything which will tend to diminish the congestion of the central or base hospitals, and which will relieve surgeons from anxiety as to the after care of cases recovering from serious operations, will be an enormous boon. And it must be remembered that the overcrowding of wards is one of the most dangerous factors in the production of epidemic and infectious disease.

I am, &c.

W S Greenfield.

***The Scotsman* - Wednesday 12 August 1914**

Base Hospital for South Queensferry.

Napier,
Nairn,
August 10, 1914.

Sir,

I am very pleased indeed to hear that Her Majesty the Queen and Princess Christian have accepted a fully equipped base hospital, and given it to the Navy for the reception of sick and wounded naval officers and men. This hospital, I understand, will be erected at South Queensferry. I entirely object, under the circumstances, that this hospital should be under the control and managed by a staff drawn entirely from the London Hospital. Our surgeons, anaesthetists, assistant surgeons and dressers in Scotland are probably as good, if not better, than you can find in England.

I am, &c.

Robert Mackenzie, MD, FRSE.

***The Scotsman* - Thursday 13 August 1914**

Queensferry passage.

Curtailing of sailings.

The Steamer will leave North Queensferry at 10 am, 1 pm, and 3 pm.

The Steamer will leave South Queensferry at 12 Noon, 2 pm, and 4 pm.

These sailings have had to be curtailed owing to War Restrictions.

The Scotsman - Saturday 15 August 1914

Care of the wounded. Hospital Ship in Forth.

All patients sent ashore. None wounded in action.

The appearance of a hospital ship in the estuary of the Forth yesterday forenoon gave rise to many wild rumours of battles at sea, and the progress of the vessel as she moved up the river towards the anchorage was watched by crowds from all the towns on the banks of the river. It was generally recognised that the hospital ship must have come direct from the great, silent Fleet which somewhere off our coast - or the enemy's - is understood to be awaiting the "bolting of the badger" and the swift assembling of motor ambulance vehicles at South Queensferry, which synchronised with the appearance of the vessel off the port, brought the townspeople out in excited and anxious groups. The hospital ship anchored well up-stream beyond the hulk *Columbine*, and to the vessel there immediately sped a number of steam tenders

Landing the patients.

The tenders rapidly received their deck-loads of patients, and on the arrival of the first consignment at the jetty near to the Bridge on the South Queensferry side the meaning of the movements became apparent. The ship had arrived to discharge her patients, for whom accommodation was to be found at various points ashore, in order, presumably, that the vessel might be absolutely free to join the Fleet with practically the whole of her equipment available in view of possibilities in the North Sea, or elsewhere at sea. The ambulance vehicles used included those of the St Andrew's Ambulance Association, and there were a number of private motor cars. In all, fourteen ambulance wagons and cars were employed. The work of transferring the patients and moving them off to various places ashore was performed with extraordinary rapidity and absolute smoothness. The men generally appeared bright and cheery as they settled down for motor runs in beautiful, sunny weather. A considerable number appeared to be suffering from such minor injuries as are more or less to be expected amongst men handling machinery at sea. Hand injuries and foot injuries seemed most numerous, but it was stated explicitly that the number of the injured did not include any men wounded in any action at sea. A considerable number of the men were taken to the Royal Naval Hospital at South Queensferry.

At Edinburgh Royal Infirmary.

Eleven of the patients arrived by motor car at the Edinburgh Royal Infirmary in the course of the afternoon. Six of the cases are medical and five surgical. None is of serious character, we understand. The surgical cases are of a nature which bears out the statement that the injuries were not sustained in action.

***The Scotsman* - Monday 17 August 1914**

Second Hospital Ship now in the Forth.

The large hospital ship which arrived in the Forth on Friday and sent ashore all her patients is now again ready for whatever demands may arise, and may rejoin the Battle Fleet at any moment. A second hospital ship is now in the Forth. She arrived on Sunday, and anchored off South Queensferry. The vessel, which did not bring any patients, is one of those beautiful private steam yachts which have been handed over to the Admiralty by their owners for the purposes of the war. Amidships on her sides a short distance above the water-line, the Red Cross shows up very clearly, and can be seen a long way off. The vessel has apparently just completed fitting out for hospital purposes. There were many visitors to South Queensferry in the course of yesterday.

***The Scotsman* - Wednesday 19 August 1914**

Photographing at Naval Base.

An incident on the Forth.

That the utmost vigilance is being exercised in the neighbourhood of our naval bases was illustrated in South Queensferry yesterday, as was also shown the difficulty with which many people seem to realise that the privileges they enjoy in normal times can hardly be expected to be continued whilst the country is in a state of war.

The spectacle of two individuals photographing the river scene at a point which apparently would include in the picture whatever shipping was off the port was observed yesterday afternoon.

Very prompt measures were taken and in a few minutes the two men concerned found themselves in the hands of the civil authorities. They produced at the police station passports and credentials showing that they were Danish subjects. It is understood that they had travelled from Edinburgh by motor bus. The camera appeared to be of half-plate dimensions.

The men were apparently surprised at being seized whilst indulging in what they declared to be perfectly innocent photography. That their choice of stance for the taking of the photographs was an excellent one is certain. Two plates, we understand, were exposed whilst the men were under observation.

Following upon their examination by the civil authorities, the men were escorted through South Queensferry to the military headquarters for examination by the military authorities. Subsequently, both left for Edinburgh by an evening train, with their camera but not, we understand, with plates.

***The Scotsman* - Tuesday 25 August 1914**

Naval man's funeral in Edinburgh

It being impossible under the existing state of affairs to accord naval honours to the funeral of Naval Stoker Robert Manchester, which took place from the Royal Infirmary, Edinburgh, to the Eastern Cemetery yesterday, the burial rites were discharged by a detachment of Territorials. The coffin containing the remains was borne on a gun carriage belonging to the Royal Field Artillery, preceded by a firing party of fourteen men and a number of pipers from the 4th Battalion (QER) Royal Scots. In the rear was a further party of men. Lieutenant Logan was in charge. The coffin was lowered into the grave by six Territorials, after which a short service was conducted by the Reverend W E P Cotter, St Mary's Cathedral, Palmerston Place. Three volleys were fired over the grave, and the "Last Post" was sounded by the buglers. Considerable public interest was evinced in the funeral *en route* to the cemetery. Deceased was among those who were recently brought to the Infirmary from South Queensferry, where they had been landed from a hospital ship.

***The Scotsman* - Saturday 29 August 1914**

Care of the wounded.

Red Cross assistance to the Admiralty.

The Edinburgh Red Cross Committee were this week approached by Sir Alfred Fripp, KCVO, Consulting Surgeon to His Majesty's Hospital Ships, on the subject of the supply of articles not included in the Admiralty scale. It was stated that the need for these articles was urgent, and on a consideration of the list submitted, the Executive entirely agreed with this view. They accordingly dispatched to HMS *Drina*, hospital ship, presently lying at Queensferry, a quantity of articles such as screens, ward dressing instruments, steriliser, bandages, 2,500 yards of gauze, utensils, anaesthetics, and a quantity of medicines and drugs. The *Drina*, which is a vessel of 11,000 tons fitted up with 200 cots, was visited upon the 26th by representatives of the Edinburgh Red Cross Committee and others, on the invitation of Fleet-Surgeon Sutton, who, with Sir Alfred Fripp, received them on board. They were shown all over the vessel, and witnessed drills of the respective members of the staff, including the raising and lowering of sick and wounded from boats alongside, and the raising and lowering of sick and wounded from the wards on board to the operating theatres.

The thanks of the staff for what the Edinburgh Red Cross Committee had been able to do in completing the equipment of the ship was expressed in the warmest terms by the Fleet-Surgeon, Surgeon Willan, and the staff, which included the nursing sisters on duty.

The Scotsman - Monday 31 August 1914

After the North Sea engagement.

Statements of prisoners.

Splendid gunnery of British ships.

Great impression on the Germans.

The German officers and sailors, the survivors of the ships sunk by the vessels of the British Fleet in the Bight of Heligoland early on Friday morning, were brought to Leith on Saturday. The wounded of whom there were 16, some serious cases being among them, were sent to the Edinburgh Castle Hospital, while eight officers and 66 men were conveyed to the detention camp at Redford. The officers are young men, junior lieutenants by their look. One of them is a son of Admiral Tirpitz, the head of the German Admiralty. All speak some English. A number of the men do the same. To their captors they have not been very communicative, but from what they have said on the way over and since they landed at Leith it would appear that the area of the fight extended from the Bight of Heligoland to the Island of Borkum, at the mouth of the Ems, which is also strongly fortified.

It would appear that the German fleet was taken completely by surprise, British warships were the last things in the world they expected to see in the neighbourhood of Heligoland. They thought them miles away. The feat of Admiral Beatty was a bold and daring one, worthy of the best traditions of the old wooden ships of the Navy when cutting out expeditions of a risky nature were not uncommon. It was foggy when the British ships slipped into the Bight of Heligoland and began pounding what vessels of the German Fleet they could get at.

The state of the clothing of the German prisoners when landed at Leith spoke eloquently of the surprise which the Germans received. Some of the officers and men, who were in their cabins or bunks, were only partially attired; others were working about in overalls; others had even scantier garb. One of the survivors of the *Mainz*, which appears to have been caught furthest down the coast, is reported to have said that the scene on board that ship when it was swept from stem to stern with shell fire was something appalling. The whole of the upper part of the vessel and the men on duty there seemed to fly in the air. The carnage was ghastly, and it would appear that the *Mainz* had no chance of replying, because this first hurricane of shell had broken through the gun protections and had damaged the guns.

Another spoke of the gunnery of the British as deadly at a range of three miles and was of the view that two of the shots accounted for the sinking of one of the ships. The *Mainz*, it was further said, actually kept afloat for about a couple of hours after being battered by the British.

One of the survivors of the *Mainz* is credited with having said, with a naiveté which does credit at the present time to a German, whose countrymen on land are practising barbarities on women and children, that it was not fair that so many British ships should have fired on the *Mainz* all at the same instant. This young officer

seemed to be of the view that the fire of the whole British Fleet had been concentrated on this one ship.

The rapidity with which the fight took place seems to have impressed itself profoundly on the survivors now at Redford. It appeared to one or two of them to have all occurred within half an hour. One of the prisoners at Redford is said to have indicated that in his view something like 2,000 Germans must have perished.

Yesterday three more prisoners and a wounded officer landed at Queensferry were said to be the sole survivors of another of the German boats sunk.

As to Heligoland remaining silent, it was stated that the island was enveloped in mist which is not infrequent at the mouth of the Elbe, and that the fortress guns could not be used.

That so many men were saved from the *Mainz* is due entirely to the pluck and humanity of the British bluejackets. Just as the *Mainz* was settling, British boats at great risk, as can easily be understood, made a rush for the ship, and brought off as many survivors as they could, both wounded and unwounded. Others were picked out of the water. One of the Germans said that more might have been saved, but the main German Fleet, having taken the alarm, began to fire, and it was time for the British boats to be off.

Deadly effect of British fire.

It is learned from another source that the fire from the British ships in the naval engagement off Heligoland was terrific. The British gunnery on the occasion of the sinking of the German submarine was remarkable; on this occasion also it seems not to have been less notable. The aim, range-finding, and the rapidity with which the guns were handled were indeed splendid.

So far as can be gathered, the Germans were taken completely by surprise. In the calm of the morning they seemed to have been engaged in certain necessary evolutions, when suddenly and to their utter incomprehensibility the scene changed from comparative quietness to a veritable inferno. Shot and shell crashed into the German boats from a close range with most destructive effect. The British fire was maintained with deadly accuracy, and a pathetic declaration of the Germans is that "We had no chance". The blow struck by the British was swift and deadly, and the daring coup was entirely successful.

Five survivors of one ship.

One of the German officers now in hospital with severe shell wounds is stated to be one of the only five survivors of a German cruiser. He describes the Heligoland affair as awful, and the expression "We had no chance" is his. The shells from the British warships were terrible in their effectiveness.

***The Scotsman* - Monday 31 August 1914**

German prisoners landed at Queensferry.

In the course of yesterday afternoon there were landed at Queensferry three German prisoners and one wounded German - an officer from one of the cruisers sunk by the British boats off Heligoland. The prisoners disembarked at the Hawes pier, and were conveyed at once by a motor char-a-banc to the camp at Redford. The wounded German officer was placed in an ambulance van and convoyed to the hospital at Edinburgh Castle.

***The Scotsman* - Tuesday 8 September 1914**

Press Bureau.

It is time that the Press Bureau were placed under more capable management. A Department charged with its functions requires for its guidance alertness and sound judgment, and for its organisation the uniform and intelligent application of clear fundamental principles. The national interest is badly served when a Bureau, which proves itself to be capricious and ineffective, is permitted to continue its work unchallenged. It might have been supposed that the first step taken by a Department constituted to undertake this difficult work would be to obtain from the Press suggestions as to the means by which its operations could be made most equitable and at the same time effective. But it has not yet occurred to Mr F E Smith and his colleagues to think of this essential preliminary. The result is that to-day the British Press is left to conduct its war news in a haphazard way. If the result is a muddle, the Press Bureau does not appear to be greatly perturbed. Last week in connection with the sensational telegram which appeared in the *Times*, the editor was able to plead that Mr F E Smith had actually amplified the telegram for the purpose of using it as a stimulant to recruiting. The misconception by the Press Censor of his duties did not relieve the journalist of his responsibilities; if the Press Bureau were regarded in that sense the editorship of the British Press would pass into its hands, and Britain would be enveloped, as Germany is, in the atmosphere of bureaucracy. But the acknowledged error of Mr F E Smith has had an unsatisfactory and irksome sequel. From one form of ineptitude the Press Bureau has passed to another. It has swung round in a week from inconsiderate approval of harassing sensationalism to irrational and blind rigidity of prohibition. "You may print anything, even though it is lurid and unreliable", the Bureau says one Sunday; the next Sunday its direction is, "You shall print nothing, even though it is carefully written and is thoroughly reliable".

There will be found in another column accounts by eye-witnesses of the disaster to the *Pathfinder*, off St Abb's Head, on Saturday. The Press Bureau thought on Sunday that these narratives should not be printed, and they consequently prohibited their appearance in *The Scotsman*. The communications which took place leading up to this decision by the Censor are fully set out. On Saturday the locality of the disaster was stated in an evening paper. On Sunday there was a definite report at Queensferry attributing the disaster to a cause different from that stated in the official communication. These matters were brought to the notice of the Press Bureau; authority was asked to contradict the persistent report, and permission to locate the disaster, as this particular had been, in fact, already made public. To both questions

the answer of the Bureau was in the negative. Later in the evening a narrative by an eye-witness, obtained by one of our correspondents on the Berwickshire coast, was telegraphed to the Bureau, and sanction asked for its publication. It is printed to-day. Every person with commonsense will be able to judge whether it contains anything likely to be of service to the enemy. But the official who dealt with it was apparently defective in that not too familiar quality. It was peremptorily vetoed. The prohibition seemed so inexplicable that a second message was addressed to the Bureau, asking if it was to be understood that, statements of a reliable character by eye-witnesses were not to be allowed to appear. "All *Pathfinder* messages stopped for the present; nothing to appear" was the reply. The Censor must be supposed to have had a reason for this imperative injunction. Somehow he must have brought himself to the belief that though the locality of the disaster had been disclosed in an evening paper it nevertheless could be kept as an inviolable secret; and next, that a statement by the skipper of a trawler, describing how a cruiser sank after striking a mine, might materially enlarge the knowledge of the enemy and therefore must be suppressed. What in these grave circumstances would an alert official have done? He would have quickly scented a national danger in our private message; he would have conjectured that possibly other newspapers might unwittingly endanger our interests in the North Sea; and he would have addressed to all the Press of the country the same prohibition and warning that he sent to us. But the Press Bureau does not act on these lines. Its practice is to censor only the newspapers which are sufficiently conscientious to consult it. When he had prohibited our narrative, the Censor on Sunday night folded his hands with the consciousness of duty well and opportunely done. Had he not suppressed in one newspaper the portentous fact that wounded had been landed at Queensferry? Had he not thereby obscured the whole position in British waters; had he not proscribed the mention of St Abb's Head on Sunday after it had been given to the public on Saturday; had he not, above all, prevented the enemy from learning through their spies and tale-bearers that Scottish fishermen actually saw the quickness of the disaster?

Yesterday we accepted the directions of the Press Bureau. Today we put them aside. The possibility which never occurred to the Censor on Sunday became yesterday a fact. St Abb's Head was conspicuously announced as the scene of the disaster in several newspapers; these journals revealed the critical circumstance that the wounded were brought to Queensferry; they also printed some accounts by fishermen of what they had seen. Last night the Press Bureau was again communicated with, and asked for an explanation of the disparity in the treatment of newspapers. Its chief was good enough to say that he acknowledged the loyalty of *The Scotsman*, and admitted that it had a grievance, "but only against the other papers which did not submit their matter to the Censor". That is a surprising dictum. It implies that the obligation to see that national interests are protected falls, not upon the Department specially charged with the duty, but upon those newspapers who conform to official requirements, and who are, therefore, most inconsequently, expected by some means to control less careful and scrupulous journals. It is as if Mr F E Smith were to plead at the bar that it is not for the Courts to enforce the law, but for one party to direct and control and supervise the other. There is another aspect of the matter to which it is well to turn. The truth is that the Press Bureau has never understood its business. It was started with an imperfect code of instructions, and it has not known how to apply them. Take, for example, the rule that places are not to be mentioned. Everyone can appreciate its significance. It is intended to keep

the enemy in the dark regarding the whereabouts of our forces. But is it not certain that the Germans know more than we do about the area of the North Sea which is sown with mines; and is it conceivable that this area is chosen without the knowledge that it is on the routes which are necessarily used by our vessels, whether for war or for commerce? Or take the report to which we directed the attention of the Press Bureau. Is it not better that the cause of the disaster should be so emphatically and explicitly affirmed that the suspicion which lurks too readily in the public mind in the midst of unaccustomed mystery should be authoritatively dispelled? The danger in the North Sea, whether from mines or submarines, has now become so well ascertained that the country will, apart from the eccentricities of an incompetent Bureau, look for wider measures to diminish it. These mines are mostly laid in the dark, probably by trawlers flying a neutral flag. In the daytime these vessels can be readily overhauled by swift detective ships. Whenever suspicions are confirmed they should be severely dealt with. If greater vigilance in daylight fails to hunt these boats from the North Sea, navigation at night will have to be made more difficult and dangerous for the enemy's craft. Probably measures for this purpose are already on the point of execution. There is no undue alarm in the public mind; certainly no nervousness such as the German official messages report, but only a feeling of detestation and impatience for this unfair and barbarous method of warfare.

***The Scotsman* - Wednesday 9 September 1914**

Story of heroic seamen.

Interview with a survivor.

When the whole story of the disaster to the *Pathfinder*, is recorded it will ring with the heroism which has ever lived in the annals of British seamanship, and it will show that our sailors to-day are men who can live up to the most glorious of our naval traditions. So much I was able to gather from the simple but thrilling tale of bravery told to me by one of the survivors of the disaster. Jack Tar is not, as a rule communicative. Reticence is a necessary part of his routine, and it was only with difficulty that I could ascertain these few facts which the public will be glad to learn.

The sailors were busy about ordinary duties when the crash came. It was terribly sudden, and the vessel shuddered from end-to-end. It was like the quiver of some mammoth creature in agony. Such was the impression given by the description by my informant. Swift were the happenings that followed. Those in the forepart of the vessel where she was struck had no chance. The others were knocked down by the force of the explosion. Then followed a moment of horror. "Feeling stunned", said the narrator, "I struggled to my knees. Above us and all round us was the blackness of night, and wreckage of all kinds came down upon us out of the smoke and darkness. I got up and ran aft, where the men were busy working to the orders of the officers. The boat was going down - or what was left of it was gradually settling down into the water. The situation was desperate, and obeying instructions we made the most of the short time that was going to be left to us to throw overboard anything that might help in the saving of life. Our boats had been smashed up, so we pitched overboard brooms, lumps of wood, the wooden gratings, and anything we could lay our hands on that would float. We even tried to wrench doors off their hinge's , but these were

too much for us. Meantime the smoke cloud was clearing, and we could see that only the stern was above water, and the sea, which was heavy, was strewn with wreckage. There was no panic among us. The officers and the men were splendid. The stern of the vessel began to tilt up, and eventually when all that could be done had been done we waited our orders."

Every man for himself.

There permeates that last sentence Jack Tar's characteristic modesty, but one cannot help feeling pride in the bravery and discipline which it disclose. The order was given, and it was the dramatic and inevitable one of "Every man for himself". Officers and men took to the water, and clung to anything which was an aid to floating on the chance that help would come. Some of the men were already injured; many were in a dazed condition with the shock of the explosion. Associated with the disaster for all time is the record of the bravery of some of the seamen, in this desperate plight, and in this connection, a Lieutenant and a Chief Petty Officer were specially extolled to me. Both strong swimmers, their heroism prevented the death-list from being heavier than it stands. The latter swam here and there among his struggling comrades, carrying them lumps of wood and wreckage, and, assisting this one and then another, he eventually had formed a group of eleven in all. His efforts were untiring. Any stray flotsam from the wreck which he could find he brought back to his desperate little colony, and packing it under the arms of the more exhausted men, he made their position as secure as possible under the circumstances. Then there followed a trying and anxious period of waiting. Ideas of the passage of time in these conditions are apt to go awry, and the estimate of survivors that they were in the water for over an hour probably suffers from intelligible exaggeration. However, for a considerable time they were hanging, half-exhausted between life and death.

Comrades sink from sight.

During that dreadful suspense the Chief Petty Officer spoke repeated words of encouragement to his comrades. He even went the length, I am told, at one stage of trying to get them to join him in the popular chorus of "Tipperary". But the response was not heartening. Already injured himself his strength was well-nigh spent, but his spirit was indomitable. He continued to cheer the others with the words of hope. But one after another his group began to slip away. I am told that no fewer than four sank out of sight in turn. The explanation in one or two cases seems to be that these lifebuoys in the shape of wreckage, kept them just at breathing height above the surface, and in an attempt to improve their position they lost their only chance. Meantime the torpedo boats were racing against time to their rescue, and when the heroic Petty Officer saw the smoke in the distance he cheered until he fired anew the drooping hopes of his comrades. He was so exhausted himself, it is said, when the boats reached the spot that it was with difficulty that he was picked up and taken on board.

The Scotsman - Wednesday 9 September 1914

***Pathfinder's* victims.**

Survivors attend comrades' funeral.

An impressive scene.

In the quiet little town of Queensferry yesterday, a striking tribute was paid, to the memory of two of the *Pathfinder's* victims, who were laid in their last resting-place in the cemetery on the hill. Naval honours were accorded to the deceased seamen - whose names were Alfred Rumbles, 1st class stoker, Grimston, Norfolk, and Thomas J Howard, leading cook's mate, London - and the party of bluejackets and officers who followed the cortege to the graveside was for the most part made up of survivors of the *Pathfinder*, including officers and men.

Wounded shipmates.

The funeral procession started from the Royal Naval Hospital, at Butlaw, where the dead and some of the wounded were conveyed after being picked up at the scene of the disaster by torpedo boats. As gun-carriages were not available the coffins, which were covered with Union Jacks, were carried to the grave in hearses. A single wreath of flowers was laid on the top of each coffin. The word of command was given, and the bluejackets and officers fell in behind the hearses, four of the dead seamen's shipmates walking alongside the coaches, and in this simple fashion the cortege wended its way solemnly and slowly along the two-mile walk to the place of interment. A number of representative seamen and several marines from different ships carried floral tributes from officers and ships' companies, and from Queensferry folk. One or two of the seamen from the *Pathfinder* had slight head wounds, and a petty officer had his hand and foot in bandages. Altogether the accompanying party of bluejackets and officers numbered about eighty. As the cortege made its impressive way along the quiet road to the town in the warm sunshine, little knots of spectators here and there paid their simple tribute. A motorist stopped his automobile at one point and respectfully saluted, haymakers in the fields for a moment ceased their toil, and miners, lamp in cap, ready for the pit, offered, their last respects to the dead. In the streets the townspeople bared their heads and soldiers came to the salute. At the cemetery the seamen were grouped round the newly-opened graves, and the impressive burial service of the Church of England was conducted by the Reverend J D McArthy, chaplain on the hospital ship *Drina*. No more fitting place could be conceived for the last resting place of the brave sailors who perished while on duty. The committal service having been read, a bugler sounded the "Last Post", and as the long drawn-out notes echoed and died the bodies were lowered, men from the *Pathfinder* acting as pall-bearers.

Striking floral tributes.

A number of beautiful floral tributes were sent by officers and ships' companies. The captain, officers, and men of HMS *Pathfinder* sent wreaths "with sincere sympathy", and other wreaths were received from the officers and ships' company of HMS *Aquarius*, Captain P A Bateman Champain, HMS *Tyne*, the wardroom officers of

HMS *Tyne*, the ship's company of HMS *Tyne*, the destroyer and torpedo boats of the Eighth Flotilla, the tradespeople of Queensferry, sympathisers in South Queensferry, and William Miller & Co, South Queensferry.

***The Scotsman* - Thursday 10 September 1914**

The *Pathfinder* disaster.

Bluejacket's funeral.

Burial with military honours.

Impressive scenes marked the burial yesterday with military honours of Petty Officer Brash, one of the victims of the *Pathfinder* disaster, who belonged to Edinburgh, and whose body was laid in its last resting place in his native city. Crowds of spectators at various parts of the route to the cemetery at Warriston paid silent tribute to the brave dead.

The deceased, it is interesting to note, was saved from drowning on the occasion of the disaster by the gallant lieutenant who was spoken of in the story of heroism told in the columns of *The Scotsman* yesterday. Brash was one of those spotted in the water by his superior officer, who saw seeing him collapse unconscious from the wreckage to which he was clinging, swam to him, and supported him until the boats arrived and picked them up. As it turned out, however, he was saved from drowning only to die on the way to the hospital. The body, which was enclosed in a simple black coffin, was conveyed from Queensferry to the city by train, and in Waverley Station, where a great crowd witnessed the departure of the cortege for the cemetery, it was placed upon a gun-carriage in charge of troopers of the Lowland Brigade Artillery, and covered with the Union Jack. The van of the solemn and striking procession was formed by the firing party of the 7th Battalion of the Royal Scots, whose military and pipe bands followed next in order. Walking at the rear of the gun-carriage was a large company of personal friends of the deceased's family. The procession set out to the plaintive strains on the bagpipes of "Flowers of the Forest", and at other parts of the route the military band played the Dead March in "Saul" and Chopin's funeral march. The pipers also told the mournful but stirring tale of loss and bravery with "Scots Wha Hae". There was a large gathering of spectators at the cemetery, where the committal service was conducted by the Reverend F G McLeod, Dean Street United Free Church. Mrs Brash, the widow of the dead sailor, who took her place by the graveside was a figure commanding the general sympathy. Mr D M Brash, a brother of the deceased, was the other principal mourner. After the burial service there sounded over the stillness of the graves, three volleys by the firing party, and then the bugles announced the last post.

Several beautiful wreaths were sent, and among these was one from the captain, officers, and men of the ill-fated *Pathfinder*.

Survivors' thanks for floral tribute.

The following letter has been received by Bailie Morrison, South Queensferry, in connection with the *Pathfinder* disaster.

"The captain, surviving officers, and ship's company of HMS *Pathfinder* wish to express their appreciation of the floral tribute to the memory of their comrades, which was presented by the people of Queensferry.

C G Robinson,
Lieutenant Commander".

Admiral of the Forth's thanks to fishermen.

The Admiral of the Forth, through his Flag Lieutenant, has conveyed a grateful message of thanks to the crew of St Abb's motor lifeboat, the St Abb's motor fishing boat *Fisher Lassie*, and the crews of the Eyemouth steam drifters *Agnes*, *Janet*, *Border King*, *Piscator*, *Mary Maltman*, *Christina Craig*, and *Irene*, for the splendid and prompt services rendered by them in proceeding to the scene of the disaster on Saturday evening with the object of saving the lives of the crew of the ill-fated vessel.

***The Scotsman* - Friday 18 September 1914**

The spy scare. Actor's exciting experience.

Yesterday there was provided at Charlestown, which lies equidistant between Rosyth Naval Base and the Government Ordnance Works at Crombie, all the elements for a realistic German spy scare. By a number of people a well-dressed man was observed sitting on an eminence overlooking the harbour busily engaged committing something to paper. The attention of the villagers became so embarrassing that the man deemed it prudent to take his departure, which, to those who saw it, seemed to be done rather hurriedly. Meanwhile, a couple of police officers had been notified as to what had been going on. The constables set off in pursuit of the "spy" who, when taken in charge, was found to have in his possession not only a creditable water-colour reproduction of the harbour and the craft berthed therein, but pencil drawings of the Forth Bridge, and of a flotilla of Admiralty oil and coaling vessels anchored to the north of Rosyth Dockyard. In custody the possessor of the incriminating material was conveyed to Dunfermline. It was close upon seven o'clock in the evening until corroboration was forthcoming of the man's identity and occupation - namely, that he was a member of a travelling theatrical company playing "Charley's Aunt" in Dunfermline Opera House. The man was subsequently liberated in time to take his place in the cast at the evening performance of the well-known comedy.

***The Scotsman* - Tuesday 22 September 1914**

Naval funeral at South Queensferry.

Petty Officer Arthur Thomas Cattanach, of HMS Queen Mary, was buried at South Queensferry yesterday with naval honours. Petty Officer Cattanach, who was 24 years of age, belonged to London. He took part in the naval battle in the Bight of Heligoland. He was invalided from his ship, and admitted to the Royal Naval Hospital at South Queensferry, suffering from pneumonia, to which he succumbed. The funeral was attended by numbers of the shipmates of the deceased, and by

representatives of other vessels. Beautiful tributes were made to the memory of one who represented the best type of Navy man, and who was a good shipmate, capable and keenly interested in his work. The funeral was also attended by the father and mother of the late officer.

***The Scotsman* - Tuesday 22 September 1914**

Edinburgh Autumn Holiday.

Nothing reflected the disjointed condition of the time better than the manner in which Edinburgh spent the Autumn Holiday. It was made a day of rest rather than a day of pleasure hunting. The weather was ideal. The bite in the clear, sunny air smacked of the seaside, the golf course, and the hills. But the travellers were singularly few. There were special excursions to Inverness and the Highlands, the Border country, and to Perth and Stirling, but they were only moderately taken advantage of. Being regarded by many as the last outing of the year, the Autumn Holiday is generally the occasion for a golfing field day, but while the Braid Hills and other city courses were busier than ordinarily, the numbers fell much below the usual holiday standard, and the courses fringing the Forth on either side experienced corresponding depression. Portobello, Queensferry, and other convenient places were well patronised, while the Scottish Zoological Park at Corstorphine gained in popularity as a family excursion centre. The military encampments naturally had for others a distinct attraction. For the stay-at-home people, special amusement arrangements were as usual made. The two leading city football clubs were engaged, and at Easter Road Park, in the case of the Hibernians, over 5,000 spectators attended, while at Tynecastle Park the Heart of Midlothian - Ayr United match attracted no fewer than 15,000 spectators. Picture houses were well patronised throughout the day, and the waiting queue was common in the evening, when also the theatres and music-halls were in every case filled to the doors.

***The Scotsman* - Tuesday 29 September 1914**

Hospital ship at Queensferry.

One hundred and forty-five sick and injured men from the Grand Fleet were landed at South Queensferry yesterday. The vessel arrived in the Forth very early in the day, and was an object of keen interest to the crowds of holiday-makers from the West of Scotland.

The assembling of about forty ambulance vehicles at the Hawes Pier in the afternoon, was observed by the inhabitants and visitors with some concern, but it transpired that the cases landed were all medical, or of those minor injuries usual in work on shipboard.

The men were transferred from the hospital ship in steam lighters, and were conveyed to the Royal Naval Hospital with all speed, the work being carried through with great celerity. A large number of the motor vehicles were private cars from the neighbourhood, including a Deitrich, converted by Mr William Murray, junior, of the Stag's Head Hotel, to the purposes of an ambulance by the substitution for the ordinary body of an enclosed "house" accommodating six beds. The South

Queensferry Ambulance Association had several vehicles out. None of the cases was of very serious character.

***The Scotsman* - Tuesday 6 October 1914**

South Queensferry Emergency Hospital.

A splendidly equipped institution.

The gift to the Queen and Princess Christian.

About two months ago, it will be recalled, an emergency hospital, fully equipped, was offered by an anonymous donor, to Queen Mary and Princess Christian, who accepted the offer and selected a site at Butlaw, South Queensferry on the estate of the Marquis of Linlithgow, and near the existing Royal Naval Hospital. The site is elevated, and sheltered by woods, removed from the highway leading from Queensferry to Hopetoun, but close to and overlooking the Firth of Forth. The contract for the erection of the hospital was placed in the hands of Messrs Humphreys (Limited), of Knightsbridge, Hyde Park, and last week the work was so well forward that the wards were available for the accommodation of over one hundred sick sailors. Though the stay of the men was of short duration - they being removed to their various stations by special ambulance train within twenty-four hours - they expressed themselves gratified with the provision made for their comfort.

The building, which occupies a considerable area, consists of the main central or administration part of eight spacious apartments for the accommodation of the surgical and medical staff, and surrounding this, and radiating from it are four large wards easily affording space for ten beds each, and the number of beds can be increased in an emergency. There are also here the messroom and kitchen and operating theatre.

The operating theatre has been constructed to meet modern requirements, and is fully equipped with sterilising and X-ray rooms and dispensary. With the exception of the operating theatre, where the walls and ceilings have been specially treated, the central block and wards have been lined with special fire-resisting boarding, and the whole has been painted white, which gives a pleasing effect of absolute cleanliness throughout. The situation lends itself to the introduction of an excellent system of sanitation, and the drainage scheme is thoroughly up-to-date in every respect. The whole building will be heated by hot water, and is lit by electricity, generated on the premises .

***The Scotsman* - Thursday 15 October 1914**

Care of the wounded.

Hospital Ship in the Forth.

Sick and injured from the Fleet.

A hospital ship from the Grand Fleet arrived in the Forth yesterday, with sick and injured men. The vessel anchored well up river and in the afternoon the patients, to the number of about 170, were landed at South Queensferry. The work of transferring the sick and injured from the landing point at the Hawes Pier to various hospitals was carried through with rapidity and smoothness by the Red Cross men from Edinburgh, under Commandant Freeman, with the assistance of local ambulance men. The patients were conveyed in motor vehicles, of which there were between thirty and forty, these including a number of private cars which have been put at the service of the Red Cross contingent. Most of the patients were able to walk. About fifty stretcher cases were capably dealt with, a number of the more serious being taken, to Edinburgh Royal Infirmary, where Assistant Commandant Weir superintended the Red Cross men, to the number of 30. Most of the patients were received in the Royal Naval Hospital at South Queensferry, as on the two previous occasions when hospital ships have landed patients at that port since the outbreak of the war, and the admirable organisation under Fleet-Surgeon Jones at the hospital was again in evidence. It should be understood that none of the patients had been injured in action. Quartermaster Stevenson was in charge of the Red Cross men at the hospital. Some of the minor cases were taken to the Princess Christian Hospital. The whole arrangements for transporting the patients were in the hands of the British Red Cross Society First Voluntary Aid Detachment.

***The Scotsman* - Wednesday 21 October 1914**

Trafalgar Day.

An appeal for the sailors.

Lady Beatty, wife of Admiral Sir David Beatty, would be very grateful to receive for the sailors, long stockings, knitted belts (in grey or brown), scarves, gloves, wristlets, helmets (blue). All these articles are much needed, and will be much appreciated by our bluejackets. Any parcels sent to Lady Beatty, Hospital Ship *Sheelah*, South Queensferry, will at once be sent to different ships.

***The Scotsman* - Saturday 31 October 1914**

Alleged espionage.

German court-martialled on capital charge.

Prisoner's movements in Edinburgh.

A Military Court-Martial sat yesterday at Middlesex Guildhall for the trial of Carl Hans Lody, alias Charles A Inglis, who was arrested in Ireland some weeks ago, and has since been in the custody of the military authorities. Major General Lord Cheylesmore was president of the Court.

The prisoner, a man of about thirty-five, of somewhat slight build and clean-cut features, was brought into the dock between two sergeants of the Guards with fixed bayonets.

After the officers constituting the Court had taken the oath, the charges against the accused were read. The first was that he committed a war crime - that is to say, war treason - against Great Britain in that he, in Edinburgh on September 27, attempted to convey to a belligerent enemy - namely, Germany - information calculated to be useful to the enemy, by sending a letter headed "Edinburgh, September 27th, 1914", which contained information with regard to the defences and preparations of war by Great Britain.

The second charge was that in Dublin, on September 30, he committed a similar offence.

The prisoner pleaded not guilty to both charges. If a conviction is obtained he will be executed.

Mr Bodkin appeared for the prosecuting military officer, and Mr George Elliott, KC, for the prisoner.

Prisoner's movements.

Mr Bodkin, opening the case, said that it would be clear, on the deliberate statement of the prisoner himself, that he was a German-born subject. He spoke English well and fluently, and with an American accent. During the time in which the events to be recorded were happening, the prisoner was passing as an American and in his tours he visited Edinburgh, London, Liverpool, and Dublin. There was evidence which would tend to show the prisoner was in Berlin as early as May last, but on August 4 it was clear he was in Berlin, where he obtained from the United States Embassy an emergency passport in the false name of Charles A Inglis, of New York. The passport was expressed as entitling him to travel in Europe. It was issued on August 6 at Hamburg by the United States representative there. Another document found on him was a certificate of registration as an American citizen, showing that he was at Bergen, Norway, on August 20. From August 27 to September 1, he stayed at a hotel in Edinburgh under the name of Inglis, of New York. When he left he asked that letters should be forwarded to the Cunard Company at Liverpool.

A telegram from Edinburgh.

On August 30 he dispatched a telegram from Edinburgh in the following terms to a man called Bourkhart at Stockholm. "Must cancel. Johnson very ill. Last four days. Shall leave shortly."

This was first signed Charles but, in accordance with Post Office instructions, he had to append the surname of Inglis. Later the prisoner went to a boarding house in Edinburgh, where he was regarded as an American tourist. While there he hired a bicycle, saying he wished to cycle to such places as Roslin and Queensferry. On September 15 he went to London, where, as subsequent written communications showed, he examined steps taken for the purpose of building public buildings. It was clear also, on September 16, that he sent from London a report upon what he had seen in the Metropolis to the same person in Berlin to whom he was subsequently reporting perhaps more gravely important matters.

On September 17 he returned to Edinburgh. A very large number of Scottish and English newspapers were found in the prisoner's trunk. The prisoner left Edinburgh on September 28, and was next seen at a hotel in Liverpool, and from a communication to the same person in Berlin they would see what a skilled trained, and correct observer the prisoner was. One of the most serious communications to Germany was made from Dublin. On October 2 he went to Killarney, and was there arrested as a suspected German spy and cautioned. When arrested at Killarney, the prisoner said, "What is this? Me a German agent! Take care! I am an American citizen".

Among the articles found on the prisoner were his passport, £175 in British money, some German gold, and Norwegian kroner notes. There was also a pocket book containing particulars of British losses on land and sea fights. There was also a list of German ships and British cruisers sunk up to date. In one of the prisoner's pockets was found a bus ticket from the Forth Bridge to Edinburgh.

Information about ports and armament.

It was found that letters sent to Bourkhart in Stockholm were merely coverings for letters to a man named Stammer in Berlin. Alluding to another document, counsel stated that it was inadvisable to read it in open Court. In it there were certain references to North and South Queensferry and to other places in the Firth of Forth and ports on the shores of the United Kingdom. Then followed this passage. "Enclosed cutting for your information. As nothing is to be done here at the moment, I intend to go to Dublin and Belfast via Liverpool, and there to take a look round. It is advisable for me to change my place of abode."

"And he did," added Mr Bodkin. An inside package, addressed to Bourkhart from Dublin was a letter to Stammer at Berlin. That letter contained information it was not desirable to make public. One passage, however, ran, "I think it is absolutely necessary to disappear for some time, because several people have approached me in a disagreeable manner. That does not happen to me only, but several Americans

have been closely watched. One smells a spy in every stranger. I chose the route Liverpool, Holyhead and Dublin on purpose in order to make several observations".

Counsel said the prisoner made reference in the letter to the situation and armament of certain British ships at Liverpool, the details of which were entirely correct. Another message in the letter was, "Everyone speaks of the bombardment of London by Zeppelins. All the important buildings are accordingly protected by strong wire net".

Unfortunately, said counsel, the first communication of the accused from London had not been intercepted.

Chief Inspector Ward, of Scotland Yard, giving evidence, said he was present at the Horse Guards orderly room when the prisoner was examined by Lieutenant Colonel Goodenham, prosecuting military officer. The prisoner then said he was a German subject, named Carl Hans Lody.

Cross-examined, the witness said he did not know if the prisoner had any connection with the Hamburg-Amerika Line.

Evidence by Edinburgh witnesses.

Evidence of identification was given by a clerk from the North British Station Hotel, Edinburgh, and by a clerk at the General Post Office, Edinburgh, who received the telegram from the prisoner on August 30. The latter witness thought the prisoner had a moustache, and probably a beard, when in Edinburgh, but he could not be sure. The prisoner is now clean shaved.

Considerable amusement was created when Mrs Brown, a boarding house keeper in Edinburgh, entered the box to give evidence. Mr Bodkin asked her to look round the Court and see if she could recognise the prisoner. Mrs Brown, evidently rather short-sighted, stared hard at Lord Cheylesmore and his brother officers for several minutes, and then focussed her attention more particularly on one of the officers. Mr Bodkin urged her to take a good look round, but still she failed to see the prisoner. "Look in every part of the Court," pleaded Mr Bodkin. Mrs Brown removed her spectacles, and from her handbag produced another pair, which she placed in position. After a lapse of several minutes she turned away from the military officers and with a smile of satisfaction at last discovered the prisoner in the dock under the gallery. The witness said she was under the impression that the prisoner, who stayed in her house for about three weeks, was an American.

A Miss Downie, of Edinburgh, at whose shop the prisoner hired a bicycle, told the Court that he came back one day and said the bicycle, had been damaged in a collision he had had with another cyclist at Milton Bridge, near Glencorse Barracks.

John Edward Levitt, a detective in Liverpool special branch of the police, said that his duties were connected with Liverpool shipping. On September 28 the *Aquitania* was lying in the dock, and her bows were being repaired. Passenger steamers which had been converted into cruisers were lying in other docks. These could be seen from the overhead railway.

Court cleared.

Mr George Elliott, proceeding to cross-examine the witness, pointed out that questions he might ask and the answers given, would involve matters the publication of which might be injurious to the State. The Court was then cleared and the cross-examination was conducted *in camera*.

On the Court being reopened, Mr Hussey, the aliens officer at Holyhead, gave evidence as to examining the prisoner's passport which was issued to Charles A Inglis. The prisoner was with an American named Lee.

The head porter at the Gresham Hotel, Dublin, stated that the prisoner came to the hotel in company with a man giving the name of Dr John W Lee, of Minneapolis, USA. When the accused left for Killarney, Dr Lee remained behind.

Police Inspector Charles Cheeseman, of Killarney, described the arrest of the prisoner at an hotel at Killarney. Witness saw the name of Charles Inglis of New York in the visitors' book. He informed the accused he would be detained as a suspected German agent. Inglis appeared to be very much upset and frightened and, for a time, was all nerves.

List of sailings.

Inspector Cheeseman produced a pocket book found on Inglis. On one page was a list of the sailings of the Cunard boats, the *Mauretania*, the *Lucania*, the *Lusitania*, the *Carmania*, and the *Franconia*. Another paper contained reference to British losses as follows - "British losses, 6,000; North Sea, two officers, 27 men killed, 36 men wounded, on 9/10." (10th September) There was also a reference to the sinking of the German cruiser *Hela*, and the loss of the British cruisers *Amphion*, *Hogue*, *Aboukir* and *Cressy*. The pocket book also showed certain addresses in Berlin, Potsdam and Hamburg.

Evidence was given by an official at the General Post Office, London, as the various exhibits in the case - the letters and the telegram sent to Stockholm. Since the outbreak of the war, the witness explained, all letters from this country to any part of the Continent were first sent to London and then forwarded to their destination. Earlier in the case, Mr Bodkin pointed out that since August 4 certain letters going to places abroad, had been opened, examined, copied, and in some circumstances sealed up again and reposted.

Edinburgh detective's evidence.

James Cameron, detective-sergeant in the Edinburgh Police, said that on October 3rd he took possession of the luggage which it was alleged the prisoner had left in the Roxburghe Hotel. He found in a pocket of the overcoat a ticket entitling a person to travel by motor bus from the Forth Bridge to Edinburgh. In the cardboard box was a large number of English and Scottish newspapers of various dates between the end of August and September 26. The clothing in the trunk bore the labels of German and Scottish firms while the witness also found three letters in the trunk

postmarked respectively August 17, August 18, and August 21 of this year. The envelopes all bore the address, "Inglis, c/o Cook & Sons, Bergen". Two of the letters were from Hamburg and one from Berlin. The witness produced the special blue envelopes which, as previously described by counsel, were lined so as to prevent an inspection of the contents from outside.

Malcolm Brodie, a clerk in the Secretary's Office at the Post Office produced the original telegram handed in at Edinburgh on August 30. Since the war began all letters posted to Continental countries had to pass through London, and were opened and examined. In September a letter addressed to "Bourkhart, Stockholm", was treated in this manner and was handed to the proper authority to be dealt with.

A letter in German.

Frederick Bosworth Booth, another Post Office official, deposed to opening an envelope postmarked "Edinburgh, September 14" and addressed to "Adolf Bourkhart, Stockholm". Inside he found a white envelope addressed to Berlin, and containing a newspaper cutting. Comparing the handwriting on the telegram produced by the last witness with that on the envelopes, he was of the opinion that they were of the same person. He also opened a letter dated September 28, and addressed to "Bourkhart". Inside was an envelope addressed to "J Stammer, Berlin", and it contained two sheets of writing in German. At the end were the letters "EDUG" and the date " 27/9/14", and the communication was signed, "Nazi". He was of the opinion that it was written by the person who wrote the other documents, and that the signature "Charles A Inglis" on the passport and the certificate of registration were in the same handwriting. He also believed that the telegram and the letters sent from Dublin were in the same handwriting.

The Court adjourned till this morning, when the case for the prosecution will close.

***The Scotsman* - Tuesday 8 September 1914**

The disaster to the *Pathfinder*.

Prohibition of news by Press Bureau.

Capricious censorship.

In *The Scotsman* yesterday no particulars were given of the disaster to the *Pathfinder* except those furnished by the Admiralty. The official statement made a secret of the locality where the disaster occurred, and was meagre in every other particular.

In several newspapers narratives appeared yesterday describing the sinking of the ship as seen from a fishing boat, and also giving an account of the landing of the wounded at Queensferry.

It will interest many to be informed of the action of the Press Bureau in this matter. On Sunday evening at eight o'clock the editor of *The Scotsman* communicated with the Bureau, informing them that a definite statement had been made regarding the

cause of the disaster, which was at variance with the official bulletin, and asking whether he had authority to contradict this report. A second question was asked at the same time - whether *The Scotsman* was at liberty to mention St Abb's Head, which had been given by a Scottish evening paper on Saturday night as the scene of the disaster.

At 8.40 the reply from the Press Bureau was received. It was in these terms. "The answer of the Admiralty to both questions is 'No'. They want nothing said about *Pathfinder* beyond the official statement."

An hour later an account of the sinking of the ship, giving a story of an eye-witness, which had been received from *The Scotsman* correspondent on the Berwickshire coast was put in print, and was submitted to the Press Bureau with a request that it might be passed. It conformed with the requirements of the Censor in omitting mention of localities and of all particulars capable of being prejudicial to the public interest.

After considerable delay a reply was received as follows, "Press Bureau have stopped all messages about *Pathfinder*".

A further inquiry was made asking if it was to be understood from this message that all statements by eye-witnesses were prohibited, and also that no mention whatever was permitted of the landing of the wounded at South Queensferry. The reply of the Naval Censor to these questions was, "All *Pathfinder* messages stopped for the present, nothing to appear".

As this prohibitive action was not taken against other newspapers, and narratives were printed yesterday of the disaster, it is assumed that there can be no objection to *The Scotsman* now printing the articles which it proposed to print yesterday morning, but which were withheld, after part of them had been submitted to the Censor, owing to the explicit, and it may be said capricious, instructions of the Press Bureau.

A trawler on the scene.

Explosion felt three miles away.

Quick work by torpedo boats.

The nearest witness to the grim tragedy of the sea was three and a half miles away, but even he was so overcome by the suddenness of the occurrence that he began to doubt the truth of his own eyesight. His plain tale conveys more effectively than anything else could an impression of the stately ship, cruising leisurely on a calm, sunlit sea, blown to atoms in an instant, and over 200 of her crew sent to a watery grave. Three minutes after the explosion occurred there was nothing of the ship but a shattered mass of flotsam and jetsam and struggling, maimed humanity. The following is the story of William Linton, the mate of a Scottish trawler, who had the *Pathfinder* under his observation during its last half-hour on the sea.

"I was on the lookout at the time. I sighted a big boat south-south-west from us about twenty minutes past three in the afternoon. She was coming in our direction, but was at that time more than ten miles away. As she came nearer I made her out to be a warship of some kind, and I watched her. It was a lovely day, and the sea was quite calm. I didn't know what boat she was, but I knew she was British, because she was very like one I had seen working about in our district before. She looked fine. She was not going very fast - taking it easy, I thought. She seemed to be making her way back to her base.

A mountain of steam.

"She was steering a course three and a half miles clear of us, and was between us and the coast. The coast was not more than ten miles from where she was when the thing happened. I must have taken my eye off her just as she got right opposite us. Our boat was suddenly shaken violently from end to end. It was a funny sensation, just like what I have felt before when there's shooting practice going on, and a shot misses the target and hits the sea. I got a bit of a fright, and ran down to tell the skipper, who was below with most of the other chaps at the time. But I met him coming running up on deck. 'What's wrong?' he asked. He had felt the shock, too. It had lifted the bunker lids. 'I think that boat's shooting at us', I replied. Looking in the direction of the boat, we saw a great cloud of smoke and steam rise up. It was just like a big white mountain, and it rose and rose until at the end you would have thought it was just an ordinary cloud. We couldn't see the boat at all, but as the cloud lifted bit by bit I saw the stern sticking straight up out of the water. It slipped slowly down, and then disappeared with a great rush. The whole thing hadn't lasted three minutes from the time I had been admiring her until she sank from sight. I couldn't believe my eyes, and wondered if it could have been a boat at all. I was amazed. The skipper couldn't think what had happened, and asked if I was sure the boat had not passed us long ago.

A thrilling sight.

"But we looked round, and there was not a boat of any kind to be seen, except one or two of our own trawlers, which were three or four miles behind us. Away to the north-west in less than a minute we saw the smoke of two vessels. Another minute or two and two torpedo boats came into view. They were simply tearing through the water. I never saw anything like it. We did our best to attract their attention by signalling and blowing, but they took no notice of us. They made straight for the scene of the wreck. It was extraordinary. I don't know yet how any operator could have sent out a wireless message. There seemed no time for anything. The ship's back must have been broken with the explosion, and the next two minutes before she sank must have been terrible. But somebody seems to have kept his head. A message certainly had been sent. The torpedo boats could not have seen the thing happen. No sooner had the first two torpedo boat passed us than we saw other two coming. They were also flying through the water. It looked at first as if they were chasing the others. They took no notice of our signals either. Another torpedo boat came up behind them again, and this one spoke to us. 'What's up?' the Commander asked. 'A big ship has disappeared over there', our skipper shouted back. 'Thank you', the man in the torpedo boat said, and at once seemed to give orders to stand by the guns. They seemed to be on the look-out for submarines. I saw no sign

whatever of submarines. I tell you, I could hardly persuade myself that I had seen the boat at all. We were, of course, making for the wreck all the time, and the other boats were doing the same. The torpedo boats made a great wide circle of the place, and we could see them picking up the people. They were extra smart. They can lower ladders from the torpedo boats, and a man can hang out from the bottom of a ladder and grab a man very easily. They seemed to do all the rescue work this way.

Shattered to pieces.

"No small boats were lowered. It was an awful scene when we arrived. There was nothing but wreckage for about a mile. The sea was covered with splinters and clothes and things. We never saw a single body. We just picked up whatever baggage we could. A bit of the stern of a small boat came up with the word *Pathfinder* on it. The longer we waited the more things came up. But we waited for two hours and never saw a body. It must have been a terrible explosion. Everything seemed to be shattered. There was not a whole piece of wood that we saw. There were broken oars and spars all around, bits of the ship's side and bottom, and even the mast was smashed up into three bits. The torpedo boats lay for about half an hour after we arrived, but they did not pick up any more men. All went off together. By this time the place was swarming with boats of every kind. There were a lot of other trawlers and motor boats and lifeboats, but they got nothing but wreckage. We all left as it was coming dark. The whole trawler fleet returned to harbour. None of us cared to risk going on. You wouldn't blame us if you had seen it. I don't want to see the like of yon again, I can tell you."

An unknown trawler suspected of mine laying.

The circumstance reported by fishermen.

The *Pathfinder* was well known off the East Coast, where from time to time she had been patrolling during the past three weeks. The scene of the disaster was known to her; she had traversed the area before; it is practically on the regular course for trading steamers, and within a very few hours the same day a hospital ship, which appeared to be a converted yacht, and several large traders, had been seen passing close by.

Only the previous evening a number of fishermen had been engaged in their peaceful calling in that very vicinity. On Thursday the suspicious movements of an unknown trawler about thirty miles north-eastward of the point in question attracted the attention of a passing trawler. Mine-laying was suspected, certainly fishing operations were not proceeding and the second trawler promptly notified the Admiralty representatives on its return to port. Acting on this warning, the *Pathfinder* on Friday proceeded about sixty miles up the coast and recalled a detachment of sweeping trawlers, with the instruction that they were to sweep the area indicated by the peaceful trawler. They had not arrived at their stations when the accident occurred. It is considered quite possible by navigators that a floating mine laid at the point indicated could by the direction of the wind on Saturday, have drifted to the spot where the *Pathfinder* met her doom.

Story of an eye-witness.

The sinking of the cruiser *Pathfinder* with the greater part of her crew, in the North Sea on Saturday afternoon, another *Scotsman* correspondent wrote on Sunday, adds still one more to that list of sacrifices which Britain has had to make because of the diabolical policy pursued by Germany in strewing the sea with floating mines in tracts where peaceful fishermen are as likely as the crews of warships to be the victims. The story of how the *Pathfinder* was one moment steaming quietly on a calm sea and the next destroyed by a powerful mine has brought home to the East Coast of Scotland the terrible possibilities of war, and not less has it aroused a feeling of the deepest anger that the enemy should have so completely ignored those few humanities that happily still are possible in modern warfare as to lay down deadly engines of destruction, where non-combatants engaged in peaceful pursuits may be hurled to their death. Only a few hours before a hospital ship had passed over the track which brought disaster to the *Pathfinder*. From an eye-witness to the disaster I heard the story. He had been watching the movements of the *Pathfinder*, which was on patrol duty on the east coast. "The sea was very peaceful and calm", my informant said, "and I was quietly watching her. I knew the boat well, and just like a flash her bow seemed to lift and break and fly upward in a cloud of smoke and flame that rose about 150 feet in the air. There were really two explosions, and I think the second must have been her magazines going, for when the smoke cleared the front of the ship and one of her funnels had disappeared, and the torn end of the boat was beginning to dip into the sea. There was another puff of smoke that I took to be her boilers bursting, and then slowly her stern rose in the air, and with an awful plunge she disappeared. It was terrible, just all in a few moments. I looked at my watch, and within four minutes after I saw the cruiser steaming without any fear of danger every trace of her that could be seen from shore had vanished. The first explosion occurred at 3.45, and the second one was only a few minutes later. I heard no sound, but the way she shot upwards and then sank was terrible."

Sea strewn with wreckage.

There were no boats in the immediate neighbourhood, but a message was flashed from the nearest village to send out the lifeboat, and from that station and another station not far distant the news was sent to the craft in the vicinity. There is no need to dwell upon the scenes in the fishing communities of the villages, but no calamity has so stunned the people since the black day thirty years ago when a disaster to the fishing fleets brought mourning to every other house in the villages. The motor lifeboat was launched within five minutes after receipt of the message, and several drifters also set out with all possible speed for the scene of the tragedy. The scene of wreckage was reached about a quarter past five. Several torpedo boats had arrived before her, and were cruising about looking for survivors. For a mile round, the sea was strewn with wreckage. Not a sign of life was seen amongst the wreckage, but the ghastly evidences of the carnage dotted the sea. There was picked up the Prayer-book of the English Church, with the leaves turned down at the part of the service last read. The lifeboat and other craft cruised about for several hours, without seeing a solitary survivor, and they then relinquished their sorrowful task.

Explosion of terrible power.

Mr James Nisbet, the second coxswain of the lifeboat, was in charge, and he states that when he approached the scene of the explosion a torpedo boat hailed him and made inquiries as to the services of a medical man. Owing, however, to the distance from shore, it was apparently thought better to go with all speed for shore. A rescued sailor lay on the deck of the torpedo boat, and when the lifeboat arrived artificial respiration was being applied, but whether the man was badly wounded, or even alive, Mr Nisbet could not say. So far as he knew only one man had been picked up, but, fortunately, better news came later. Some of the trawlers, said Mr Nisbet, asserted they had seen bodies in the water, but though they kept moving about until after eight o'clock he saw no man either alive or dead among the wreckage. Other fishermen with whom I have spoken declare that the explosion must have been one of terrible power, and that the nature of the wreckage gave only the very faintest hope that many men could have survived.

Mysterious tactics of a drifter.

Details are given by the skipper of a fishing boat of what seemed to him the mysterious movements of a drifter the other day in the vicinity of the disaster. The first fact which made him suspicious was that though the drifter was under steam she had on her mizzen sail, a combination, he declared, which is most unusual. The drifter was about five miles further out than his own boat, and he kept his glasses on her. "My suspicions increased", he said, "when I saw her put off steam, and use only her top sail when two steamers were passing. I then believed she was no fishing boat, but that she was only using the top sail as a mask for something else, for directly the steamers were well away, she began to travel under steam again. If she had been a fishing boat she would not have been travelling north at this time of the year, and she was moving about in a place that no boats ever work." He reported his suspicions when he went into harbour. The line the strange craft was taking coincided with the area where the *Pathfinder* struck the fateful mine. The view is held in some quarters that the mine had not been laid where it exploded, but had drifted, but a number of fishermen who know well the currents on this part of the coast declare that if it were a drifted mine, it must have come from the north somewhere, as the currents never bring anything in from the south.

All that was left.

Sailors' clothing blown to shreds.

The destruction of the ill-fated scout cruiser, which was all over in four minutes, was seen from a fishing village on the coast, and without delay the motor lifeboat was manned by a full crew and launched. She was admirably handled by her coxswain, and within an hour and twenty minutes from the time information was received she was on the scene. A torpedo destroyer, which had probably been working in combination with the *Pathfinder*, had steamed up within a quarter of an hour of the explosion, and hailing the lifeboat it at once asked if there was a doctor on board. The village having no resident medical man, the appeal was vain. The crew of the lifeboat reported on their return that they saw a sailor lying outstretched on the destroyer's deck, and artificial respiration being tried. It was the sight of this man,

and the absence of information to the contrary, that gave rise to a persistent rumour that only one member of the crew had been saved.

Almost simultaneously with the launching of the lifeboat, six steam drifters, which had light steam on, responded to the call to go to aid. There were numbers of voluntary helpers on board, and they lost no time in getting to the scene. A motor fishing vessel, three trawlers, and five torpedo destroyers were on the scene. The local fishing vessels cruised about for some time picking up wreckage, and then returned. At their respective ports prompt and thorough arrangements had in the meantime been made for the reception of any wounded that might be landed.

The identity of the shattered "scout" was established beyond doubt by the wreckage alone. Several lifebuoys, some in pieces, and the ribbon of a sailor's bonnet were recovered, bearing the name *Pathfinder*, while one of the trawlers had secured a wooden nameplate which had probably come from one of her lifeboats.

The small size of most of the fragments of woodwork which were floating about - pieces of masts and oars, for example - as well as the rents and gaps in the clothing and caps which were picked up, bore testimony to the terrific force of the explosion. The salvage also included a few letters, a store account book, portions of charts, and, curiously enough, a luxurious leather easy chair, which was undamaged. A drifter brought back the tunic of a private in the Royal Marine Light Infantry with a long service and good conduct medal sewn on it.

The tranquil conditions under which the disaster occurred - the calm and smiling sea, the clear and sunny sky - intensified the feeling which the disaster has aroused. No event in the past momentous month has aroused so bitter a resentment of the cruel methods adopted by the enemy. It has made the people realise, as they have never realised before, the dangers which ships of our Navy are facing in their daily routine, and the tension which there must be aboard them in what the landsman regards as their quietest duties.

Scenes at Queensferry.

Landing dead and wounded.

Sad scenes were witnessed at South Queensferry on Sunday afternoon, when five dead and thirteen wounded men were landed. An order was received on Saturday evening to make preparations for receiving wounded, and motor ambulances were kept in readiness to transfer the injured to hospital when they arrived. The men were brought ashore about one o'clock to the Hawes Pier, where they were placed in the ambulances and rapidly conveyed to the Royal Naval Hospital, about two miles distant. The task of transporting the wounded sailors was accomplished with smoothness and dispatch, the sufferers being handled with great care by the ambulance detachments on duty. A considerable number of spectators gathered along the shore, and witnessed the removal of the men from the boats to the motor wagons. The grim scene brought home to the onlookers the terrible realities of warfare.

A pathetic incident.

On arrival at the Hospital, the bodies of the five dead seamen were placed in the mortuary. Each body was covered, with a Union Jack. A pathetic incident occurred in the course of the afternoon. A young man called at the Hospital seeking information about his brother - one of the *Pathfinder's* crew. After a short interval he was conducted to the mortuary, and there he had the painful experience of identifying his brother's body.

The wounded men - who included one of the ship's officers - were conveyed inside the Hospital. Most of the injuries, happily, are not of a serious nature, and a number of the men were able to walk from the ambulance wagons, but one or two, who appeared to be somewhat seriously hurt, were conveyed inside on stretchers. One man had sustained a fractured thigh, and another, whose clavicle was broken, had the skin grazed off his face. This is the first batch of wounded to be received into the Hospital at Queensferry, and great credit is due to the volunteer ambulance detachments for the prompt and considerate manner in which they dealt with the sufferers.

Other survivors who were picked up, in the meantime are allocated to various vessels for treatment.

The latest from Press Bureau.

Their reply to *Scotsman* criticism.

Last night *The Scotsman* representative at the Press Bureau was instructed to place before the head of the office the facts relating to the suppression of these narratives by the Censor on Sunday. After a discussion the following reply was made. "The Bureau acknowledge the loyalty of *The Scotsman*. They admit *The Scotsman* has a grievance, but only against the other papers who did not submit this matter to the Censor. These other papers will be communicated with."

***The Scotsman* - Saturday 7 November 1914**

Soldiers and sailors on the football field.

Teams representing the 4th Royal Scots Reserve and the men of one of HM ships played a football match at Queensferry yesterday. A number of officers and sailors watched the play which resulted in a win for the sailors by four goals to nothing.

***The Scotsman* - Wednesday 11 November 1914**

Trial concluded.

On November 2, after three days' hearing, the trial by Court-martial was concluded at the Middlesex Guildhall of Carl Hans Lody, alias Charles A Inglis, on charges of war treason. The allegation against the prisoner was that he sent two letters, one from Edinburgh on September 27th, and the second from Dublin on September 30th, attempting to convey to Germany information with regard to the defence and

preparations for war of Great Britain. On the third day of the trial, after hearing counsel, the Court retired to consider their findings and rose without any pronouncement as to sentence being made. It is now officially announced that Lody was sentenced by the Court to be shot. The sentence was duly confirmed, and was carried out at the Tower of London. The Press Association states that the sentence was carried out on Friday morning last.

So far as is known at present, Lody, or Inglis as he chose to call himself, had not been long in this country. He had apparently decided to make Edinburgh his centre of operations, and he arrived in the city from Berlin via Norway, about the end of August. He took rooms in one of the leading hotels under the name of Charles Inglis. He was unaccompanied, and was taken to be an American. The fact that he spoke English fluently and almost without accent was a valuable cloak to his designs. His appearance was unassuming. Rather under medium height and of a slim build, he seemed to be about forty years of age. He was well dressed, agreeable in his manner, and seemed to be fond of strolling in Princes Street. He remained in the hotel referred to only for a few days, but before leaving he asked that all his correspondence should be redirected to an address in Liverpool. He gave the impression that he was proceeding there, but instead of doing so he took lodgings in a West End boarding-house. He informed his landlady that he represented a firm who manufactured typewriters.

One of the first things he now did was to hire a bicycle, of which he made good use, visiting various places in the neighbourhood. It soon became evident to the authorities that a German agent was in the district, and the necessary steps were taken to lay him by the heels. About the 27th September, Lody left the boarding-house and took rooms in another hotel - again one of the best in the city. He conveyed his luggage to the hotel, but did not stay there at that time. He informed the manager that he was about to go to Ireland, and that he would stay at the hotel on his return. Shortly after this he went to Liverpool, and from there to Dublin. By this time the evidence against him was accumulating, with the result that it was resolved to arrest him in Ireland. Immediately this was done the Edinburgh police proceeded to the hotel where he had engaged rooms and seized his luggage. This consisted of an American trunk and a bag. The trunk contained clothing, and the bag was full of magazines, war literature, including "Germany and the Next War" and publications concerning the relationship of this country and Germany. Newspapers reporting military operations were carefully folded. There was also a quantity of correspondence, but none of it was of an incriminating nature. Some articles had apparently been bought in Berlin. A number of the documents were forwarded to the military authorities in London.

During the month that Lody lived in Edinburgh his conduct on no occasion aroused the suspicion of those with whom he came in contact, and although the authorities were inundated with letters and messages purporting to the discovery of alleged spies, Lody escaped public observation, although the police were well aware of his presence Lody was exceedingly discreet both in his conduct and his utterances, and it was evident that he was a careful observer, doubtless, the result of knowledge and training. What he saw of naval or military value he described accurately and well.

It may be recalled that, when under examination by the Court the prisoner gave his name as Carl Hans Lody, and admitted that he was a German born subject. He was a senior Lieutenant in the German Naval Reserve. He served on the *Meteor* this summer. He had an income of £400 or £500 from the Hamburg-Amerika Line. Asked, "Were you in Berlin in the latter part of July of this year?" he replied, "Yes. We arrived there from Norway on the last cruise before war broke out." If other trips had come off, the witness said, he should have gone with them. You were in Berlin in the critical days at the end of July this year? Yes. Witness added that his name was in the German Navy list, and that he reported himself to a certain department. He then went on to refer to his relations with Germany and Armenia.

Prisoner, proceeding to narrate happenings in Berlin, said, "A proposition was put before me by a certain person." Counsel, "Are you willing to give the Court the name of the person?" For a moment the prisoner hesitated, and then, in a voice broken with emotion, he said, "I have pledged my word of honour not to give that name. I cannot do it. Although names are discovered in my documents, I certainly feel I have not broken my word. I have given my word of honour," he sobbed. Counsel. "Did you have certain interviews with this person?" "Yes. The first of these interviews was in the month of August of this year. Up to the time I had this interview, I had never seen the person before, nor heard his name before." Counsel, "Although you have told the Court that you are unwilling to give the name of that person, are you willing to tell the position in life that the person occupies?" Again the prisoner hesitated, but he answered, quietly, to the effect that the person was a superior naval officer. "How many interviews had you with him before you left Berlin?" "I think three or four." "Are you willing to tell the Court the purport of what took place at those interviews with your superior officer?" "I am willing to tell the Court and I am willing not to conceal anything, but if I may put the request, I should like it not to be in public."

"Are you willing to tell the Court what the principal instruction was that you received?" "Yes. I am willing. The first was to choose my way to England on the way to New York, and to give notice of my safe arrival in England, and to remain until the first naval encounter had taken place between the two Powers, and send information as regards the actual losses of the British Fleet, and then I was at liberty to proceed to New York. I received other instructions telling me to observe what was going on with regard to the movements here in England, especially in regard to the movements of the Fleet, as much as I could see, but I was warned not to go and spy around, but to see as much as every traveller could see." Counsel, "What attitude did you adopt in regard to those suggestions?" Prisoner, "When it was put before me, I must admit I felt very uneasy." Prisoner, at this point, again appeared to break down, and spoke with considerable difficulty "I felt", he said, "that I was not a fit man for a job of that kind, because I am so well-known to so many people; and I was so well accustomed to be called by my own name that I felt that I would make a blunder with the first man I met. I knew I would be a bad man to disguise." "Was anything said to you in regard to bringing any pressure upon you, to undertake this duty?" "There was no pressure in the sense of the word but there was certainly an understanding. If they make a suggestion you feel obliged to obey. I have never been a coward in my life, and I certainly won't be a shirker."

Mr George Elliott, in his speech for the accused, said first of all, it was by the prisoner's own personal wish that he (counsel) said quite frankly "that he came to

this country in the service of his country and he came into this country as a German actuated by patriotic German motives. He came here, secondly, in obedience to the suggestions of his superior commanding officer; and, thirdly, he came here absolutely voluntarily, in the sense that he was not physically compelled to come, and entirely at his own expense. He came into the country to fulfil what he regarded as the mandate of his superiors in the service in which he was an officer. He wished to go down as a brave man, an honest man, and an open-hearted man. He was not a man who had sold his country for gold. Englishmen would not deny him respect for the courage he had shown. His own grandfather, an old soldier, held a fortress against Napoleon. If the Court came to the conclusion that only the extreme penalty could be passed the accused would meet it bravely.

***The Scotsman* - Wednesday 11 November 1914**

Queen Mary's and Princess Christian's Hospital.

The new hospital at Butlaw, South Queensferry, Queen Mary's and Princess Christian's Hospital, is to be officially visited to-morrow forenoon by the Princess. It has already been in occupation by wounded and sick sailors, the second hundred being now within its walls. At the beginning of the war, it will be recalled, Her Majesty was able to announce that, through the generosity of an unknown donor, who still desires to remain in the background, a hospital was to be built at Queensferry, and so expeditiously was the work carried out that in a month after building operations were begun early in August, the hospital was ready for occupation. The building, erected on ground belonging to the Marquis of Linlithgow, alongside the older hospital, will be taken over almost immediately by the Admiralty. Until then all the expense of building, equipping, staffing, and running the hospital has been borne by the donor, and it is probable that the whole cost to him will be little short of £10,000. The main building is about 250 feet long. In the centre there is the administrative block, and radiating from it, and all connected, there are four wards each capable of holding 25 beds, and these have been called the King George Ward, the Queen Mary Ward, the Princess Christian Ward, and the fourth has been named after Prince Christian Victor, the oldest son of the Princess, who died in 1900. The operating room, which is splendidly equipped with all the most up-to-date apparatus, as, indeed, is the whole hospital, also radiates from the central block. With the exception of two the buildings are of one storey. Underneath one of the two-storey blocks there is the orderlies' messroom and sleeping accommodation, and under the other is a storeroom for the keeping of the kits of the patients. There is also a room for the staff, a recreation room for the patients, an engine-room, a mortuary, and an ambulance wagon house. The construction of the building is mainly of wood and iron, with a substructure of brick. The sketch plans of the building were drawn by Mr Frederick W Marks, FRIBA, London, and the remainder of the plans and the supervision of the work were entrusted to Mr James Thomson, CE, 22 Rutland Square, the general superintendence of the whole of the operations of building and equipping, &c, being in the hands for the Queen of Mr Alfred Moseley, CMG, LLD., London. It is interesting to note that the donor of the new Butlaw Hospital erected a hospital in South Africa, at the time of the Boer War.

The Scotsman - Friday 13 November 1914

Royal visitor at the Forth.

Hospital inspection by Princess Christian.

Interesting function at South Queensferry.

Her Royal Highness Princess Christian visited South Queensferry yesterday and made an official inspection of the Queen Mary and Princess Christian Hospital. The offer to build and equip such a hospital, made by a generous and anonymous donor, was accepted, and the work of construction has been superintended on behalf of Her Majesty the Queen by Mr Alfred Mosely, CMG, LLD, London. The building has already been fully described in our columns, but it may be recalled that it is designed specially to meet any emergency such as may be encountered by the Fleet under war conditions in the northern areas of the North Sea. There is accommodation for fully a hundred patients. In the matter of equipment the hospital is up-to-date, and in respect of staffing it is thoroughly well fitted for the handling with speed and efficiency of any contingents of sick or wounded which may have to be dealt with.

Beautiful surroundings.

The hospital is set amid beautiful surroundings, and in that respect it is not singular in the district, for in the immediate neighbourhood are sequestered havens, each with its patient company of wounded men brought back on the ebb tide of war. Above ancient Scottish homes which six months ago were gay with bunting for the visit of the King and Queen there, are now flying two flags only, the Union Jack, and the Red Cross; and men who have known the carnage of a great struggle are winning their way to renewed power in the quiet security of secluded policies, where little is heard save the scurry of the partridges for the rank verges of the woods and the noisy patter of pheasants over the crisp carpet of russet and green and gold. The Queen Mary and Princess Christian Hospital, on its tree-sheltered level in the woods above Port Edgar, is ideally situated for all the purposes for which it has been erected, and the fact that, whilst the building was only begun in August, it has already been for some time in use, serves to indicate the energy with which the work was carried through. The four wards include the "Queen Mary" Ward and the "King George" Ward. In general design the building is on the lines most approved by experience in such matters.

Princess Christian.

Her Royal Highness Princess Christian arrived in the forenoon from Hopetoun House, where she is the guest of the Marquis and Marchioness of Linlithgow. It will be recalled that Their Majesties the King and Queen, with Princess Mary, visited Hopetoun House in the course of their recent Scottish tour. South Queensferry has had other Royal visitors of recent years. The Prince of Wales visited the Queen's Ferry when HMS *Hindustan* was in the Forth; and, more recently, Prince Albert was ashore at the historic port when HMS *Collingwood* visited these waters. Public interest in the visit of Princess Christian was keen. Her Royal Highness was accompanied from Hopetoun House by the Marchioness of Linlithgow, and by Miss

Locke, lady-in-waiting. Sir Arthur May, Director-General of Naval Hospitals, was also with the party. Mr Alfred Mosely received the Royal visitor, who accepted from Mrs Mosely a bouquet of beautiful roses with lily of the valley. There were presented to Her Royal Highness Lord Provost Inches, Edinburgh; Captain Mowbray, the King's Harbourmaster; Fleet Surgeon Paget Jones, of the Royal Naval Hospital, and Mrs Paget Jones; Lady Edmonston; Mrs Cowper, Gogar House; Flag-Lieutenant Gore; Sir Wm McEwan, Glasgow, consulting surgeon to the Admiralty; Miss Caws; Mrs Mosely, Miss Mosely, Miss L Mosely, and Mr F M Mosely; Dr Fleming, senior surgeon; Staff-Surgeon Bateman; Mr Marks, architect, who designed the building; Mr James Thomson, CE, Edinburgh, under whom the work was carried out; Mr Comden, chief wardmaster; Surgeon Ash; and Probationer-Surgeons Kirby, Elliott, Harrison, and Billings. Princess Christian and the company visited the various wards, and Her Royal Highness expressed her satisfaction with the hospital. The Royal visitor conversed with, all the patients. The old naval hospital, which is in the immediate vicinity, was also visited, and here again Princess Christian spoke to the patients. A visit was also paid to Lady Beatty on board the yacht *Sheelah*, which is equipped as a hospital ship.

Visit to Dalmeny Hospital.

Her Royal Highness Princess Christian visited Dalmeny Hospital in the afternoon, when she was accompanied by the Marchioness of Linlithgow, Lady Edmondston, Miss Loch, and Sir Frederick Milner. Her Royal Highness was received by Lord Rosebery and, after the various members of the staff had been presented, she made a tour of the wards. Her Royal Highness spoke to the individual patients, of whom there are over eighty at present in the hospital, and expressed at the end of her visit her great appreciation of the comfort of the patients and of the general arrangements of the hospital. On the conclusion of the visit, which occupied three-quarters of an hour, Her Royal Highness returned to Hopetoun House. Her Royal Highness leaves for London to-day.

***The Scotsman* - Friday 13 November 1914**

Admiralty and the Forth.

Merchant shipping above Queensferry to be prohibited from November 25.

There was received at Grangemouth yesterday a proclamation from the Admiralty that from the 25th November the whole of the Forth above Queensferry will be absolutely closed to merchant shipping, and from to-day (Friday) the navigation inwards and outwards will be much restricted.

The effect of this order will be that the whole business of the ports of Grangemouth and Bo'ness must be paralysed, and distress among the working population is to be feared. A meeting of the merchants and agents is proposed, to discuss the matter, and probably submit a memorial to the Government.

***The Scotsman* - Thursday 26 November 1914**

Sentry killed at the Forth Bridge. A 16-year-old territorial.

About eight o'clock yesterday morning the body of Hugh Paterson, a Private in the 6th Black Watch, was found at the Dalmeny end of the Forth Bridge, where he had been on sentry duty. The accident may have occurred any time between four o'clock in the morning and the time when the body was found, and the exact circumstances attending the fatality are unknown. It would appear, however, that a heavy mist hid the approach of a train, which ran him down and inflicted fatal injuries. Private Paterson, who is the eldest son of Mr William Paterson, cycle agent, Pitlochry, was only sixteen years of age. He joined the Territorials this summer, and proceeded to Fife with the battalion when war broke out. He was very keen to go to the front with the others, a company who have volunteered for active service abroad, and was disappointed that his age meanwhile precluded him from thus serving his country. Intimation of the tragic fatality cast a gloom over Pitlochry.

***The Scotsman* - Tuesday 15 December 1914**

Appeal to the women of Scotland.

Hopetoun House,
South Queensferry,
December 12, 1914.

Sir,

May I, on behalf of the Queen's "Work for Women" Fund, make an appeal through the medium of your paper to the women of Scotland, inviting each one of them who is in a position to do so to contribute a shilling as a New Year's offering to the Fund? Over sixty workrooms have been started in various parts of the United Kingdom, and a good deal has already been done in Scotland towards the alleviation of distress; but more money is urgently needed to carry out the schemes of work and training for unemployed women, and girls. Those approved already involve an annual expenditure of over £250,000. The knowledge that they are thereby helping the less fortunate of their sisters may tend to make those who subscribe feel that they are starting the New Year well. Every woman can augment this great New Year's offering, for those who feel that they are unable to afford a shilling can easily collect this sum; and may I add that those who are able to afford more will be giving much-needed assistance by sending several shillings. Donations should be sent to me at Hopetoun House, South Queensferry, by the end of December.

I am, &c.

Doreen Linlithgow
Honorary Treasurer for Scotland

***The Scotsman* - Wednesday 16 December 1914**

South Queensferry District.

Since the outbreak of the war about 219 reserve men and recruits have joined the colours from South Queensferry and district. As a result of special recruiting meetings held on Monday and yesterday about another score of men are to be added to the number from South Queensferry.

***The Scotsman* - Saturday 2 January 1915**

Royal Navy House, South Queensferry.

4 Grosvenor Crescent,
January 1, 1915.

Sir,

I have received donations, which I have acknowledged, towards the erection and furnishing of the large coffee room and two dormitories which have recently been added to the Royal Navy House at South Queensferry. That an extension of the premises had again become necessary was evident to all who were interested in the welfare of the liberty men, the number using the House was yearly increasing, and the want, especially of a much larger public room, was great; and this want has been admirably supplied by our good friends Messrs Spiers of Glasgow, whose work is beyond praise.

But we have also unexpectedly rendered unquestionable assistance not only to the Naval authorities, who have requisitioned the "Forbes Hall" as a dressing station for the wounded men landing at South Queensferry, and one of the clean, fresh dormitories may later on be of great value as a convalescent resting place for men discharged from hospital, but requiring a comfortable home before returning to the front; but in addition to these naval uses the Royal Navy House has for several weeks been commandeered by the War Office, and the Colonel of the Territorials at present billeted in our Sailors' Home has frequently expressed his opinion, that the men have never before been in such comfortable quarters. The large coffee-room has been used as a drill hall in bad weather, also as a concert room and reading-room, and for divine service on Sundays.

I hope the debt, which I regret to say amounts to £531.4s. 9d will be shortly cleared off.

I am, &c.

Louisa L Forbes.

***The Scotsman* - Thursday 7 January 1915**

Disabled soldiers and their future.

Hopetoun House,
South Queensferry,
January 5, 1915

Sir,

For some months I have been devoting myself to visiting our wounded heroes. It has brought home to me, as nothing else could have done, without being on the spot, the cruel hardships and sufferings these men have gone through to save their country from the horrors and atrocities that have been perpetrated in Belgium. Their patience and cheerfulness under great suffering can hardly be described. Some of those poor fellows, alas, will be crippled for life. I have seen several cases where the sight of both eyes is lost. What has caused me more pain than anything else is the mental suffering these poor fellows endure. They do not know what is to become of them. I endeavoured to assure them that they need not worry, that a grateful country would see to it that they did not want, but they said that they had been told that so often, only to be deceived, and I found it impossible to reassure them. Now, it is inconceivable to me that these men will not be amply provided for. The country would not suffer it. Would it not be possible for the War Office to give instructions to the officer in command at the various hospitals to tell these poor fellows that they need not worry, to tell them definitely what will be done for them as soon as they leave the hospital, and to save them from the mental torture which adds so much to their sufferings? It seems to me that mere humanity demands this. It would at once remove a load of suffering that these brave fellows ought not to bear. I commend this suggestion to our great War Minister, whose sympathy for these gallant men is well known, and I earnestly trust that prompt steps may be taken in this direction.

I am, &c.

Frederick Milner.

The Scotsman - Tuesday 12 January 1915

EDINBURGH REAL ICE RINK, HAYMARKET

PUBLIC SKATING TODAY

The whole Ice, from 4 pm to 10.30. A Large Sheet Ice, 10 am to 4 pm

Admission, Forenoon and Evening, 6d; Afternoon, 1s. Ice, 1s.

Reduced Charges to Soldiers and Sailors

During January, Scholars and Students under 18, Admission and Ice, 6d.

Hire of Skates, 2d.

SECOND POINTS COMPETITIONS, FRIDAY, at 4 pm to 9.45.

Admission Free. Ice Reduced 1s.

**PREPARE FOR THE
GRAND FANCY DRESS SKATING CARNIVAL
SATURDAY, 23rd January, 1915, at 8 pm.**

In Aid of the Wounded Soldiers and Sailors at Craighleith and Queensferry.

Under the Distinguished Patronage of Lady DUNEDIN; Lord ROSEBERY; LORD PROVOST OF EDINBURGH; Mrs COATS; Mrs W G SINCLAIR; and others.

Mr and Mrs JOHNSON, Mr HENNING GRENANDER, Amateur Champion from Princes, London, and GEORGE A MEIGHER, the World's Figure Skating Champion (Prof), have kindly agreed to give SKATING EXHIBITIONS.

Apply early for tickets at the Rink.

The Scotsman - Saturday 16 January 1915

South Queensferry.

To be exposed for sale by public roup, within Messrs Lyon & Turnbull's Salerooms, 51, George Street, Edinburgh, on Wednesday, 20th January 1915, at two o'clock afternoon, unless previously sold privately, that tenement, formerly the mansion house of Plewlands, South Queensferry, containing three storeys and garrets with the cellars, outhouses and pertinents thereof, and also the large piece of vacant ground attached to the said tenement at present used as a garden. Excellent site for building shops and dwelling houses, for which there is a great demand. Present rental, which might be increased, £65. Feu Duty 1d. Scots. Entry Whitsunday 1915.

Upset price £850. For other particulars apply to Messrs J & J Galletly, SSC, 9 St Colme Street, Edinburgh.

***The Scotsman* - Monday 25 January 1915**

Excitement on the Forth.

Cheering for victory.

Admiral Beatty is well known on the Forth, and when it became known yesterday that his squadron was in action, the most intense excitement prevailed in the ports along the estuary. The men of the Battle Squadron engaged are very popular in the district and thousands of the good friends whom they have made since the commencement of the war awaited tidings of the action with keen and unconcealed anxiety. Many roads led to South Queensferry yesterday.

All day long, patient little groups discussed the numerous and varied rumours which gained currency during the day, and in them all there was one distinct and definite note of quiet confidence that Admiral Beatty and his men would cheerfully tackle any odds, and would give as much as they got - and a little over.

As the afternoon wore on, the excitement of waiting increased. Shortly after four o'clock, however, the tension was broken in most dramatic fashion. Not a breath of wind rippled the Firth, and sound travelled far. Suddenly, a rumble of cheering broke from a vessel not far from famed Inchgarvie. A moment later ringing "Hip, hip, hurrahs!" echoed from vessels further up the river, and from the misty dimness of the upper reaches came cheer upon cheer. The townspeople in the little seaports heard the cheering, and were glad. They had heard cheering like that from the men on the ships only once before - the chorus of victory which went up when news of the battle in the Bight of Heligoland was flashed to the ships at home. "Got 'em this time!" said a smiling old salt from a mine-sweeper, "hark to the boys!" Then the news slowly drifted ashore!

***The Scotsman* - Wednesday 27 January 1915**

Prisoners landed at South Queensferry.

Early yesterday morning a contingent, numbering about 140 of survivors from the *Blucher* was landed at South Queensferry, and convoyed to Edinburgh by special train. The men were of all ratings. All of them bore evidence of the terrible experience through which they had passed. They were a well-built, tough-looking company, a few bearing slight wounds. The morning was very cold, with keen frost, and the prisoners, having been brought straight from the scene of the action, would have suffered severely in the wintry weather but for the kindness of the men of the ships which had rescued them. It was evident from the apparel of the captives that the available stock of warm clothing possessed by many a British Jack Tar had been drawn upon for the comfort of the captured enemy. In demeanour, the men as a whole were dull, a few dejected. Some of them seemed to feel their position very much, whilst others were apparently resentful of the fortune of war which had left them in the hands of the enemy. Several of the men were in partial uniform, and

seemed to belong to the engine-room staff. Most of the men wore slippers given by their captors.

Under escort of a company of Territorials, the prisoners, who had been landed at the Hawes Pier, South Queensferry, from a British ship of war, were marched to Dalmeny Station. Their transference from the warship to the shore, and thence to the railway station, was carried out very rapidly and very quietly. The men were marched with their escort over a route which exposed them to practically no public observation, and, at the early hour of the day at which the transfer was made, very few people were about. At the railway station at Dalmeny arrangements were made by which the use of the platform for the time being was confined to officials and the escort with their prisoners. A little group of spectators at Dalmeny station entrance witnessed the departure of the men without comment.

***The Scotsman* - Thursday 28 January 1915**

Royal Naval Scripture Readers' Society.

27 Rutland Square,
Edinburgh,
January 27, 1915.

Sir,

I think the public would like to be told of a little-known work which is being carried on in their midst, the work of the Naval scripture readers employed by this Society. One of these readers is now stationed in the Firth of Forth.

The work carried on by him and by our readers in other ports is under the supervision of officers of the Navy and naval chaplains. His Majesty the King is patron of the Society, and it renders services to our sailors in ways not otherwise open. In this time of war the readers have fresh opportunities of usefulness. For example one reader at the Naval Barracks has to attend bread-kitchen twice a day, also soup kitchen, with full charge of the depot casualty bureau from daylight to dark. He has to write and inform all relatives of the dead or wounded, and to hold himself in readiness to be called on during the night to visit dying men in the hospital. Any work which brings the readers into contact with the men gives them their opportunity. We have it from a foremost Naval authority that the work of the society is tending to the efficiency of the first arm of defence, as the efficiency of the Navy depends more on the character of the officers and men than upon the class of ships in which they fight. Edinburgh, he said, is becoming a great Naval port and he hoped the citizens and the people of Scotland would rise to the occasion and put forward a helping hand to the sailors as has been done by the Southern ports in the course of years.

The local branch has taken the keenest interest in the much needed arrangements carried out by the Medical Officer of the city, Dr A Maxwell Williamson, to procure respectable lodgings for men on night leave, and he has himself publicly stated that it was a perfect joy to help them. In the Naval Hospital at Queensferry, in the ships lying in the roadstead or in harbour, our agencies are at work and specially after a Naval engagement is there a call for their valuable services. I appeal to all who have the welfare of the Navy at heart to help in the good work. Contributions will be gladly

received and acknowledged by the Hon Treasurer, Mr P C Robertson, CA, 35 Charlotte Square, or by myself.

I am, &c.

William B Wilson, Hon Secretary.

***The Scotsman* - Friday 29 January 1915**

British sailors buried at Queensferry.

Admiral Beatty among the mourners.

Impressive scenes took place at South Queensferry yesterday forenoon, when the remains of three of the crew of HMS *Tiger* were laid to rest in the quiet little cemetery which is situated on the hill overlooking the old-fashioned town. Naval honours were accorded the deceased, whose names were Benjamin Hamber, first-class stoker, Patrick O'Mahoney, boy first-class, and William A Mansfield, first-class stoker. It was a mournful echo of the brilliant British victory gained on the North Sea, the deceased having been killed in last Sunday's naval action. The bodies were brought to Queensferry along with those of Engineer Captain C G Taylor, MVO, and Able Seaman Thomas Rourke, also of the *Tiger*, whose relatives made other arrangements for the interment of the remains in family burying ground.

The funeral procession.

The funeral took place from the Royal Naval Hospital, Butlaw, and was attended by representatives of the ships in the squadron to which the deceased were attached. Representatives of the Navy and the Marines followed the remains to the cemetery. A composite band accompanied the cortege. Three hearses were used to convey the coffins, the formal use of gun carriages on such occasions having been dispensed with since the outbreak of hostilities. On each side of the hearses walked comrades of the deceased carrying a number of beautiful wreaths. Behind each hearse was a party of seamen. When the walk of almost two miles from Butlaw to the burying ground was begun, the atmosphere was raw and misty, the waters of the Forth being shrouded in a thick haze. The cortege passed along the road which skirts the upper side of Queensferry, and its progress along the quiet countryside was marked by many signs of respect paid to the brave sailors who had fallen while performing their duty. The residents of the town turned out in large numbers, and numerous soldiers belonging to the garrison also paid their last respects to the dead. The band played the Dead March in "Saul" and as the cortege approached the cemetery Beethoven's Funeral March was played.

An impressive service.

A halt was made at the gates, where comrades of the deceased lifted the coffins, which were covered with Union Jacks, and carried them on their broad shoulders to the graveside in the naval portion of the cemetery. In addition to the mourners from the naval ships, who made a deep cordon of blue around the graves, large numbers of the general public witnessed the burial. The final scene was marked by impressive

simplicity, the chill greyness of the morning adding to the solemnity. The graves were placed slightly apart. Two of the deceased were Protestants, and the boy, O'Mahoney, belonged to the Roman Catholic Church. The former were buried in graves side by side, and the other grave was but a few yards away. This enabled the services to be held simultaneously. They were conducted by the Reverend Wilfrid Gibbins, chaplain on the *Tiger*, and the Reverend Canon Farquhar, the Roman Catholic clergyman at Queensferry. The Navy men recited the responses to the Episcopalian committal service, and joined reverently in the Lord's Prayer. At the conclusion of the service the "Last Post" was sounded by a party of buglers, and the final respects were paid as the long-drawn-out notes of the call died away. The sympathies of the officers and men of the Fleet found expression in the form of a number of beautiful floral tributes.

***The Scotsman* - Thursday 4 February 1915**

Care of the wounded.

Convalescent sailors for Mount Stuart.

The military ambulance train left Leith Central Station yesterday morning for Queensferry to convoy a number of convalescent sailors from the hospital there to the Marchioness of Bute's auxiliary hospital at Mount Stuart in the island of Bute. Most of the twenty-nine men who were taken west were wounded in the North Sea fight last Sunday week, and very few of those hurt in that engagement now remain in hospital. The train, which was in charge of a major of the RAMC, went to Gourrock and there the men embarked on the Caledonian Railway Company's steamer the *Duchess of Bute*. At Mount Stuart the party were received by Sir William McEwen, the Glasgow surgeon who is in charge of the hospital. Two ambulance wagons were supplied by the Red Cross Society in Edinburgh, and taken by the train and boat to Rothesay, for the comfortable conveyance of the seamen to Mount Stuart House. The Red Cross Society also sent cooks along with the train in order to provide meals *en route*.

***The Scotsman* - Friday 12 February 1915**

Stories from the battlefield.

Machine-gun in a tree.

In the course of recent fighting in Flanders there was afforded to a section of a British regiment an example of the coolness of the German sniper. On a misty morning, the British in an advanced trench were repelling a German attack. As the action opened, the officer in charge of the trench observed in a tree a few hundred yards away, a man dressed in British uniform, with a machine gun fixed in a fork of the tree. The action developed suddenly in the mist, and to the surprise of the men in the trench a sudden hail of bullets swept the trench from the direction of the tree. A break in the mist showed that the man in the tree had the gun turned on the trench, and was keeping up a deadly fire. "Sergeant, bring down that man", said the officer. The man leaped into the air as the bullet hit him, and they found him dead a few minutes later. This German sniper had fixed his machine-gun most cleverly in the

tree, and had direction and elevation marked so that he could sweep the trench in mist or in darkness. One of the men wounded by that machine-gun belongs to South Queensferry. His left arm has been rendered permanently powerless. The bullet taken from his arm proved that a particularly vile type of spreading bullet had been employed. The bullet is now in the possession of the War Office.

***The Scotsman* - Monday 22 February 1915**

Fatal accident at Forth Bridge.

On Saturday forenoon, whilst certain operations were proceeding in the vicinity of the south cantilever of the Forth Bridge an accident occurred which involved injuries to three men. Two of them Messrs McGregor and Cumming, were taken on board a Red Cross vessel, and the third, Mr Cairns, suffering from a leg fracture, was conveyed to the Royal Infirmary, Edinburgh. Mr McGregor, who lived at Chapel Street, Edinburgh, succumbed to his injuries.

***The Scotsman* - Tuesday 9 March 1915**

Scottish and other wills.

Mrs Margaret Tawse Stewart Williams Boyd, of St Margaret's, South Queensferry, who died on the 20th August last, intestate, left personal estate in the United Kingdom valued at £13,593, of which £12,056 is in Scotland, and administration of her estate has been granted to her husband, Mr Thomas John Boyd, of the same address.

***The Scotsman* - Thursday 18 March 1915**

Our sailors in war and peace.

The work of The Royal Navy House at Queensferry.

War-time exigencies, while increasing the need for helping our soldiers and sailors in many ways, have naturally quickened the public desire to work for the welfare and comfort of the men of our Forces. There have been many expressions of practical patriotism. In this connection the sphere of usefulness of the Royal Navy House at South Queensferry has been greatly extended in meeting the special needs of the present time, and tributes were paid to its value and efficiency at the annual meeting of subscribers, which was held in the Kintore Rooms, Queen Street, Edinburgh, yesterday afternoon. Sir Charles Dalrymple, Bart, occupied the chair.

The annual report stated that in the year under review the Royal Navy House had more than justified its existence, having been taken full advantage of by the men of the Navy in time of war as well as under normal conditions. During the first half of the year (while the sleeping accommodation was frequently taxed to its utmost) the overcrowding in the public rooms became so great that orderliness and comfort could, with difficulty, be maintained in the House. Three weeks before the outbreak of war the Committee met and sanctioned an enlargement scheme involving an expenditure of between £1,200 and £1,300. This was put in hand at once, and by

October a spacious coffee room and two storeys of additional dormitories above it, were available. These additions were connected with the old house by three covered gangways, and were built on a strip of ground (abutting on the Royal Navy House) which had been acquired on a ninety-nine years' lease. The Committee took this opportunity of stating that they could not have embarked on a scheme of such magnitude but for Mrs G E Forbes' generous donation, her guarantee of a further sum of £500, and her zeal and energy in taking the burden of collecting the whole of the sum required. They noted with great pleasure that the public, including five Admirals, several captains, and commanders, and thirty-two of His Majesty's ships' canteens had responded so liberally to the appeal that Mrs Forbes was no longer liable to be called on for her guarantee. Since 5th September, part of the Royal Navy House had been occupied by the military authorities, but owing to the enlarged accommodation this had not prevented continuance of the normal working of the House. In-proof of this, it might be mentioned that 100 seamen from the wrecked destroyer *Success* were lodged and boarded for a week.

The work of our Navy.

The Chairman, in moving the adoption of the report, observed that the Royal Navy House had existed long enough to prove its supreme and conspicuous usefulness. (Applause) They were all familiar with enterprises which appealed to them strongly, but of which the salient characteristic usually was the considerable debt upon them. In the case of the Royal Navy House, the enlargement had cost £1,209 and that was all paid, and there was a balance of £82.10s. remaining in hand. He knew how much of that achievement was due to the unwearied zeal of Mrs Forbes. (Applause) They were met at a time, he proceeded, when they were all conscious of their exceeding great debt to the Navy. What an impressive and momentous effect had been produced for months past, by the presence, mainly unseen but constantly effective, of our fleet round our coasts, protecting us even though we saw it not. (Applause) There had seldom been anything in the history of our country more memorable than the way in which a great force was transferred some months ago from this country to the French coast, and reached the scene of war without the loss of a single man or a single weapon of war. That vigilant guardianship continued while reinforcements were continually going forth, and it could be relied on with assured confidence. There was nothing any of us could do that was too good to show our feeling to the Navy. Our hearts went out in deep and abiding gratitude to them at this time. (Applause) The Royal Navy House was a ministrations of singular value to the Navy, and he commended it with all his heart to the continued support and sympathy of the public. (Applause)

Lord Salvesen, in seconding, commented upon the billeting of troops at the House, and mentioned that they had been charged less in proportion to the accommodation than in any other part of the country. The institution, his Lordship said, had now practically reached the self-supporting stage. During the past year or two there had been a substantial balance on revenue account, which said a good deal for the capable management of the home by those actually in charge of it. That should not tend to discourage people from making donations to it. They could use the money to provide additional comforts and premises for the large number of men now using the building. The report was adopted.

The Forth as Naval centre.

The Earl of Moray, in moving the election of office-bearers, spoke of the convenience of the House to sailors on leave. The centre of gravity of the Navy had now shifted from the shores of the English Channel to the North Sea. Any support they could give the House should be given. As Rosyth reached its completion and became a dockyard in being, increased accommodation would be required. (Applause)

Colonel Sir Philip Trotter, in seconding, said the war had been helped to an inestimable extent by private assistance, and private means. The way in which the soldiers at the front had been clothed and fed, apart from the provision made by the authorities had done much to contribute to their successes. The same thing could be said of the Navy. (Applause)

Mr William C Johnstone, WS, moved a vote of thanks to Mrs Forbes which was acknowledged, by her son the Reverend Edward Forbes.

Mr Archibald Trotter moved a vote of thanks to the officials, and Dr W B Blaikie seconded.

Major-General Dalmahoy paid a similar compliment to the chairman and the meeting closed with the singing of the National Anthem.

***The Scotsman* - Thursday 8 April 1915**

Submarine prisoners.

Aggressive convalescents.

Two of the survivors of *U-12*, which was rammed by the destroyer *Ariel* off the Forth recently, who were removed from Queensferry, had been undergoing treatment for injuries. Well-built, active men, they seemed to show but little appreciation of their rescue from death by British sailors, and it is stated that in the later days of their convalescence, they exhibited an attitude which was at times almost intolerable. For some days prior to their removal, they had to be kept under a surveillance which was not of the nature usual at an hospital. The aggressive attitude of the two stalwart pirates was so much in evidence that when they were being removed to the south, it was deemed advisable and necessary to take special precautions to ensure their good behaviour.

***The Scotsman* - Saturday 10 April 1915**

Situations

Labourer with knowledge of gardening wanted for Royal Naval Hospital, South Queensferry; wages 26s. per week of seven days. Applications should be made to the Fleet Surgeon in Charge, stating age.

***The Scotsman* - Saturday 10 April 1915**

Grocer and Wine Merchant's business in South Queensferry for sale.

Offers are invited for the goodwill, together with tenant's fixtures, fittings, and working utensils, of that well-established Grocer and Wine Merchant's Business presently carried on at The Loan, South Queensferry, by Mr James Hogg.

The turnover in spirituous liquors for the past three years has averaged 526 proof gallons per annum, and there is a fair turnover in malt liquors.

The weekly drawings have averaged £34.

The rent of the premises is £18.

The stock, which is light and fresh, and the horse, vans, and harness, to be taken by purchaser at mutual valuation.

For further particulars apply to Messrs Mackenzie & Fortune, SSC, 143 Princes Street, Edinburgh, or the subscribers, with either of whom offers should be lodged forthwith.

***The Scotsman* - Wednesday 28 April 1915**

Workman's gallant action.

Thomas Campbell McGregor, painter, who, while employed on the Forth Bridge on 20th February, was struck by a wire rope and knocked off the Bridge into the water, and so injured that he died on a ship shortly afterwards. Thomas Smith, a witness in the case, was described by the Fiscal as a hero. It was stated that Smith, who was one of the workmen on the Bridge, dived from a height of 50 feet into the water to rescue McGregor, on reaching whom he turned on his back and held him up until a launch arrived. For this act, the Fiscal said Smith had received the Royal Humane medal. The Sheriff, addressing Smith, said, "We are not going to praise you for what you did, but we are very proud to be associated with a man who, forgetting himself, did what he could to save his workmate".

***The Scotsman* - Wednesday 5 May 1915**

Sir John Fowler's grandson killed.

Captain Alan Arthur Fowler, Queen's Own Cameron Highlanders, of whose death near Ypres on April 28 information has been received, was a grandson of the late Sir John Fowler, Bart., Engineer-in-Chief of the Forth Bridge. Educated at Harrow and Sandhurst he received his commission in 1907, joining his battalion in South Africa, whence it proceeded later to China and India, only returning to this country in November last, and proceeding almost immediately to France. Captain Fowler is survived by a widow and one daughter. His elder brother, Captain Sir John Fowler, 2nd Seaforths, is at present Adjutant to the 4th Seaforths in France. (**Note:** Captain Sir John Edward Fowler fell on 22 June 1915)

***The Scotsman* - Thursday 6 May 1915**

South Queensferry officer wounded.

Lieutenant Frank Garvie, of South Queensferry, has been wounded in the struggle for Hill 60. It may be recalled that Lieutenant Garvie, who is a son of Mr Michael Garvie, South Queensferry, was promoted from the ranks some months ago. He was with the 1st Norfolks in the fighting at Hill 60, and was struck above the right eye by a bullet which glanced off a rifle he was using. A fragment of the nickel coating of the bullet entered the eye, the sight of which has been destroyed.

***The Scotsman* - Tuesday 11 May 1915**

Society of Antiquaries.

A Dalmeny find.

The second paper was by Professor Baldwin Brown, FSA Scot, and gave an account of a necklace of glass beads found recently in a cist at Dalmeny, South Queensferry, and presented to the National Museum by the Earl of Rosebery. The beads, which are eleven in number, were found in a stone-lined grave some five feet in length by two feet in breadth, lying east and west, containing a burial by inhumation; the head was placed to the west. Professor Baldwin Brown considered the beads in relation to their possible connection with an Anglo-Saxon burial. He pointed out that a comparison of the Dalmeny beads with others found in parts of Scotland where Anglian raiders can hardly have penetrated was rather against an Anglo-Saxon origin. He considered, however, that the Dalmeny find was quite of a sort to stimulate search in Southern Scotland for the hitherto missing evidence of the presence here of Anglian raiders in the earlier periods of the Teutonic settlements.

***The Scotsman* - Wednesday 19 May 1915**

Anderson.

Killed in action on 28th April, Private Louis Alfred Anderson, 1st Royal Scots, aged 31, youngest son of the late Robert Anderson, Merchant, South Queensferry.

***The Scotsman* - Tuesday 1 June 1915**

Bravery at the Forth Bridge. Workman's dive of 40 feet.

Yesterday afternoon Mr Thomas Smith, residing at Catherine Terrace, South Queensferry, an employee of the Forth Bridge Railway Company, was presented with the bronze medal and vellum certificate of the Royal Humane Society, a cheque for £20 from the Carnegie Hero Fund, with a silver watch bearing an appropriate inscription, a cheque for £30 from the directors of the North British Railway Company, and a gold medallion subscribed for by his fellow workmen on the Forth Bridge. The presentation was made on the lawn of the Hawes Hotel, and the company included Admiral Sir Robert Lowry, KCB, Lady and Miss Lowry and Miss

May, Flag Captain Gartside Tuppinge and Mrs Tuppinge; Mr William Whitelaw, chairman of the North British Railway Company; Mr John Martin, secretary, the Forth Bridge Railway Company; Mr Peter Hunter, local superintending engineer of the Forth Bridge; Dr Ross, Mr Hyde, and Mr Burns, of the Carnegie Trust; Dr Dicks and Bailies Morison and Robertson, South Queensferry; Mr McCrae, and the workmen engaged on the Forth Bridge.

Mr Whitelaw introduced Admiral Lowry, who said it was a great pleasure to him to be asked to make the presentation to Mr Thomas Smith. All of them knew of the gallant action which he had performed. On Saturday, 20th February, about 11.15 am, while a number of the Forth Bridge workmen were engaged on the top of a girder on the Queensferry main pier, part of a wire rope slipped over the edge of the girder, throwing into the water two of the men, Thomas McGregor and James Cummings, while another man, David Cairns, had a leg fractured. Thomas Smith, a fellow workman, who was employed about 80 feet away, without divesting himself of any clothing, promptly dived from a height of about 40 feet to the assistance of McGregor, who was floating face downwards, turned McGregor in the water on his back, and supported him till both were taken alongside the Forth Bridge Company's launch *Mallard*. Smith declined assistance for himself until he had been assured that Cummings was also rescued. Admiral Lowry added that at one time he prided himself in his prowess as a diver, but got into a funk when doing 30 feet. Mr Smith had dived in dangerous, shallow water. He felt it was a very gallant act, but it was not Mr Smith's first one. He had pleasure in presenting the certificate and bronze medal.

Dr Ross, on behalf of the Carnegie Hero Fund, said though they had to deal with many cases, there were few of the quality of the present one. He presented Smith with a silver watch and a cheque for £20.

Mr Whitelaw, Chairman of the North British Railway Company, on behalf of the Forth Bridge Company and Smith's fellow employees, handed over a cheque for £30 from the directors who, he said, had felt it their duty for the honour brought upon them, and said he had never signed a cheque with greater pleasure. Five pounds were handy to take home to the wife, and those in the form of five sovereigns he handed over.

Mr Peter Hunter, local superintending engineer of the Forth Bridge, replied on behalf of Mr Smith, and votes of thanks were heartily accorded to Admiral Lowry and others who had taken part in the proceedings .

***The Scotsman* - Tuesday 1 June 1915**

Taking photographs on the Forth Bridge. Manchester lecturer prosecuted.

At Dunfermline Sheriff Court yesterday, William Wilcomb Stainer, described as a lecturer, in custody, admitted a contravention of the Defence of the Realm (Consolidation) Regulations, in respect that in a compartment of a railway train on the Forth Bridge, in the vicinity of Rosyth Naval Base, on Saturday, he had in his possession a camera without the permission of the competent naval or military authority, and that he attempted to take photographs of His Majesty's ships which were then lying in the Forth. Mr A P MacBean, solicitor, said that what accused had

done was in entire ignorance of the seriousness of the offence. He was a stranger to Scotland, this being the first time he had seen the Forth Bridge. Being an engineer and a lecturer on technology at Manchester, he was naturally keen to see the place, and to take photographs. As showing that he made no secret of the possession of a camera, he took the photographs in the presence of a fellow passenger, who was an entire stranger to him, and who was instrumental in having the accused arrested. The agent added that the accused had applied for a commission in the Royal Engineers, and he expected word every day that he had been accepted. The Procurator Fiscal, Mr John Shaw Soutar, said his information was all corroborative of what the agent had stated. Sheriff Umpherston said he had no doubt that this was more a piece of folly than anything else, but with a man of education and intelligence it was much more serious than it might be with other people. In the circumstances, his Lordship imposed a modified penalty of £2, which was paid at the bar. The accused had been in custody since Saturday.

***The Scotsman* - Saturday 26 June 1915**

Housebreaking at Queensferry and Dalmeny.

At Linlithgow Sheriff Court yesterday, George Wilson, labourer, appeared before Sheriff Macleod, on a charge of having on 15th and 16th of this month broken into a dwelling house at Lilybank, South Queensferry, and stolen a pair of boots, a pair of gloves, one dozen handkerchiefs, one dozen of teaspoons, and other articles. He was also charged with breaking into a house at Dalmeny and stealing seven collars, and further with stealing from a pigeon-house at the rear of a house at Dalmeny Railway Station two pigeons. Accused, who is an Englishman with two previous convictions against him for theft, was sentenced to six months' imprisonment.

***The Scotsman* - Monday 28 June 1915**

Sir John Fowler killed.

Intimation has been received from the War Office of the death in action of Captain Sir John Fowler, Bart, Seaforth Highlanders. Sir John Fowler who was 30 years of age, was the grandson of the eminent engineer-in-chief of the Forth Bridge. He was educated at Harrow and Sandhurst, and joined the 2nd Battalion Seaforth Highlanders in 1904. In October 1913 he was seconded as Adjutant of the 4th Battalion Seaforth Highlanders, which was the first Highland Territorial battalion sent to France from Bedford in November last. Having been born and brought up in the parish of Lochbroom, Ross-shire, he was personally acquainted with a large number of the men of the battalion, of whom 80 per cent were natives of Ross-shire. Eleven lads from his own property accompanied him to the front. After experiencing considerable hardships in the trenches during winter, the men of the battalion took part in their first real engagement at the battle of Neuve Chapelle on March 10 and were among those who succeeded in occupying the advanced position in the Bois de Biez. The Colonel was severely wounded and four officers killed. The battalion had still heavier losses in a subsequent engagement in May, notwithstanding which they retained their admirable spirit of cheerfulness and pluck. Many notable deeds of bravery and unselfishness were observed during the engagement referred to.

Captain Sir John Fowler's only brother, Captain Alan Fowler, Cameron Highlanders, was killed on April 28, together with his subaltern and several men, by the bursting of a German bomb in the trench they were defending on Hill 60.

During the last fortnight Sir John Fowler was granted a few days' leave on urgent private affairs, and revisited his home for the first time for 10 months. Three days after his return to France he met his death by the bursting of a German shell.

He is succeeded in the baronetcy by his uncle, the Reverend Montagu Fowler, Rector of All Hallows, London Wall.

***The Scotsman* - Tuesday 29 June 1915**

Military Funeral in Edinburgh.

The funeral took place yesterday at the Dean Cemetery, Edinburgh, with full military honours, of Captain James Harper Lindsay, who died suddenly at Craighleith Military Hospital on Thursday as the result of a motoring accident at Blackhall some six or seven weeks ago. The firing party, under the command of Captain Milne, was provided by the Forth Royal Garrison Artillery, with which corps Mr Lindsay had been associated for a considerable time prior to the war breaking out, and with which he had done duty since the date of mobilisation. Captain Lindsay was well known in Scottish Rugby football circles. He was an old boy of Edinburgh Institution, and for many years was captain of the former pupils football club for which he did splendid work, and with the members of which he was held in high admiration and esteem. After retiring from active participation in the game, Mr Lindsay was elected to the Committee of the Scottish Football Union, and was still a member of that body at the time of his death. The funeral was attended by his comrades of the Forth RGA, under the command of Lieutenant Colonel O'Connor, and the service at the grave was conducted by the Reverend Lieutenant Colonel Marshall B Lang, the chaplain at Craighleith Military Hospital. Among the large turnout of general mourners were many of the employees of Messrs Wm Lindsay & Son, Coopers, Canonmills, of which firm the deceased officer was a member, many officers, and many of his old friends and colleagues on the football field. After the salute had been fired over the grave, a lament was played on the pipes, and the "Last Post" was sounded by the buglers. The pipe band was provided by the 3rd King's Own Scottish Borderers. The service at Edzell House, Inverleith Terrace, was conducted by the Reverend Mr Fiddes, St Barnard's Parish Church.

***The Scotsman* - Saturday 3 July 1915**

Swedish Master fined.

In Edinburgh Sheriff Court yesterday, John Borg, the master of the Swedish steamer *Ludwig Peyron*, of Stockholm, at present lying at Leith, was fined £20 by Sheriff-Substitute Orr for, on 30th June, while on a voyage from London to Burntisland, and being an incoming vessel entering the Firth of Forth, not having navigated his vessel so as to steer a direct course for Kinghorn Ness after passing between the Isle of May and Wester Anstruther. He was also charged with having failed to obey an order given by an officer in charge of a patrol vessel. An agent stated that accused had

misunderstood the officer's order. The Prosecutor said that shipmasters could not be got to obey the Admiralty regulations, although they had been given over and over again.

***The Scotsman* - Friday 13 August 1915**

Queensferry roads flooded.

Yesterday Queensferry was twice visited by thunderstorms of unusual severity. The morning was close and warm, and shortly after midday thunder was heard in a south-westerly direction. Gradually it came nearer, and passed by the northwest. Rain showers were frequent. In the evening the storm again broke out in great intensity, and continued for about an hour. The lightning flashes were extremely vivid, and followed each other at short intervals. About 6.30 o'clock the storm reached its maximum, and the frequent flashes of brilliant forked lightning were followed at intervals often of a second or so. The thunder at times was deafening, and rain fell in torrents at the time stated. In the middle of the storm a heavy shower of hail fell.

***The Scotsman* - Friday 20 August 1915**

Aberfeldy.

Intimation of the death of Corporal Alexander A MacGregor, 2nd Black Watch, has been received by his father, Mr A MacGregor, Farm Manager, Duniskieg, Aberfeldy. Corporal MacGregor was shot by a German sniper on 12th August while at work in a communication trench. He was 25 years of age, and for some time previous to his enlistment had been a police constable at South Queensferry.

***The Scotsman* - Friday 3 September 1915**

Extraordinary career of crime woman.

Gets six months' hard labour.

An extraordinary career of crime was disclosed in a case heard by Kent County Justices at Wingham yesterday, when a woman, who has been passing as Mary Aileen Gardner, was charged with wearing the badge and uniform of a Red Cross nurse without authority at Ash, near Canterbury. It was stated the accused was born in Dublin, but when quite young lived at Chatham for several years. She was married when 18 years to a carpenter, and had two children, but her reckless extravagance caused frequent separations. On one of these she took a situation at Earl's Court Exhibition, and reported herself as an heiress and ward in Chancery. From 1906, when she finally separated from her husband, she had a varied experience. She has been convicted seven times for theft and false pretences at Worthing, York, Queensferry, Edinburgh, and Rochester, and three times for bigamy.

Superintendent Stone stated that the general character of the woman was such that she embarked on most extraordinary adventures, utterly regardless of consequences. She wore the uniform of a nurse to get into decent society, and took

advantage of any resultant opportunity for appropriating anything valuable. In 1907 she was engaged to look after an inebriate lady, but instead of keeping the drink from her she assisted in obtaining it. After the lady had been removed in a condition bordering on delirium tremens, the prisoner set fire to the bedroom, terrorised the other servants so that they deserted the house in a body, and she then appropriated a quantity of the lady's clothing. On another occasion she was engaged to attend a lady brought home from hospital to die of cancer. It was thought she might live several months, but under the care of the prisoner she only lasted a week. As a matter of fact, prisoner knew nothing whatever about nursing. The late Sir Thomas Clouston, medical expert, Morningside Asylum, gave it as his opinion that the accused was insane, a danger to the community, and a human being devoid of any sense of "right and wrong".

She was sentenced to six months' hard labour.

***The Scotsman* - Tuesday 21 September 1915**

Royal Scots 5th Battalion.

Killed.

D Thomson, of the 1/5th Royal Scots, has been killed in action at the Dardanelles. He was twenty three years of age, and previous to the outbreak of war was employed as a dairyman. His parents reside at Duddingston, South Queensferry.

***The Scotsman* - Monday 27 September 1915**

Swedish Captain breaks Forth regulations.

A fine of £10 was imposed by Sheriff-Substitute Guy, in Edinburgh Sheriff Court on Saturday, on a Swedish captain named William Johnsson, who admitted having last Tuesday navigated his vessel four miles south of the May Island, contrary to the Defence of the Realm Act and the regulation of the Lords of Admiralty, dated June 20th. An agent explained that the accused had obtained certain copies of the regulations, but he had apparently not got the specific one regarding the Forth. He had not been in the Forth since the war broke out. Sheriff Guy said that in this case ignorance was no excuse. Any person who was ignorant, or who might pretend to be ignorant, might by that ignorance either do himself or his ship great damage or might discover what he was not there to discover. The penalty might be increased if there were more cases. These regulations as to what parts of the Forth were navigable must be obeyed.

***The Scotsman* - Thursday 30 September 1915**

Stevenson.

Drowned in the Aegean Sea on 13th August by the sinking of HM Transport *Royal Edward*, Lance Corporal Charles Stevenson, 3/1st LFA, RAMC (T) of 28 Saughton Crescent, Murrayfield, aged 42, eldest surviving son of Charles Stevenson, Esq, ex-Provost of South Queensferry.

The Scotsman - Monday 4 October 1915

Half-mile handicap at Powderhall.

The weather at Powderhall Grounds, Edinburgh, on Saturday afternoon was of a pleasant description, and an exceptionally large crowd gathered. The programme comprised a half-mile handicap, which was run off in seven heats and the sport was of an interesting nature. Favourites had the best of the argument throughout the afternoon, and only one went down in eight races. F Roberts, Queensferry, showed splendid running in his preliminary tie, in which he was fastest up, and in the final he took the lead at the half journey, and maintained his advantage to the end.

The Scotsman - Monday 4 October 1915

Miller

Accidentally killed on the Forth Bridge on 3rd October 1915, Archibald Craig Miller, Captain, Territorial Force, of the Estate Duty Office, Edinburgh, and of Carnethy, Roslin, aged 32, youngest son of George L Miller, late of Berwick, and beloved husband of May S Warden. Funeral from 41 Cluny Drive, Edinburgh, to Morningside Cemetery, on Wednesday, 6th October, at 2.30 pm. Friends are requested to accept this intimation.

The Scotsman - Monday 4 October 1915

Fatal accident at the Forth Bridge. Officer and Private killed.

On Sunday forenoon a serious incident occurred on the railway in the neighbourhood of the Forth Bridge, when a train dashed into the rear of a party of soldiers, killing one officer and one private and injuring eight rank and file. The affair occurred between ten and eleven o'clock in the morning. The weather was very still, and there was some haze about. The soldiers were marching across the Bridge. The party was on the Bridge just at the approach to Dalmeny Station when a train coming from the North overtook it and dashed into the rear ranks. Pending inquiry, the circumstances of the disaster are not fully ascertainable. It is stated that the men were marching on that side of the line along which, in normal circumstances no train could approach them except from the South towards which they were facing. It was understood, however, that owing to some repairs being in progress the Bridge was being worked by single line at that time on Sunday morning, and it happened that it was the down line which was being used. Accordingly, a train from the North, switched on to the down line at the Bridge, caught the party of troops from behind, and wrought havoc in the rear ranks. A captain and a private were killed instantaneously, and three men were dangerously injured, whilst five more were injured less seriously. The injured were removed to Craighleith Military Hospital, Edinburgh. Rumours of the accident got abroad in the course of the day, and there were many inquiries at the Hospital. Most of the men involved were Edinburgh men. The names are as follows.

Killed.

Captain Miller of Carnethy, Roslin. Private J W P Sinclair, 8 Gladstone Terrace, Edinburgh.

Dangerously injured.

Trumpeter T Kinnaird, 69 Holyrood Square, Edinburgh. Corporal R C King, Morrison Street, Edinburgh. Corporal A Petrie, Kirkcaldy.

Injured.

Private Henderson, Albion Road, Edinburgh. Private McLaren, 7 Broughton Street, Edinburgh. Private J B Adams, West Fullerton, Meigle. Corporal J Robb, 12 Patriothall, Edinburgh. Private Stewart, Police Buildings, 148 Pleasance, Edinburgh.

***The Scotsman* - Tuesday 5 October 1915**

The Forth Bridge accident. Another death.

The three men who were dangerously injured in the accident at the Forth Bridge on Sunday, when Captain A C Miller and Private Sinclair were instantaneously killed, were taken to Craighleith Hospital. The men were Trumpeter T Kinnaird, Corporal R G King, and Corporal A Petrie. Trumpeter Kinnaird's left leg has been amputated, while his right leg, is fractured. It was also found necessary to amputate Corporal Petrie's left leg. He died at a late hour last night. Corporal King's right leg has been amputated below the knee. Corporal Petrie resided at High Street, Kirkcaldy.

***The Scotsman* - Wednesday 6 October 1915**

Camera in prohibited area.

At Linlithgow Sheriff Court yesterday, James Watson, cooper, residing at St Leonards Street, Edinburgh, was charged with having, contrary to the Defence of the Realm (Consolidation) Regulations, had in his possession a camera at Society, in the parish of Abercorn, which is a place in the vicinity of naval or military works. Accused pleaded guilty, and said that while he knew that cameras were prohibited in South Queensferry, he did not know that their prohibition extended to Society. The Fiscal said there was no suggestion that Watson had any motive contrary to the Safety of the Realm Act. The Sheriff imposed a fine of 10s.

***The Scotsman* - Thursday 7 October 1915**

The Forth Bridge accident. Funeral of Captain Miller.

The funeral took place yesterday, with full military honours, of Captain Archibald Craig Miller, Carnethy, Roslin, who was killed by accident on the Forth Bridge on Sunday while in command of a detachment of men on a route march. The interment was in Morningside Cemetery, and the funeral was from the house of the late Captain's father-in-law, Mr J M Warden, Cluny Drive. The sad circumstances of the

death of Captain Miller had aroused public sympathy, and many persons had turned out to witness the passing of the funeral and to indicate their sympathy. Prior to the setting out of the cortege for the cemetery, a service was held in the house by the Reverend J MacAlpine, Roslin United Free Church, and the Reverend Walter Brown, Braid United Free Church. Only relatives of the deceased attended, the principal mourners being Mr Thomas Miller, Manchester (brother); Mr George Mallinson, Manchester (brother-in-law); Mr David Miller Comrie (uncle); and Mr J M Warden. The coffin, which was draped with the Union Jack and had placed on it the cap and sword of the deceased officer and a number of wreaths, was carried from the house to the gun carriage by six men of the Forth Division, Royal Garrison Artillery, the corps to which Captain Miller was attached. Heading the cortege was a firing party of 100 men of the Forth RGA, under the command of Captain Milne, who marched with arms reversed, and after them came the band of the 3rd King's Own Scottish Borderers, under Bandmaster A J Wilton. The gun carriage, provided by the Royal Field Artillery, came next, followed by the mourners, including a number of the officers of the RGA. Lieutenant Colonel Stevenson represented the 12th Scottish Provisional Battalion, Major McMillan the Forth RGA, and Lieutenant Ogilvie the Royal Engineers. The Reverend J R P Sclater, New North United Free Church, Chaplain to the Coast Defences also attended. The cortege was ended by a detachment of men from the Forth RGA. As the funeral passed along Cluny Drive blinds were drawn in all the windows as a token of respect, and there were very few spectators. When Braid Road was reached both sides of the street were lined with spectators, and the crowd continued for the rest of the way to the cemetery gate. At the cemetery a brief service at the graveside was conducted by the Reverend J R P Sclater, the farewell volley was fired over the grave, the buglers sounded "The Last Post" and the impressive service was concluded.

***The Scotsman* - Tuesday 12 October 1915**

The Royal Scots.

William F Kerr, 1/5th Royal Scots, who has been killed at the Dardanelles, was the eldest son of Mr and Mrs Robert E Kerr, of 5 Bothwell Street, and late of South Queensferry.

***The Scotsman* - Wednesday 27 October 1915**

Carrying a camera in a prohibited area.

At Linlithgow Sheriff Court yesterday, Mona Jeffrey, Empress Club, Dover Street, London, was charged with having on Sunday, 3rd October, on the public road between Queensferry and Hopetoun, had in her possession a camera for photographic purposes. She pleaded guilty, and an agent on her behalf stated that Miss Jeffrey was an Edinburgh lady, and engaged on Government work in London. She had had difficulty in getting away from her work to come to Court that morning, and had travelled in the train all night. What happened on 3rd October was that her father, a well-known Edinburgh citizen, had taken his daughter and other two ladies a motor drive to Queensferry. Mr Jeffrey was not aware that his daughter had a camera until it was taken possession of by a soldier. As for Miss Jeffrey, she was not

aware that it was an offence to have a camera at the place mentioned. The Sheriff dismissed her with an admonition.

***The Scotsman* - Wednesday 29 December 1915**

Letters to the Editor.

The Present Lighting Regulations.

Kingscroft, Barnton, Midlothian, December 28, 1915.

Sir, As a motorist of some considerable experience I beg to protest against the existing lighting regulations, which, in my opinion constitute a constant source of danger to the public. My house is situated on the Queensferry Road, midway between Edinburgh and the Forth Bridge, and I think I may safely say that I have never seen so much, traffic on the 'Ferry road as there is at present. In spite of this, the road has never been so badly lighted before. There are no lamps, the houses on the road must show no lights, while motor cars are not allowed to use their headlights, or even sidelights, if the latter be too bright. To my certain knowledge there have been several accidents on this road entirely due to these regulations. I can but say that I am not in the least surprised, as I have on several occasions escaped myself only by exercising the greatest caution. On dark, rainy, or misty nights, at this time of year, I state most emphatically that it is highly dangerous for any motor vehicle not to be provided with a really bright light. Had I any say in the matter, all motor cars would be compelled to use headlights, instead of having their lights reduced. I was stopped myself not long ago by two policemen for having too bright sidelights only!

I have no complaint to make against the police, who obviously are hard put to it to interpret equably an Act which is as indefinite as it is (at present) unnecessary. With regard to the city, I am quite aware that there have been many accidents directly attributable to the lighting regulations. Who can wonder at it? Certainly no motorist who, on a wet or stormy night, has had the unpleasant experience of driving along greasy thoroughfares, crowded with traffic, and sprinkled with dangerous cable-car islets while every now and then foot passengers loom up in the darkness a few feet in front of the radiator. Surely one is entitled to ask - what is the object of it all? For what purpose are we playing this dangerous game of "blind man's bluff" in latitude 56N at the end of the month of December? I do not say that a Zeppelin raid is a practical impossibility - I say it is an absolute impossibility at this time of year and under the prevalent climatic conditions. I am, &c, Maurice F Anderson.

***The Scotsman* - Wednesday 26 January 1916**

Naval Readers' work in the Forth.

The Primus (the Most Reverend W J F Robberds, DD, Bishop of Brechin, presided at the annual meeting of the Edinburgh and East of Scotland Branch of the Royal Naval Scripture Readers Society, which was held yesterday afternoon in the Kintore Rooms, Edinburgh. The Dean of Edinburgh (the Reverend J S Wilson), in the course of a letter of apology for absence on account of indisposition, wrote that he "spent a

very cold morning with the Bishop of St Andrews at Rosyth in the middle of December. I went there", he said, "in my official capacity as Convener of our Church's Navy and Army Committee, and all that I saw, added to what I heard from Sir R S Lowry and the engineer of the docks, has impressed me more deeply than ever with the magnitude of the spiritual work that will have to be done at Rosyth and in the adjacent waters of the Forth after the new dry docks are open. I am convinced that a second Scripture Reader will be required to work to the west of the Bridge, and that the work which he will have to do makes it absolutely essential that a motor boat should be provided for him. The generosity of the people in Scotland may, I trust, be depended upon for the necessary funds. The debt which we in Scotland owe to the Navy is incalculable, and if this is duly impressed on the minds and hearts of our people they will not be backward in acknowledging it by providing the means of doing thoroughly good work among the seamen who in the future will be congregated, alike in times of peace and war, in the neighbourhood of Rosyth".

The needs of Rosyth.

The report by the Executive Committee (which was read by the secretary, Mr W B Wilson, WS) stated that during the year 1915, the Firth of Forth had been the scene of much naval activity, and Mr R H Andrews, the Society's reader stationed there, had been fully occupied with work at Leith, Granton, and the Naval Hospital at Queensferry. In accordance with the practice of the Society, his work had been placed under the supervision of the Reverend Christopher Graham, the Royal Naval chaplain at Leith and Granton, and written reports were furnished by him monthly to Mr Graham, and were afterwards forwarded to headquarters at Portsmouth.

The Committee had the pleasure to report that in view of the large developments which it was understood were now nearing completion, a second reader was to be sent by the Society for duty in the Firth of Forth. An adjustment between the spheres of the two readers would be necessary, and while it was proposed that Mr Andrews should continue his work at Leith and Granton, and in the Edinburgh Royal Infirmary, the new reader's sphere would be above the Forth Bridge, in Queensferry itself, the Naval Hospital there, in Rosyth, and in ships at anchor in the Firth of Forth. His work would be supervised by the Reverend G H Crouch, chaplain. Admiral Sir Robert S Lowry, KCB, who was a member of the Committee, had stated that a motor boat was essential for a reader in the Forth, and the Committee, after grave consideration, had resolved to appeal to the public of Scotland for assistance in raising funds to meet this necessity. They felt that if the need for this assistance was once adequately understood, the money would be forthcoming, and they asked all present subscribers to assist them both with donations for this special purpose and by making the appeal widely known.

The collections received during the last financial year were the best hitherto obtained in Edinburgh - namely, £90.10s.3d. (Applause). There was also raised during the year 1914-15 a special fund of £34.16s.6d. to supplement the salary of the local reader. The Executive Committee tendered their grateful thanks for the generous support thus given. They felt that such cordial assistance showed a true appreciation of the nation's need and of the great, though silent, work which the Society was carrying on. They did not doubt that this support would continue and be increased.

The Committee were glad to welcome the general secretary of the Society, Mr H Kestell-Cornish. They wished also very specially to record their thanks to Admiral Lowry, who, in spite of the enormous burden of responsibility which he bore in this time of war, had never failed to give them his most valuable guidance upon every occasion and had shown unceasing interest in the work of the Society. (Applause). As the Scripture readers would be under the supervision of Chaplains Graham and Crouch, the Committee beg to make the suggestion that these gentlemen should be elected members of the Committee. (Applause).

Our debt to the Navy.

The Chairman, in moving the adoption of the report, referred to the absence of Bishop Walpole, and remarked that it would be a matter of great satisfaction to them to know that the oculists had assured the Bishop that any danger of blindness had now been removed. (Applause). They were all profoundly glad to know that was so. Referring to the Navy, the Chairman said that we had repeatedly been told during the war that we were a most unimaginative people, and he dared say that there was a great deal of truth in that. But it would be difficult to believe that any were so thoroughly unimaginative at this stage as not to realise that enormous debt that we owed to the officers and men of our gallant Navy. (Applause). We always were proud of them, but now in the strain and stress of war we had learned their true worth and their efficiency in a way that we could never have learned in the days of piping peace. It was the Navy that gave the country time to make its preparations when it was so unprepared, that had guarded our coasts, that had safely taken our troops to wherever they were sent, that had secured our food supplies, and that had blockaded our enemy - a blockade, which he ventured to think, we should not mind however tight and close it were made. (Applause). He then referred to the splendid work that was being done by the chaplains in the Navy, and stated that as the chaplains could not overtake all the work that had to be done the Scripture readers came in to support them. (Applause).

Mr P C Robertson, hon. treasurer, in seconding the report made a plea for more subscribers.

The report was unanimously adopted.

Admiral Startin, CB, moved a resolution calling for increased support for the Society, which was also cordially adopted.

Mr H Kestell-Cornish, general secretary of the Society, stated that the Society was very strongly supported by the religious feeling in the Royal Navy. He mentioned that they had 14 readers in the Society. He expressed the hope that the Society would receive increased support to meet the increased demands that were being made upon it.

Admiral Sir Robert Lowry, KCB, in the course of some remarks, referred to the marked improvement that had taken place since the war in the conduct of the men, and he also testified to the splendid work of the Society.

Office-bearers were appointed for the ensuing year.

The Scotsman - Wednesday 26 January 1916

Music Hall artist's libel action. Sequel to a visit to the Forth Bridge.

In the King's Bench Division yesterday before Mr Justice Scrutton and a common jury, Mr William Sidney Howard Doody, a music hall artist, living at Clapham, brought an action against the Performer (Limited) and Odhams (Limited), the publishers and printers respectively of *The Performer*, the organ of the Music Hall Artists' Federation, claiming damages for libel. The defendants denied that the words complained of were capable of the meaning alleged and paid £2 into Court. They said that the statement published was without malice.

Plaintiff's case.

Mr Thorn Drury, KC, who appeared for the plaintiff, said that Mr Doody and his wife performed in England and Scotland under the title of "Doody and Wright". The libel complained of, said counsel, was published in *The Performer* in June last. The defendants did not deny they had inserted the statement complained of in the paper, but said that they had published an apology and denied malice. In June last the plaintiff and his wife were playing in Leith, and one day they took a trip to the Forth Bridge. Mrs Doody, who had some connection with Australia, saw a sailor from Australia, and entered into conversation with him. In consequence the plaintiff was arrested and detained under the Defence of the Realm Act. He was never told what he was detained for, and eventually released without explanation as to the reason. In the issue of *The Performer* of June 24, in what the defendants called their "Chatty News", the following paragraph appeared.

"Doody and Wright and Hayes and Wynne had a very unpleasant experience in Leith last week. The party made a trip in the direction of the Forth Bridge on Thursday and were astonished when Sidney Doody and Edward Hayes were suddenly arrested as spies. Hayes, after 29 hours' detention, was released through the intervention of the American Consul. The advices received early this week gave the impression that Doody was still being detained."

To suggest that a man was a spy was a matter of great seriousness to a music hall artist, said counsel, because there was no more sensitive audience than that of a music hall. Mr Doody consulted his solicitor, and letters passed, and in their issue of July 15 the defendants expressed regret if the paragraph had caused the plaintiff any inconvenience, and said that the information was supplied to them by Mr Hayes. The plaintiff was not satisfied with the apology because the paragraph had done him very considerable harm in his profession.

No reason given for arrest.

Giving evidence, the plaintiff said he had performed in all the principal halls in England and Scotland, having been in the profession for 20 years. His father had served for 21 years in the British Army. With regard to his detention, the witness said that he could never find out why he was arrested. He had been called a spy many times, and it was a topic in the profession after this paragraph appeared. Since then

he had been unable to book any engagements, and had only had one offer in six months.

In cross-examination, the witness said they met the sailor in a public-house, and the sailor suggested that they should go down and see the Fleet. They went, and were coming back on a bus, when Hayes called him down from the outside, saying, "Come down, these two 'ginks' want us." (Laughter) Mr Thomas (for the defendants) said this was litigation run mad. The plaintiff was a member of and on the committee of the Music Hall Artists' Federation, of which this journal was the organ, and there was not the slightest malice. On the contrary, the defendants did what they could to obtain assistance for the plaintiff to get him out of his unpleasant predicament. He submitted that the plaintiff suffered no damage.

Damages awarded.

The jury found in favour of the plaintiff, and assessed the damage at £125. His Lordship entered Judgement accordingly, with costs.

***The Scotsman* - Saturday 12 February 1916**

Obscuring train lights.

Sir, There have been comments lately in *The Scotsman* on the methods of darkening windows in houses and trains, followed to-day by your very timely article on Zeppelin defence. What amazes the regular travellers across the Forth Bridge is the fact that although regulations for the drawing of the window blinds are posted by order of the Admiralty in all the compartments, no blinds are provided for the door windows, except in rare instances. Consequently, every few feet of darkened train are illuminated by the vivid oblongs of the lit door windows. The Admiralty may have some obscure reason for this non-obscuring but to the "man in the train" the affair is reminiscent of the ostrich and its traditional idiosyncrasy. I am, &c. Fife and the North.

***The Scotsman* - Wednesday 1 March 1916**

The late Mr Thomas M Tait, Edinburgh .

A well-known citizen of Edinburgh, Mr Thomas M Tait, died suddenly on Sunday at his residence, 29 Scotland Street. He was 57 years of age. A son of the late Mr Thomas Tait, ironmonger, who in his day was a diligent member of the Edinburgh Town Council, Mr T M Tait, who was educated at Watson's College, had for many years been manager of H W Hunter & Son, metal merchants. An excellent business man, and possessed of a buoyant and kindly disposition, Mr Tait had many friends not only in Edinburgh, but in Fife and the Border Counties, which he was in the habit of visiting. He was a member of the Liberal Club, of the Pen and Pencil Club, of the Philosophical Institute, and of the Queensferry Golf Club, and with Mrs Tait, took for years a warm interest in the French Church of Edinburgh. He had not been in robust health for some time past, but his death came very suddenly. He is survived by a widow and by a son, who is at present in training in the Inns of Court Officers Training Corps.

***The Scotsman* - Monday 6 March 1916**

Comfort in the camps.

YMCA hut opened at South Queensferry.

There was opened at South Queensferry on Saturday a new and comfortable hut, which has been erected by the Young Men's Christian Associations to serve the men on duty at Hound Point. The new institute, which will provide a variety of recreation as well as excellent facilities for correspondence, will form a welcome adjunct to the camp life of men who have trying and somewhat monotonous work in connection with the coast defences. The hut has been erected at a cost of about £320. There was a large attendance at the formal opening, for which the arrangements were made by Mr James Mackenzie, the General Secretary of the Scottish National Council of YMC Associations. Officers and men stationed at the camp were present.

Mr H Lightbody, Vice-Chairman of the Scottish National Council, who presided, gave a resume of the work which the Association has already done for the troops, and mentioned that since the war began they had opened about 1,100 different centres in this country, in France, and in Egypt, and if the Colonies were included the total would be about 2,000. (Applause)

Lieutenant Colonel Stevenson, in the absence of General Gardiner, declared the hut open, and commended the work of the YMCA. They were deeply indebted, he said, to the Association for the hut, which had been wanted since ever the troops took up their position there. It would be of the greatest benefit to the men. (Applause)

Major Bell, 1/5th KOSB, accepted the hut on behalf of the men.

The Reverend J K P Sclater paid a tribute to the YMCA work, particularly in France, where he said it had in many ways met felt wants not usually supplied by the military authorities.

Mr A Forrester Paton, Alloa, Joint Convener of the Camp Committee of the YMCA, moved a vote of thanks to the various speakers, and the Association's indebtedness to Mr James MacDonald, WS, for the donations collected by him, was also expressed.

Red Cross sale at South Queensferry.

A cake and candy sale, combined with musical and other attractions, took place in the Public School, South Queensferry, on Saturday afternoon to aid the Red Cross Society and to provide comforts for soldiers and sailors. More than £60 will be available.

***The Scotsman* - Thursday 16 March 1916**

South Queensferry.

W A Bain, 1st Gordon Highlanders (killed), was the son of Mr W A Bain, insurance agent, South Queensferry, and was 19 years of age. He enlisted in August 1914.

***The Scotsman* - Thursday 23 March 1916**

Sobriety gaining ground in the Naval Service.

A well-attended meeting of subscribers to the Royal Navy House, South Queensferry, was held yesterday in the Kintore Rooms, Queen Street, Edinburgh. Admiral Sir Arthur M Farquhar, KCB, CVO, presided. In moving the adoption of the report, the Chairman said the officers recognised that such places as this House tended to induce sobriety and discipline in the service. Nearly all the crime in the Navy might be traced, directly or indirectly, to drink, and that was particularly the case in regard to leave-breaking, which formed the great percentage in the punishment return. They would all agree that the fact that they were spending £180,000,000 per annum on drink was little less than a black disgrace to the country in war time - (applause) - and anything that tended to reduce that sum did good. But in spite of the figure he had stated, sobriety in the service gained ground, and that was so really due to the exertions of the officers and their example to the men, for they all know that in their own social circle drunkenness had now come to be regarded as almost a crime. People who drank to excess were now considered either ill or mad, and beyond the pale. When he was a midshipman it was quite a common thing, when the men returned from leave, to have them hoisted over the side so badly the worse of drink that they had to be laid out on the quarter deck till their comrades took them below. That, however, had all been done away with now, which showed how they were uplifting the service. Captain Tippinge seconded and the report was adopted. Dr W B Blaikie said he would like to express the extraordinary feeling of gratitude that the people of these islands had for the Navy which had kept them in safety during all these months of strife and war. Without the Navy they should have been like a beleaguered city. After the benediction had been pronounced, "God Save the King" was sung by the audience.

***The Scotsman* - Wednesday 19 April 1916**

Two applications refused at Linlithgow.

At West Lothian Licensing Court at Linlithgow yesterday - Mr S B Hogg of Newliston, chairman, presiding.

The Chief Constable pointed out that Robert Wemyss, publican, Winchburgh, who was seeking a renewal of his licence, was convicted of contravening the regulations by selling excisable liquor for consumption off the premises during prohibited hours, and fined £10.

An agent for the applicant stated that it was a small quantity, about a gill, that was supplied to a woman who was ill, and unable to go to the doctor for a certificate.

Superintendent Robinson said the quantity supplied was half a mutchkin.

The Chairman said in times of peace a warning might be sufficient for an occasional offence of this sort, but these times were exceptional, and the Board of Liquor Control must be upheld very strictly. When a man was granted a licence at any time he was placed in a position of trust, and he thought that this man, the applicant, had proved himself unworthy of that trust. He therefore moved that the licence be declined. Mr H M Cadell of Grange seconded.

Mr James Muir considered the motion too drastic, and moved that the licence be renewed. There being no seconder to Mr Muir's motion the licence was refused.

In connection with an application for a renewal of the grocer's certificate in the name of Henry Sandercombe, South Queensferry, the Chief Constable reported that Mr Sandercombe was at present in a home on account of illness, and had not been able to attend to the business for a considerable time during the past year, and that a brother, who was also a licensed grocer in the place, had been using the premises pretty much as a store. On the motion of the Chairman, this licence was refused.

The Scotsman - Monday 1 May 1916

Our limbless heroes.

Hopetoun House,
South Queensferry,
April 28, 1916.

Sir,

I have had so many letters dealing with the treatment of our limbless heroes that it is quite impossible for me to attempt to answer them, and I must therefore try to reach the writers through the Press. The treatment of these gallant men is rousing intense indignation, and unless most drastic steps are taken it will be difficult to keep it in bounds. At the beginning of the war men who lost their limbs appear to have been awarded a full pension, and certainly in the cases that came under my notice this pension was granted for twelve months. Now it seems to be the invariable rule to grant the full pension for two months only, and then to knock it down to 10s. 6d. a week, and 1s.3d. instead of 2s.6d. per child, no matter whether the leg is taken off below the knee or at the hip; whether it is the right arm or the left arm; or whether the arm is taken off below the elbow or at the shoulder; 10s.6d. seems to be the limit after two months. Now, I am supported by not only many civil surgeons, but also by limb makers, when I say that it is utterly impossible for a man to acquire any comfortable use of his leg or arm after two months, or even six months.

In the first place, you have to consider the great shock to the system of removing a limb, and the great suffering that they go through for weeks after, especially when the limb is dressed. I have made a point myself of seeing the dressing of the stumps, so I am able to realise the pain that it causes. Many poor fellows have said to me that they dread the time for the dressing of their wound. When these gallant men are told that after two months they are only to be given 10s.6d. a week it simply drives

them to despair. They are not in a condition to undertake work, they are utterly unfit for it, and they can make but very little use of their artificial limbs. They cannot possibly live in these times on 10s.6d. a week. I do not believe there is a man or woman in the United Kingdom who would grudge them the full pension for at least twelve months. After all, if they get it, it is less than half what many of them were earning.

I do not know who is responsible for this most niggardly policy to these heroes who have gone through such bitter suffering for their country's sake. Lord Lansdowne, in the House of Lords, and Mr Forster, in the House of Commons, have told us that it is the wish of the Government to treat these men generously. Do they call that generous treatment? I only wish that they could have some conception, as I have, of the intense bitterness of spirit that this treatment has called forth. It is really absolutely intolerable that this pettifogging, niggardly spirit should be shown in the treatment of these grand men, and I am convinced that the nation will not stand it when they realise it. To my mind I think nothing satisfactory will be done until a fresh Pension Committee is formed, with men of more up-to-date ideas and larger minds. I do trust that these members of the Houses of Lords and Commons who have already so generously espoused the cause of these brave men will take this matter up, and insist that reasonable justice shall be done to them.

I am, &c.

Frederick Milner.

***The Scotsman* - Friday 26 May 1916**

Provost and Magistrates visit a Hospital Ship.

On the invitation of the officer commanding HM Hospital Ship *Plassy*, Lord Provost Sir Robert K Inches, and several of the city Magistrates yesterday afternoon visited the ship, which is at present stationed in the Firth of Forth. Included in the party were Mr Paton, the City Chamberlain, and Mr James Russell, the Lord Provost's secretary. After lunch at the City Chambers, they left in motor cars for South Queensferry, and from there were conveyed in launches to the *Plassy*. Mr R C Dene, in command, and Mr A D Young, purser, showed the party over the ship .

***The Scotsman* - Monday 19 June 1916**

The Court, Buckingham Palace, June 18.

The King, attended by Captain B Godfrey Faussett, RN, and Lieutenant-Colonel Clive Wigram, left London on Tuesday evening last and returned to the Palace early this morning. During this time His Majesty has inspected the whole of the Grand Fleet.

The King also visited all the wounded from His Majesty's ships in the Royal Naval Hospitals (Queen Mary's and Princess Christian's) at South Queensferry, and in the Royal Infirmary, Edinburgh.

***The Scotsman* - Friday 1 September 1916**

Royal Navy House, Queensferry.

The late Mrs Forbes' work.

The existence of the Royal Navy House is well known to most of the inhabitants of Edinburgh, and it is certainly well known to the men for whose benefit it has been established.

When it was determined to form a Naval Base at Rosyth and concentration of a large fleet in the Firth of Forth, the necessity for having a Home such as existed in the South of England was, a correspondent writes, at once apparent to one lady in Edinburgh. The matter was taken up by her in 1909, and carried out with the energy which she was well known to possess. That lady was Mrs G E Forbes.

South Queensferry, where the house stands, is palpably the most convenient situation. Through the generosity of Lord Rosebery, a suitable site and house were obtained. If such a house is beneficial in time of peace it is undoubtedly a necessity in time of war. This is being clearly proved at present. Year by year, improvements in construction and in arrangements generally have been going on, and it may be said without undue eulogium that the RNH at Queensferry is highly appreciated by all ranks in the Navy, and has repeatedly received the commendation of the officers in command. It must also be mentioned that soldiers in camp round Queensferry make much use of the Home.

But this is written chiefly to record the death of Mrs Forbes, which has just taken place. She was the originator of the idea. Through difficulties, by no means slight, she carried it out, and to her indefatigable energy is due the well-acknowledged success of the RNH. She was its main support. She ever had a strong love for the Navy, which prompted her endeavours for the Home, and which the sad bereavement she experienced at the beginning of the war only served to increase.

***The Scotsman* - Tuesday 19 September 1916**

Damage to roads by Edinburgh motor buses.

A meeting of Linlithgow District Committee of the County Council was held in the County Hall, Linlithgow, yesterday afternoon - Mr S B Hogg of Newliston, chairman, presiding. The estimated expenditure for road maintenance for the current year was stated to be £10,501, and for public health purposes £2,024. It was also stated that the Road Board had promised a grant of £250 for tar macadam, and that the Admiralty had promised £552 in respect of damage to roads. Mr J T McLaren, factor to Lord Rosebery, complained of the damage that had been done to Cramond Bridge Road by heavy motor bus traffic between Edinburgh and Queensferry. The damage which had been done by this traffic was, he said, simply appalling. There were far too many buses on the road. They were not needed, for the people could travel by railway from Edinburgh to Queensferry, and at a cheaper rate than that charged by the motor buses. The Chairman said if the buses were to travel at a speed not in

excess of four miles an hour the roads would stand the traffic. A Committee was appointed to consider the matter. An application by the Edinburgh and District Motor Company for permission to run char-a-banc traffic over Kirkliston and Queensferry Road, which is a new route, was refused.

***The Scotsman* - Wednesday 22 November 1916**

Forth and Clyde Canal.

Deanfield,
Hawick,
November 20, 1916.

Sir,

The famous advice given by Mr Asquith to "wait and see" has been practised long enough in this country, with the result that we have up till now always been too late in the war both as to preparations for and action in the fight.

Many years ago it was seen that a ship canal between the Forth and Clyde would be of enormous advantage commercially, and more especially if by any chance we were drawn into war. The low lying lands adjacent to the Forth near Queensferry were considered as excellent sites for docks and for all the necessary shops for the repair of vessels that should be damaged. There were no docks nearer than the south coast of England into which damaged ships of large size could be taken for repairs. This was all talked about a good deal, but just when the scheme was ripe for execution the Manchester Ship Canal was opened, which appeared at first to be a gigantic failure, but now it has arrived at the dividend paying stage, and people now think it is going to prove a success. Meantime, the Germans, who were preparing for war, saw what a grand thing it would be for them to have a ship canal connecting the Baltic with the North Sea, in which their fleet could be sheltered and be ready at hand when its services would be of use at either end of the canal. They did not "wait and see", but set to work at once, and constructed the Kiel Canal, in which their Fleet is now resting secure from our attack, and yet ready, when favourable opportunity arises, to come out and raid our coasts. It may be said that we were not preparing for war, true, but we shall in future have to be better prepared to defend ourselves from all aggression, and the construction of the Forth and Clyde Canal would be one of the best means by which our Fleet could be made doubly useful by being at hand, with a fine waterway, whether its services were needed on the East Coast or on the West Coast, and now that Rosyth is really on the way to be a strong Naval station, the Forth and Clyde Canal would be one of the necessary corollaries by which we would get full advantage of the money which is being spent there. Let us then proceed with it at once, if we can convince Mr Lloyd George of its desirability, he will find the means to do it.

I am, &c,

Charles John Wilson.

***The Scotsman* - Wednesday 22 November 1916**

Question under Liquor Control Order.

A Sheriff on licence-holders' duties.

Sheriff Macleod gave his decision at Linlithgow yesterday in a prosecution under the Liquor Control Order against Jessie Fraser or McIntosh, Queensferry Arms Hotel, South Queensferry. The charge was that of having at 8.20 pm on Saturday, 14th October, permitted John McLaverty, labourer, Standingstone, Dalmeny, to take six bottles of beer for consumption off her licensed premises. A plea of not guilty had been tendered.

The defence was that McLaverty was supplied with the beer not later than half-past seven o'clock, and that he immediately left the bar, and was not again seen at the counter that night.

The Sheriff pointed out that a police constable saw McLaverty emerging from the premises at 8.20 pm, having in his hand an old fish bag containing clinking bottles, which on examination proved to be full of beer. On the evidence it seemed to him reasonably clear that the Crown had not been in a position to lay before the Court such facts as enabled it to affirm that when McLaverty emerged from her premises at 8.20 pm with the six bottles of beer he was doing something which she permitted him to do. Therefore, he found that the charge had not been proved. As the case was an interesting one, he had thrown his findings of fact into the form of a draft stated case, in order that the Crown may, if so advised, take the opinion of the High Court. Obviously, what had saved her at this time was the fact that she saw McLaverty take the bottles away before eight o'clock, and that she had no reason to expect him back. But it was his duty to warn her as solemnly as he could, that her position that day would have been one of great peril if McLaverty's exit at 8.20 pm had been the only one. Might he tell her what he would do if he were a licence holder? Well, there he was behind his bar on a busy Saturday night keeping an eye on everything, so that if, unknown to him, any constables were present they might be duly impressed by his loyalty to the regulations. His assistants had been busy selling bottles. Eight o'clock struck, and he knew quite well that some of the bottles he had sold were still in pockets at the bar. He might even be able to identify some of his regular customers who had these bottles, but the customers were lawfully at the bar, and the bottles were lawfully in their pockets. Sooner or later the customers would go out, but the bottles must remain behind. Well, he had a duty towards these bottles. He must not permit his customer to take them out, and what should he do? The answer was quite simple, and he commended it to her. He should ask the trade to get the highest legal opinion, and by that opinion, he should act till the High Court decided otherwise.

The Scotsman - Saturday 6 January 1917

British Red Cross Society, Scottish Branch, Edinburgh Fund.

Odd requests by men of the Navy.

The Navy League in Edinburgh have been sending in recent months large numbers of magazines and books, chiefly novels, to the men of the Fleet, as many as 200,000 having been sent to Queensferry and other naval bases. Serious literature is sometimes asked for - technical books, for example about engineering, being in demand for the more skilled workman. The books are made up into parcels of 50, each parcel containing a selection of all kinds, and are sent out by car to Queensferry, where they are handed over to the pier master, who distributes them to the various boats as they come in. The League also supplies the men on smaller craft, such as patrol boats, and those working partly on shore and partly at sea. The men on board the big battleships are usually looked after by bigger organisations. The demands on the League are not confined to literature. Gramophones and gramophone records are often included in requests for supplies. One of the requisitions forwarded by an officer was for a mongoose to clear away the rats on board ship. After being a few hours on board the mongoose disappeared, but so, it is satisfactory to learn, did the rats. A good deal of help has been rendered in the way of making up parcels and collecting papers and magazines by Boy Scouts and other voluntary helpers.

The Scotsman - Wednesday 10 January 1917

Forth ferries. The withdrawal of the *William Muir*.

By an injunction under the Defence of the Realm Regulations the first day of the year brought the suspension of the ferry between Granton and Burntisland, and under the new decree the good ship *William Muir* disappeared from a long-familiar public service. In these stirring times, when Kipling and Noyes sing the deeds of the great and little ships of war, the *William Muir* is but an unconsidered trifle, a very small and humble member of the wonderful company of British shipping. But the little ferry boat is by no mean unknown, and her temporary withdrawal from a service that was her monopoly will bring back her name to many with memories of the Forth. There are many for whom the *William Muir* and summer were synonyms and in the recollections of peaceful times which her temporary passing may prompt will be the old scramble for the last boat for Granton. To many thousands of one-day trippers from Edinburgh and Leith the *William Muir* was more a reality than the entire mercantile marine. To the yachting community on the Forth she was specially known, and possibly on occasion she was the subject of the keen yachtsman's hearty but harmless imprecations. Whatever the course set was, she seemed to haunt it. The gun had started the racers, all had got well over the line, and were bowling along with a good wind when right up on the course would come the *William Muir*. It would be no surprise if wherever the yachtsmen may be now, in the trenches or on the ships of war, the *William Muir* occasionally steams across the sea of their troubled dreams.

Before the Bridge was built.

The last of the line of the ferry fleet of the Forth, she carries the story of an interesting service up to date. Prior to the time when the marvel of the Forth Bridge spanned the river the ferry service obviated a long roundabout journey by land. Before then there were no fewer than four goods and five passenger ferries on the Forth and, of course, the Tay was served in a similar way. The erection of the bridges over the two rivals did not involve the disappearance of the ferries, which, according to Act of Parliament, the North British Railway Company are bound to keep open. The present closing of the Forth passage is, of course, due to special war measures, which take precedence. War-time inconveniences must be borne with patience, and it is perhaps some consolation to know that we do not need to share the fretting of Sir Walter Scott's "Antiquary" at the unpunctuality of the coach to Queensferry for the ferry across the river on a journey to Arbroath, which absorbed the best part of two days, and can now be done in about two hours. The Granton-Burntisland ferry was opened about seventy years ago and supplanted the former Fife and Midlothian ferries between Kinghorn and Newhaven. In the construction of the pier at Granton the Duke of Buccleuch was supposed to have spent about £140,000, and in conjunction with Sir John Gladstone, the father of William Ewart Gladstone, he spent at least £40,000 in providing a low-water pier at Burntisland and steamers for the passage.

Transport of a circus.

Though the Forth and Tay Bridges made a wonderful change in travel facilities, there were those who would have nothing to do with the modern improvements. They preferred the older method of the ferry and nothing would alter that preference. One such adherent to the earlier regime was a Fife doctor, who up to the time of his death at the age of ninety, had his own place on the steamer, was never deterred by the stormiest weather, and would wait for two hours for the ferry rather than go by the Forth Bridge. Time was, of course, when the ferries carried passengers and practically everything else across the Forth. Railway trucks and luggage barrows were a common load, and often enough a diver had to be employed to salve a truck or a barrow out of the harbour. Boats were fitted with rails on to which the trucks were run direct from the railway station to the pier. One of the ferry boats could carry as many as forty loaded trucks. The up-to-date heavy traffic in recent times included private and commercial vehicles, motor cars figuring largely and now and again funerals have to be conveyed across the river. The *William Muir* which was built in 1879 by John Kay & Sons, Kirkcaldy, and was named after a director of the North British Railway Company had accommodation for 707 passengers. There were many occasions on which her capacity was thoroughly utilised. Possibly the biggest transport job in the history of the ferry was the shipment some thirty years ago, from one side of the Forth to the other of Lord George Sanger's circus and menagerie consisting of fifty caravans and 500 horses, camels, dromedaries, elephants, and other animals. This huge Ark-like undertaking was begun at 10 pm, and in six hours the entire circus establishment had been safely conveyed across the five miles of water. Difficulty was experienced in getting the large caravans across the pier, and the biggest elephant, Jumbo, was more than once impressed for special transport duty. More recently, and prior to the war, Territorials and horses going to summer camp have been taken across by the ferry.

The Scotsman - Monday 19 March 1917

Comforts for our sailors.

Hopetoun House,
South Queensferry,
March 16, 1917.

Sir,

I shall be greatly obliged if you will favour us with the courtesy of your columns to invite the ladies of Edinburgh and Leith and surrounding districts to become members of the Midlothian Branch of the Ladies' Guild, an auxiliary of the oldest seafaring organisation in the world - the British and Foreign Sailors' Society. The only condition of membership is for each member to promise to give one woollen article or garment a year for our brave sailors, together with 1s. subscription.

Since war commenced thousands of sailors rescued from over 240 mined and torpedoed ships have been cared for in the Society's homes and institutes throughout the world. Many have arrived at the homes in a half-starved and dying condition, and women and children have frequently been numbered among the survivors. When the hospital ship *Britannic* was torpedoed in the Mediterranean, the Society was privileged to provide clothing, mostly supplied by the Ladies' Guild, to the value of £1,000 to the survivors. On their arrival at Southampton, cash grants amounting to £410 were given to 180 of the crew to enable them to purchase new kits. At the request of the Admiralty, the Society is also responsible for the relief of a very considerable proportion of the distressed among sailors' dependants. This fund was initiated by Mrs Lloyd George, the wife of the Premier. It must be understood that owing to the exigencies of war service, hundreds of urgent cases of distress exist, even after payment of the maximum statutory pensioner compensation by the Admiralty. Last year over 100,000 warm garments, thousands of packets of cigarettes, 25,000 Christmas puddings and cakes, and many hundredweights of fresh fruit and other acceptable gifts were made by the Society to the Fleet and Auxiliary Fleet. By arrangement with the authorities, the Society is also sending parcels of food, clothing, and other comforts to more than 200 sailor prisoners of war in Germany. Under the camps' libraries, the Society is responsible for the distribution of books and magazines to the whole of the Naval Auxiliary Fleet, naval bases, transports, mine-sweepers, patrol boats, &c. Since war commenced more than one million packets of literature have been distributed to our sailors on active service. I think it should not be difficult to enlist 1,000 members for the Midlothian Branch of the Ladies' Guild immediately, and those ladies willing to associate themselves with this patriotic work might please send in their names and addresses and their gifts of comforts to the honorary secretary, Miss Traquair, at the Scottish office of the Society, 97 George Street, Edinburgh.

I am, &c.

Doreen Linlithgow,
President,
Ladies' Guild (Midlothian Branch).

***The Scotsman* - Tuesday 17 April 1917**

Spring holiday in Edinburgh.

Schoolboys' departure for a timber camp.

Not for a long series of years has such unfavourable weather been experienced for the Spring Holiday in Edinburgh! Snow began to fall before eight o'clock in the morning, and for two hours the showers fell steadily and in increasing density. Although the temperature was low, it was above freezing point, and there was never more than a slight covering of white on the streets and open places, and this melted rapidly after the snow ceased to fall. During the forenoon the weather improved slightly, but in the afternoon heavy showers of sleet and snow again fell. Traffic at the railway stations was little beyond the normal. The railway officials reported that they never had experienced such a quiet Spring Holiday. Most of the business premises in the town were closed. There was a run on the picture houses in the afternoon. The theatres in the evening were also crowded.

A party of about 100 schoolboys, mainly from George Watson's and George Heriot's Schools - but other schools of the city being also represented - left by the 9.50 am train for Perth on their way to Murthly, where a large party of them are to be engaged in forestry operations during the ensuing fortnight. Amongst those from George Heriot's School were the Serbians who are being educated there at present. A considerable section of the party left by cycle at 8 am, proceeding by way of South and North Queensferry and Dunfermline. Those who travelled by train were to walk from Perth to the camp, a distance of about 12 miles. In spite of the unfavourable conditions, the schoolboys left in a spirit of considerable eagerness to participate in work of national importance.

***The Scotsman* - Thursday 24 May 1917**

Garden City scheme for Linlithgowshire.

Lord Salvesen presided at a meeting held yesterday for the purpose of considering the formation of Committee for Linlithgowshire in connection with the work of the Scottish Veterans' Garden City Association, Royal Scots area. A large and representative Committee, including the Provosts of the six burghs, was constituted to develop the work of the Association in Linlithgowshire and the following office-bearers were elected - Chairman, Mr J Stewart Clark, Dundas Castle, South Queensferry, Treasurer, Mr James Kidd, solicitor, Linlithgow, Secretary, Mr William Anderson, Academy Street, Bathgate, and Convener, Linlithgowshire Bazaar Committee, the Marchioness of Linlithgow. A flag day is to be held throughout the whole of Linlithgowshire on Saturday, 23rd June.

The Scotsman - Thursday 2 August 1917

Women cab-drivers' experiences.

The lady cab-drivers of Edinburgh have found ample patronage in connection with the holiday traffic. The public have by this time grown accustomed to the lady driver. At first, according to the experience of one of the drivers, some people were nervous about entrusting their lives to her charge, being extremely doubtful about her capacity for driving. Now, having found that she is capable, they tend to rush to the other extreme. Surprise at the fact that she is able to drive at all has passed into the conviction that she is more careful and cleverer in steering through the traffic than is the male driver. They do not hesitate to express their appreciation. Although the queues of cabs which used to distinguish the 1st of August were not in evidence yesterday, there was a fairly constant stream to the different railway stations. Many fares had to be refused. One woman did a full thirteen hours' continuous work, starting at 6 am, her meals being eaten by the way. The rush was noticeably great for the morning trains, many people hoping by travelling early to "avoid the crush". There was also a great demand for taxis to places in the vicinity of Edinburgh, such as Gullane and Queensferry. When heavy luggage has to be lifted there is usually some man found available to assist; otherwise the passengers express their willingness to help the woman driver. Nevertheless the women drivers pride themselves on the heavy weights which they can manipulate. One of them, full of enthusiasm for her work, expressed her indignation at the restrictions placed upon the hours within which women taxi-drivers may convey fares. The result is, she said, that men drivers, many of whom are not physically fit, have to work long hours, late and early, while women who are strong and capable are debarred from helping them. The lady-drivers express approval that the "tips" presented to them are equal to those bestowed upon the men.

The Scotsman - Thursday 2 August 1917

Holiday Traffic.

Heaviest in Edinburgh since war began.

Scarcity of cabs.

The revival of the holiday spirit was manifest in Edinburgh with the advent of the 1st of August. The heaviest traffic since the war began was the state of affairs which had to be grappled with at the Waverley Station. The bustle commenced in the early morning, and went on without much slackening throughout the day. The scene recalled the days before the war. The North British Railway Company had to duplicate all their trains and every one that went out was packed to its utmost capacity. Luggage was especially plentiful, and in many instances the vans could not hold the quantity presented and passenger carriages had to be requisitioned for the purpose. The bookings were largest to Fifeshire and the East Coast, and the Highlands attracted a large number of visitors. The limited railway staff were hard pressed to meet all demands put upon them, but there was an entire absence of confusion or congestion, and the women porters met the stress of work with untiring and unshirking energy.

Cabs at a premium.

The scarcity of cabs gave intending Edinburgh travellers plenty scope for resource and the control of tempers. Cabs were at a premium. Money was no object where vehicles were concerned. People were prepared to pay anything and in many instances large sums were proffered. At the Waverley there were only 27 horse cabs available and 12 taxi-cabs, and these were ordered fifty times over. The office of Messrs John Player & Sons on the station was a pandemonium of telephone calls and personal inquirers in the early part of the day. Bitter complaints came from the suburbs, and many people could scarcely be persuaded to grasp the difficulties and impossibilities of the situation. The firm have a large number of taxi-cabs standing idle, but this is unavoidable in view of the restriction of 60 gallons a month of petrol for each vehicle. This mandate of the petrol controller has for a long while confined Edinburgh taxi-owners to a working week of no more than three days. The demand for taxis and other vehicles yesterday was unexampled in Edinburgh since 1915.

At the Caledonian Station, a similar position of affairs was existent. Messrs Croal's office was being rung up every half-minute, but disappointment was inevitable for nineteen inquirers out of every twenty. The refusal of orders yesterday, indeed, was unique in the record of 1st August. Only 28 horse cabs were working at the Caledonian, and these were booked for the whole day at a very early hour. Nevertheless, the traffic from the Caledonian was less than had been expected, though it was considerably in excess of an ordinary day. Chief bookings were to Dumfries, Lockerbie, and the Strathearn district.

Amateur porters.

The shortage of cabs intensified the luggage problem with holiday-makers. A passenger is limited to 100 lb of luggage, but the vast majority of people were well satisfied with a much smaller encumbrance than that. Porters, professional and otherwise, were, however, much sought after, and as a result there were few idlemen or boys to be seen yesterday in the streets of the city and suburbs. Folk who are, or feel compelled to, exceed the luggage limit get over the difficulty by sending their luggage in advance, not in the ordinary way, for that system is now suspended but by dispatching it by goods train at goods rates. It took forty minutes yesterday to clear some of the incoming trains of luggage-laden passengers at the Waverley.

A great number of visitors came into Edinburgh yesterday. The streets were unusually crowded throughout the day, and tram-cars and buses knew few vacant seats. The queue waiting for the Portobello and Joppa cars at the Post Office was again long and impatient. In the afternoon, when it began to lengthen out, cars from other routes were promptly called in as reinforcements, and the waiting crowd soon found accommodation. The glorious weather, tempered by a gentle, refreshing breeze made the outdoor conditions very tempting, and the front at Portobello saw a great throng of visitors. All the amusements were in active working order, and bathing was in high favour. It was difficult to get a seat on the buses to the Forth Bridge, and the Murrayfield cars to the Zoological Park were in a chronic state of standing room only.

The Scotsman - Tuesday 13 November 1917

Queensferry tramway.

Sir,

The financial aspect of the Town Council's proposed construction of a tramway to Queensferry is of considerable interest to the ratepayer. We are told that the cost would be about a quarter of a million, and as a rule Corporation undertakings of this nature end up by costing nearly double the original estimate. This sum will, if the scheme goes on, require to be raised, and the present rate of interest for borrowed money, taken at its lowest is not less than 5 per cent, and is unlikely to fall in the near future.

The Corporation of Edinburgh has already issued £2,047,150 of 5 per cent stock, which at its present price stands round about 86¼ for each £100 of stock. This stock is redeemable in 1921 when the Corporation will have to meet the redemption. Should such a sum require to be raised, it will not be at the existing rate of 3 per cent.

In addition, the Corporation has £647,000 of 2½ per cent stock, which is at present standing round about 50½ for each £100 of the stock. This issue is redeemable between 1927 and 1957. The original holders of this stock have by its depreciation sustained a loss of one-half of their capital.

The proposed Queensferry tramway will involve raising a large sum, said to be £250,000, by some means or other. The total expenditure, as well, as the income for this venture, are merely estimates, and the fact remains that the city ratepayers are the spectators.

The matter is a very serious one from the ratepayers' point of view, and it is surprising that they have not ere this taken steps to oppose any expenditure which, in all probability, will have the effect of increasing the rates.

Economy in the expenditure of public money is unquestionably a necessary policy, and it is surprising that the Edinburgh Town Council should attempt to land the ratepayers in an undertaking which at best appears to be a speculation.

I am, &c.

Rates and Taxes.

Sir,

I am glad to see the letter of "Ratepayer" in your issue of to-day, and trust that the reason which he assigns will be well weighed and considered.

It does not seem to have occurred to any of the correspondents on the subject to point out ample facilities for travelling between Edinburgh and South Queensferry and Port Edgar could be put into operation tomorrow by using the existing railway lines from Edinburgh to Dalmeny Junction, South Queensferry, and Port Edgar. It will be remembered that before the opening of the Forth Bridge the lines mentioned formed part of the route between Edinburgh and Dunfermline, but after the opening

of the Forth Bridge and the present Dalmeny Station, the stations at Port Edgar and South Queensferry were closed, and people going to and from these places were obliged to resort to Dalmeny. Now, with the existence of the naval base, and numerous naval men travelling to and from the city, why should the present Queensferry and Port Edgar line not be re-opened for passenger traffic? Two trains of half a dozen carriages each, and a couple of smart tank engines would be sufficient to give at least an hourly service in both directions much more rapidly than any tramway could do. It is absurd to close railway lines, raise railway fares, and reduce the railway service and then agitate for a tramway. In the circumstance, the former railway facilities should not only have been maintained, but increased. The present arrangements simply cause inconvenience, prevent people from travelling by rail, and help the dividends of the Scottish Motor Traction Company Limited and the Edinburgh and District Motor Company Limited.

If the tramway should ever be constructed, the North British Railway Company will doubtless compete by means of reduced fares as regards the Port Edgar and Queensferry traffic, and the Caledonian Railway Company will likewise compete as regards the district up to Cramond Brig, and thereby leave the tramway as an unremunerative white elephant or monument of reckless enterprise and want of forethought.

I am. &c.

L C

The Scotsman - Saturday 1 June 1918

Sale of Soldiers' fancy work.

Lord Mackenzie formally opened a sale of work under the auspices of the Edinburgh Auxiliary Hospitals Industries Committee in the New Gallery, Shandwick Place, Edinburgh, yesterday afternoon. The articles on sale were the handiwork of soldiers at present undergoing treatment in the various hospitals in Edinburgh and neighbourhood, and of discharged soldiers. All kinds of fancy work were displayed, giving evidence of unusual skill in the use of the needle, knife, and paintbrush. There were examples of basketwork, needlework, woodwork, embroidery, corkwork, pictures, and leatherwork.

The hospitals represented were Hopetoun House; Queensferry; Marchhill; the Royal Victoria Hospital; Mayfield; the Scottish Women's Hospital, Oswald Road; No 2 General Hospital, Craighleith; St Leonards; Kingsknowe; and St George's, Churchill. There were also on sale a number of examples of leatherwork, consisting of blotting books, carriers for books, &c, made by discharged soldiers in their homes. Other notable articles on sale were a number of cushion covers on which were beautifully embroidered regimental crests. Professor Crum Brown contributed a number of kettle-covers, knitted by himself. In opening the sale, Lord Mackenzie spoke of the development of the work done in the hospitals, and the great benefit it was to the men to have their time so usefully employed.

***The Scotsman* - Thursday 8 August 1918**

The Navy's achievements.

Some remarkable facts.

There is an elbow of road above the Firth of Forth (writes a correspondent) from which the land slopes steeply, and the kindly and familiar landscape of Scotland is suddenly, superseded by that wide floor of grey water and the straddle of the vast bridge and, if one should come to it in a fortunate hour, by such a vision of the apparatus of sea-power, the machinery of Admiralty, as only Britain, in this time of her destiny, can display.

It is the Grand Fleet, the hammer-head of that vast Navy which alone has made war possible and victory sure for this country and her Allies. Mile after mile of great and little fighting ships. They lie folded away between low greenscapes of pasture, close neighbours to the domesticity of the villages, a visible and plain token of that part which every inhabitant of these islands and of this Empire possesses in the suzerainty of the seas. Their bugles sound faintly across the water to quiet streets ashore, the noise of their traffic floats over the pastures, it is as though they spoke in reassurance to the quiet secure land which they alone safeguard and maintain.

The supreme task of the Navy has been to make secure on all the seas of the world the transportation of men, material, and food. Between the date of the declaration of war and the 30th June last, the needs of the Allies have involved the carriage by sea of some twenty million men, two million animals, and about a hundred and ten million tons of naval and military stores, cargoes whose vastness and diversity have never been contemplated nor foreseen. The submarine war intensified and waxed to its greatest violence, yet the great work of supply and transportation went forward with never an interruption. There was never a time when the Allied path towards the ultimate victory was closed.

The Navy, which in August 1914 had comprised warships and auxiliary vessels to a total of two and a half million displacement tons, had swelled by June of this year to a sum of six and a half million. Its personnel had grown from 146,000 to nearly 400,000 and of the twenty million men embarked and transported, the total losses due to enemy action up to the 27th April 1918 had only reached the relatively trivial figure of roughly 3,282, equal to one lost for each six thousand carried. The squadrons that fought at Jutland, then the great warships and the lesser craft that fight with them, bear only part of the burden of the war at sea as it is waged nowadays.

Meeting the U-Boat menace.

With the advent of the unrestricted submarine warfare the task of the Navy to secure our communications across the sea became rapidly systematized. A whole new science of sea warfare shaped itself, to be mastered in time to meet America's entry into the war and safeguard the passage of her troops across the Atlantic. These, by July 27th had reached a total of well over one million, of whom about half were transported in British ships, involving the organisation of 51 ocean escorts and 393

destroyer escorts, and escort and convoy duties had imposed upon our ships more than a million and a quarter miles of steaming a month. Besides this, the submarine situation called for the ceaseless activities of a whole fleet of patrol and similar vessels, whose work in home waters carries them not less than six million miles a month.

The American share in the work of guarding her own transports was prompt and valuable. Up till July 27, 556,195 men had been ferried to Europe in American ships, escorted by forty ocean escorts of American ships and 355 destroyer escorts.

It is by the figures, the unassailable official figures of miles and tons, that one pins down to reality the tale of the daily miracle by virtue of which alone Great Britain and her Allies live and continue the struggle. With the growth of the submarine menace there has occurred also the growth of the Navy's measures of defence and attack. While German commanders developed and complicated the new fashion of underwater fighting, the new science of submarine hunting had been studied here. And with it had been perfected the system of convoying merchant ships, which finally secured to the Allies the freedom of the seas, which was vital to their purposes and to their chances of victory.

The convoy system

It is upon this aspect of the Navy's daily work that the figures are particularly illuminating. Taking for the purpose of comparison only British steamboats of over five hundred tons gross sailing to and from the United Kingdom in the main overseas trade, the period from April to June 1917, before the convoy system was established, saw 5.41 per cent of them sunk by enemy action. For August of the same year, when the system was commencing, the losses were nearly 4 per cent, but during September to November, when 91.2 per cent of the ships were convoyed, the sinkings had already dropped to 2.11 per cent of the total sailings. The position, however, has still further improved. For the period March to June of this year the losses on the main overseas routes have fallen to 1.23 per cent, 93.8 per cent of the ships being convoyed .

An idea of the immensity of the work is to be gained from the figures of the number of convoys and the ships composing them. Homeward bound sailings on the six great steam routes, the North Atlantic, Gibraltar, Dakar, Sierra Leone, Mediterranean, and Rio de Janeiro, from the data of the first sailing on May 24, 1917, numbered 6,521 vessels of all nationalities, while ships clearing outward totalled 5,487. The task of guarding them employed 441 convoys homeward and 392 outward. In all trades convoys have been furnished for 61,691 sailings. 372 ships have been lost, showing a proportion of losses to sailings in convoy of 0.61 per cent. And all this has taken place and still goes on with the smooth unhurried precision of a well managed railway.

***The Scotsman* - Saturday 19 October 1918**

Sandercombe.

At 2nd Canadian Casualty Clearing Station, 25th September of wounds received in action, Private James Sandercombe, Royal Scots, age 36, eldest son of the late Charles Sandercombe. Also, Charles, third son, age 20, killed in action, 18th August 1916, dearly beloved sons of Mrs Sandercombe, Trafalgar Cottage, South Queensferry, deeply mourned.

***The Scotsman* - Tuesday 12 November 1918**

Kaiser's last visit to Scotland.

Incident at Dalmeny Station.

Lord Rosebery's Napoleon collection inspected.

Sixteen years ago this month the Kaiser paid his last visit to Scotland. On November 10, 1902 he landed on our shores and joined King Edward's birthday party at Sandringham. For some days he was the guest of the King and of the nation; he was witness of sports, manoeuvres, and demonstrations, at which nothing that was not cordial seemly, and agreeable took place. As the last item of the programme the ex-Kaiser permitted himself a peep of Scotland and of the margin of the Forth. Time and tide did not permit of a visit to Edinburgh, but he passed through the city on 20th November on his way from Lowther Castle to Dalmeny, where he lunched with Lord Rosebery, and embarked on board his yacht, the *Hohenzollern* at Queensferry. This, it may be recalled, was the third occasion on which the Kaiser had returned to Germany from the Forth. The first time was on 14th July, 1891, when he travelled overnight to South Leith, and, in the early morning, embarked from the West Pier. On that occasion the *Hohenzollern* steamed up the Firth as far as the Forth Bridge in order to give him a view of that structure, which had just been completed. The second time he came from Lowther Castle to North Leith and embarked at Leith Pier.

On the third and last visit more ceremonial was observed in connection with his reception and departure than there was before. Troops from the Castle and Piershill were present to line the route and the military Staff of the Scottish district were officially in attendance. The journey from Carlisle to Dalmeny was made through the picturesque Scott country, which was all new to the Kaiser. After a run averaging forty miles an hour, he arrived at Dalmeny at half past twelve o'clock. Lord Rosebery was at the station. A detachment of 200 men of the Black Watch and 200 troopers of the 17th Lancers formed a guard of honour, and within the station squad of bluejackets from the German cruiser *Nymphe*, the *Hohenzollern's* escort, was drawn up. Beyond this there was no display of decoration, and in Queensferry of preparations for a reception there were none. Afloat, however, there was a brave show of bunting, for not only the *Hohenzollern* and the German cruiser *Nymphe*, which were lying west of the Forth Bridge, but also the battleship *Anson*, the training ship *Caledonia*, and the gunboats *Speedwell*, *Cockchafer*, and *Redwing*, were dressed, and the effect was in no way spoiled by weather, for the day was bright and fine. On the arrival of the train the Kaiser was the first to alight, and warmly shook

hands with Lord Rosebery, and several of the party were presented. After a few minutes had been passed in conversation Lord Rosebery conducted his guest down the covered way to the exit.

A startling incident.

At the door of the station a somewhat startling incident occurred, which for a moment sent the hearts of the spectators of it "into their mouths". For the conveyance of the Emperor to Dalmeny Lord Rosebery had in waiting a smart Victoria drawn by two horses with postillion. His Lordship ushered the Emperor to his seat, jumped in beside him, and the postillion started the horses. J

Just at that moment, however, the soldiers presented arms, and the colours were drooped. The flags must have almost touched the noses of the horses, which despite the efforts of the postillion swerved round, and then commenced to back. The road is a narrow one, and for a second or two the spectators were in a state of suspense. Colonel Grove, however, was at the head of the horses in a moment, and led the spirited animals round till their heads were again the way they should go, though they jibed a bit when they saw the colours.

The Emperor was unmoved at the incident, but Lord Rosebery, who had not even had time to put on his hat, naturally looked a little anxious. The Victoria started off amid a cheer, at once of relief and welcome, and the Emperor right on to the Dalmeny gate received a most enthusiastic welcome from the spectators. As he drove between their ranks, he had a good look both at the Black Watch and the Lancers.

Sir Douglas Haig at lunch with the Kaiser.

At Dalmeny, Lord Rosebery entertained the Emperor and the members of his suite to luncheon. Among those present, it is interesting to recall, was Colonel Haig of the 17th Lancers, who is now better known as Field-Marshal Sir Douglas Haig, KT, Commander-in-Chief of the British Armies in France.

Napoleon collection examined.

After luncheon, the Emperor planted a commemorative oak, and then the party proceeded to Queensferry, the same route being followed as that by which Queen Alexandra left Dalmeny for Copenhagen a month previously. At Barnbougle Castle the Kaiser examined the Napoleon collection which Lord Rosebery has gathered. Reaching the pier, the Kaiser bade farewell to his host, and at three o'clock, attended by loud cheering and a salute of 21 guns, went on board the *Hohenzollern*, which at once weighed anchor and with the escort *Nymphe*, proceeded down the Firth on her homeward voyage.

***The Scotsman* - Thursday 21 November 1918**

Royal visit to Scotland.

Day with the Fleet.

Sailors' enthusiastic welcome.

Their Majesties the King and Queen and His Royal Highness the Prince of Wales paid a visit yesterday to the Grand Fleet in the Firth of Forth. It was His Majesty's first engagement in connection with the present Royal visit to Scotland, and the event following so closely upon the triumphant issue of the war and synchronising so nearly with the taking over of the surrendered German war vessels, will be a historic one in the annals of the Navy. Considering the season of the year, and except that a fog hung over the Firth, rendering only the nearer ships of the Fleet visible from the shore, the weather was favourable for the occasion. The train conveying the Royal visitors arrived at Barnton Station from the South early yesterday morning. In the forenoon His Majesty the King and His Royal Highness the Prince of Wales, accompanied by members of the suite, motored via South Queensferry to Port Edgar, where, within the Naval Dockyard, His Majesty inspected the sailors from the Grand Fleet destroyer flotillas, and afterwards delivered a short address. In simple, direct language King George conveyed to the men his cordial greeting, commented on the all-important part played by the Navy in the war and commended in particular the work of the destroyer flotillas. Three lusty cheers for the King were given in true naval fashion by the assembled bluejackets. Afterwards His Majesty proceeded on board the destroyer which conducted him out to the Fleet, where he had an enthusiastic welcome. Queen Mary left Barnton about an hour after His Majesty, and prior to embarking at Port Edgar, visited the South Queensferry Royal Naval Hospital and Hopetoun House Military Hospital.

Arrival at Barnton.

Accompanying the Royal train from Carlisle were Mr D A Matheson, general manager of the Caledonian Railway Company; Mr W A Paterson, engineer-in-chief; Mr R Killin, superintendent of the line; and Mr Wm Pickersgill, locomotive superintendent. The train consisted of dining, sleeping, and day saloons, and was preceded by a pilot engine. It was a few minutes after seven o'clock yesterday morning when the Royal train drew up at Barnton Station. Flags, bannerettes, and palms had been made use of tastefully to decorate the station, the platform of which had a covering of crimson baize. The Royal party had breakfast on the train, and one of the first to appear on the platform was His Majesty, who walked up and down for some time chatting with one of his Equerries, and making play with his dog. The King appeared to be in the best of health and spirits. Afterwards Mr D Matheson, the chairman of the Caledonian Railway Company, was presented to His Majesty. The Royal motor car, a Daimler, bearing in front the Royal arms, was in waiting. Additional motor cars were provided for the King's Secretary and Equerries, these cars being under the personal supervision of Councillor Sleigh, Edinburgh.

Motor drive through Queensferry.

A small gathering of people outside the station witnessed the King's departure for Port Edgar, and a hearty cheer was raised. The King, who was in naval uniform, was accompanied in the first car by the Prince of Wales, in his military attire as Staff Captain, and Lord Stamfordham, the King's Private Secretary. In the second car were Commodore Sir Charles Cust, Equerry-in-Waiting, and Lieutenant Colonel Clive Wigram, Equerry to the King and Assistant Secretary. Along the route to Port Edgar, which was by way of the Hawes Brae and along the Shore Road through Queensferry, the Royal car passed without attracting any particular attention. It was known to the inhabitants of the district that the King was to visit the Fleet, but there was uncertainty as to the route the Royal car would take and as to the time it was expected to arrive in the vicinity of Port Edgar. After passing through Queensferry, the Royal car turned inland and so on to the high road, making a slight detour to get to the west gate of the naval dockyard, In the parade square at the dockyard preparations had been made to receive the King in a manner befitting so great a naval occasion. Five thousand sailors - men from the Third, Eleventh, Twelfth, Thirteenth, Fourteenth, Fifteenth, and Twenty-first Destroyer Flotillas, and the crews of the French destroyers *Magon* and *Arsine de Roux* - were drawn up in lines on all sides of the square, while in the centre and in front of a flagstaff from which fluttered the White Ensign, was a temporarily erected platform.

In the Naval dockyard.

On alighting at the parade ground, His Majesty and His Royal Highness were received by Sir David Beatty, Commander-in-Chief of the Grand Fleet; Sir Cecil Burney, Commander-in-Chief at Rosyth; Commodore Brand, Captain of the Fleet; Commodore H J Tweedie, Commanding the Grand Fleet flotillas; and Commodore Parker, Chief of Staff to the Commander-in-Chief at Rosyth. After taking the salute from a guard of honour, which was provided by a detachment of bluejackets from the flotilla cruisers, HMS *Castor* and HMS *Champion*, His Majesty inspected the crews of the French destroyers. The officers commanding these vessels were presented to the King, who, after engaging in conversation with them, proceeded, in company with the Prince of Wales and the other members of the party, to walk round the ranks of the British bluejackets. His Majesty proceeded at the head of the party in company with Commodore Tweedie, the Prince of Wales and Sir David Beatty being immediately in rear. Having completed the inspection, His Majesty mounted the prepared platform, from which, with the White Ensign floating above, and the ships of the great Navy looming up but a few cables' lengths offshore, the Sailor King addressed the men who had played so important a part in the triumph against Kaiserdom. The King spoke without notes, in loud, clear tones which could be heard practically from any part of the large parade square.

King's address to the sailors.

His Majesty said, "I am very pleased to have this opportunity of seeing you here this morning. As I think you will have read the message which I had the pleasure of sending to the Fleet last week, it is not necessary for me to repeat what I said then. Everyone, I am glad to think, in the country now knows what the Navy has done. Without the Navy the war could not have been brought to a victorious conclusion.

You in the flotillas during the last four years and three months have done most splendid work in all weathers, both winter and summer, and at the beginning of the war you were short-handed. I am sure I shall never forget the magnificent work you have done, and I wish to thank you all on behalf of the nation.

The Fleet's rousing welcome.

His Majesty, at the conclusion of his address, raised his hand to the salute and stepped down from the dais. Commodore Tweedie then called for three cheers for His Majesty the King, and in response five thousand voices rent the air with vociferous hurrahs which the King smilingly acknowledged. His Majesty, the Prince of Wales, and the other members of the party, accompanied by Sir David Beatty and other naval officers then made their way to the dockyard pontoon-pier, from which they embarked on the Admiral of the Fleet's destroyer HMS *Oak*. A few minutes after the Royal visitors had boarded her, the squat little craft, was underway, and steaming down the Firth towards the dimly discernible ocean leviathans which lay at anchor on both sides of the Forth Bridge. Great enthusiasm characterised the greeting of the men of the Fleet as the *Oak* made her way between the lines of war vessels. Bands played the National Anthem, and repeated bursts of cheering indicated the extreme cordiality of the Navy's welcome. The tour, says the Press Association correspondent, invoked many trips beneath the great bridge. At one point the American vessels were on the starboard, and British vessels of the Australia and New Zealand class on the port; but there was no distinguishing between the heartiness of the greeting from each side. Great vessels with their 15-inch guns, and high-speed destroyers of the latest type, mine-layers, airship vessels, "hush cruisers", the *Furious*, and other mystery ships were all passed in turn. It was noted that the *Australia* flew the Commonwealth flag as well as the White Ensign. A new *Vindictive* to replace the Ostend blockship of that name; the *Glorious*; the tough old *Lion*, which the Germans asserted they sank; the *New Zealand*, with the White Ensign painted on her foretop to ensure that the emblem could neither be lowered nor shot away; the *Cardiff*, which brought in the *Koenigsburg*; the French cruiser and destroyers which are to participate in the great surrender ceremony; the battleship presented to the Navy by Canada; Lord Jellicoe's old flagship the *Iron Duke*; the two vessels, requisitioned from Turkey at the commencement of the war; Jack Cornwall's ship, the King's old *Crescent*, now in harbour and the vessel on which the Prince of Wales last served, all claimed attention in turn. And the variety of types and sizes seemed endless.

Queen's visit to Naval hospital.

Queen Mary left Barnton in the Royal car about an hour subsequent to the King's departure. Her Majesty, who wore a blue coat and skirt and a becoming toque, was accompanied by Lady Beatty; the Countess Fortescue, Lady-in-Waiting; and Surgeon Captain Robert Hill, RN Principal Medical Officer to the Fleet. As, in the case of the King, Her Majesty passed, through South Queensferry without attracting the attention of the people. On arrival at the hospital, Her Majesty was received by Surgeon Commander Paul Stark, Officer in Charge of the Hospital; Mrs Paul Stark; and Sister McLelland. Her Majesty showed a keen interest in the work of the hospital where there are at present 257 patients, and the older part of which it is interesting to note, dates back to pre-war times, being then known as the Queen Mary and

Princess Christian Hospital. In the course of her tour of the main building the Queen visited the medical and surgical wards as well as the kitchens and operating theatre. In passing through the wards Her Majesty stopped at the bedsides of many of the patients and made gracious inquiries regarding their welfare. In one of the kitchens she sampled the men's dinner, and expressed appreciation of its quality. Visits were afterwards paid to recent extensions to the hospital. At the temporary quarters of the VAD nurses the Commandant, Miss Lawson, was presented to Her Majesty, who also spoke to several other members of the detachment. Afterwards the Queen was shown through one or two new wards which are about to be opened. Throughout the tour of the Hospital Her Majesty evinced the same deep interest in the welfare of the sick and the injured which she has shown on countless previous occasions during the war in different parts of the country. Subsequently, Her Majesty paid a brief visit to Hopetoun House, which is at present being used, as a military hospital, before motoring back to Port Edgar. Entering the west gate of the dockyard at about half-past twelve, the Queen was received by Commodore Tweedie, who escorted Her Majesty to the ship which was in waiting to take her to the *Queen Elisabeth*.

On board the Flagship.

The King and Queen arrived almost simultaneously on board Admiral Beatty's flagship, where they lunched with Sir David Beatty, Admirals Madden, De Roebeck, Lorenzo, Napier, Brock, Browning, Leveson, and other officers, including Admirals Sims and Rodman of the American Navy, and Admiral Grasset of the French Navy. Subsequently the King and Prince visited the *Lion*, the American flagship, *New York*, and such other vessels as were possible within the limits of time at their disposal, taking tea on one, and experiencing splendid receptions on all.

Her Majesty returned to Port Edgar jetty at about four o'clock, when darkness was beginning to fall. The Royal motor car was in waiting. The route for the homeward journey was along the Shore Road, through South Queensferry, and up the Hawes Brae. There was a considerable number of people about the town at the time, but as in the morning, the car passed on its homeward journey without its Royal occupant being recognised. An hour later the King and Prince of Wales disembarked at the pontoon pier, and drove back to Barnton without incident.

***The Scotsman* - Friday 22 November 1918**

A memorable scene.

HMS *Benbow*, Thursday.

The most remarkable event in the history of naval warfare was to-day brought to a conclusion. The finest ships of the German Navy came across the North Sea, were met by the Grand Fleet, and, having been escorted into harbour, were left in British hands. Thus Germany has ceased to be an important naval power, and the war at sea has been definitely brought to an end.

Dramatic incidents have crowded upon one another during this eventful day. Possibly the most poignant and memorable moment was when the leading ships of the German fleet, still in actual fact an independent force moving in freedom on the

high seas, steamed between the long extended double line of British and American ships of war, which had come out to meet them, and, so enveloped, proceeded as captives to their appointed place. Thus was accomplished a stupendous fact, unprecedented in history, and not without its tragic note. It was the formal acknowledgment of the complete collapse of the German Empire, an act of surrender of world-wide and lasting significance, and for those who witnessed it still difficult to realise. Thus, wildly different from their dreams, had materialised the long anticipated "Der Tag" of the German Imperialists.

With a steadily expanding impressiveness, the scenes and episodes of the great drama unfolded themselves as if they had been arranged by some genius in stage management. As I witnessed them from the battleship *Benbow*, where I was the guest of Captain Waistell and his staff, they began in the early hours of the morning, when the First Battle Squadron weighed anchor.

During the night destroyers and light cruisers had been slipping out to sea. The First Battle Squadron, visible as dark and bulky shapes in the partial moonlight were at 3 am hauling short on their anchor cables. On the forecastle of the *Benbow* a group of men, working in the light of portable electric torches, moved about at their accustomed tasks.

They were the only sign of life, and the clanking of the great chain, as it came in foot by foot, was the only sound that broke the silence. Almost before one was aware, so imperceptible was the transition, the vessel was moving ahead, and the lights of the Firth were sliding past. Other gigantic shapes followed. The spans of the Forth Bridge appeared ahead. One after another the battleships passed under, and in line ahead entered the North Sea on their last excursion under war conditions.

Meeting of the Fleets.

Fortunately for the spectacular effect of the great event, the haze which had been over the sea cleared off, and the pale light of daybreak gave a promise of fine weather and good visibility. There was a thrill in the thought of the coming meeting. No risks, of course, were taken, and as the rendezvous was approached, a bugle-call gave the signal for battle-stations.

At nine o'clock the sun became visible in the midst of a golden haze, which was reflected on the sea to the east. Patches of blue sky appeared overhead. The line of battleships in the morning light, with the sea creaming at the forefoot of each of them, and the White Ensign with its red cross furnishing a bright and arresting note of colour, made as impressive a picture as is to be met with on the high seas.

As the day kept brightening wider views were opened up. The British vessels were heading out in two long parallel lines, six miles apart. Coming up behind the First Battle Squadron, we made out the four vessels of the Second Battle-Cruiser Squadron, led by the *Australia*.

The fast light cruiser *Cardiff* and two vessels of the same class had gone out early to pick up the Germans and lead them, to the British lines. Overhead there appeared an airship, also scouting for the German Fleet. Heading to starboard, so as to allow

for the strong breeze, it passed ahead. A ray of sunshine caught it, turning its upright rudders into points of glowing light.

Heliograph signals passed between it and the Fleet. After a little it vanished into the clouds ahead. In the foretop of the *Benbow* we watched and waited. Below us, on the signal deck, the signalling squad kept changing the coding flags. We heard in due course that the scouts were in touch with the German vessels, and at half-past nine the long hulls of the German battle-cruisers, gleaming white on the port bow, came into view.

Overhead was the scouting airship, which had turned with their leaders. In the forefront the *Cardiff*, commanded by Rear-Admiral Sinclair, showed the way. At a short interval there followed the *Seydlitz* (which was badly hammered in the Jutland Battle), the fore-runner of a long extended line which carried the eye to the horizon.

With dramatic effect, the British lines underwent a transformation. The leaders of the various squadrons forming either of the two parallel lines turned simultaneously, outwards. Immediately, instead of two long straight lines, the sea seemed to be filled with ships. Each of the leading battleships described a semi-circle, the heavy vessels perceptibly listing over as they turned on a short radius, the others of the squadron following in the leader's wake.

Over a wide area, on either hand, the magnificent profiles of the big vessels presented themselves, the water creaming along the water-line from stem to stern. The sea, as if by magic, burst into a riot of colour. The smooth water, fringed by the foam of the wake was a brilliant green. Beyond the emerald and white, the wind whipped the tops of the dark blue waves into spray. The red splashes of the ensigns and the signalling flags relieved the grey and heliotrope of the warships. A golden glow filled the sky to the south-east.

A great procession.

The greatest collection of ships of war ever seen in the world's history was now ploughing its way over an otherwise deserted sea. The half circle, made in divisions by the ships in the two lines, had the effect of placing the *Lion*, the old flagship of the Commander-in-Chief, Sir David Beatty, at the head of the line to starboard of the Germans, while the escorting line to port was headed by the *Australia*.

Behind the heavier vessels of both fleets came the light cruisers, and behind these again, not visible to those in the van of the stupendous procession, the destroyer flotillas.

The vessels, went ahead, in the following order.

	Cardiff (British Light cruiser)	
2nd Battle Cruiser Squadron	German Battle Cruisers	1st Battle Cruiser Squadron
<i>Australia</i>	<i>Seydlitz</i>	<i>Lion</i>
<i>New Zealand</i>	<i>Moltke</i>	<i>Princess Royal</i>
<i>Inflexible</i>	<i>Derfflinger</i>	<i>Tiger</i>
<i>Indomitable</i>	<i>Hindenburg</i>	<i>Repulse</i>
	<i>Von der Tann</i>	<i>Renown</i>
1st Battle Squadron	German Battleships	2nd Battle Squadron
<i>Revenge</i>	<i>Kaiser</i>	<i>Queen Elizabeth</i>
<i>Resolution</i>	<i>Friedrich der Grosse</i>	<i>King George V</i>
<i>Royal Sovereign</i>	<i>Kaiserin</i>	<i>Ajax</i>
<i>Royal Oak</i>	<i>Prince Regent Leopold</i>	<i>Centurion</i>
<i>Emperor of India</i>	<i>Konig Albert</i>	<i>Erin</i>
<i>Benbow</i>	<i>Kronprinz</i>	<i>Orion</i>
<i>Iron Duke</i>	<i>Konig</i>	<i>Monarch</i>
<i>Marlborough</i>	<i>Grosser Kurfurst</i>	<i>Conqueror</i>
<i>Canada</i>	<i>Markgraf Bayern</i>	<i>Thunderer</i>
4th Battle Squadron	German Light Cruisers	American Squadron
<i>Hercules</i>	<i>Emden</i>	<i>New York</i>
<i>Neptune</i>	<i>Bremen</i>	<i>Florida</i>
<i>Colossus</i>	<i>Koln</i>	<i>Wyoming</i>
<i>St Vincent</i>	<i>Nuremburg</i>	<i>Texas</i>
<i>Bellerophon</i>	<i>Frankfurt</i>	<i>Arkansas</i>
		French Cruiser <i>Aube</i>
Aeroplane Ships	German Ships	5th Battle Squadron
<i>Furious</i>	<i>Pillau</i>	<i>Barham</i>
<i>Vindictive</i>	<i>Drummer</i>	<i>Valiant</i>
<i>Minotaur</i>	<i>Bremse</i>	<i>Warspite</i>
		<i>Malaya</i>
2nd Light Cruiser Squadron	German Destroyers	1st Light Cruiser Squadron
<i>Birmingham</i>	Forty-nine	<i>Caledon</i>
<i>Dublin</i>		<i>Royalist</i>
<i>Sydney</i>	German	<i>Galatea</i>
<i>Melbourne</i>		<i>Phaeton</i>
3rd Light Cruiser Squadron	Destroyers	6th Light Cruiser Squadron
<i>Chatham</i>		<i>Cassandra</i>
<i>Birkenhead</i>	in five	<i>Ceres</i>
<i>Chester</i>		<i>Calypso</i>
<i>Southampton</i>	columns	<i>Caradoc</i>
Destroyers		Destroyers

At different points between the British and German lines steamed the scouting vessels *Blanche*, *Fearless*, *Boadicea*, and *Blonde*, which assisted in the transmission of the flag signals from vessel to vessel and line to line. Aeroplanes came snoring from the landward direction. Two more airships appeared from the clouds. On sea and in the air the great assemblage of machines of war swept steadily forward. As the day kept brightening, the black cross on the white ground of the German flags became clearly visible. The *Frederich der Grosse* carried the flag of Rear-Admiral Meurer, the German commander who last week visited the Forth in connection with the surrender arrangements.

At eleven o'clock, as we approached the May Island, the escorting lines executed another turning movement. This time a complete circle was made. The manoeuvre lost nothing of its effect by repetition. Once again, the sea seemed to be filled with

great ships. The blue water everywhere was churned up, smooth circular mill-ponds being enclosed by the white circles marking the wake of the war vessels. The leading German vessels passed on and beyond. Now came into view one of the most remarkable spectacles ever seen on the ocean. The light cruisers and forty-nine German destroyers, the latter arranged in five columns, escorted by a large number of similar vessels of the British Navy, along with two French destroyers, came into view and passed us, as we waited on their flank to take up a position in the rear. The light was such as to show all of them at once. The sea was crowded with grey or white shapes, all heading in the one direction, and constituting a flotilla of light craft of unexampled numbers. The destroyers passed ahead, and the British battleships closed in behind them and sealed up the Forth. In an impressive silence the larger German vessels came to an anchor outside Inchkeith.

Cheering the Admiral.

The crowning ceremony had still to be carried out. The crews of the British battleships and battle-cruisers bringing up the rear were collected on the foredecks. They were a joyous company. For many of the officers and men on the British ships it was a matter of difficulty to convince themselves that what had passed before their eyes was reality. "We had better keep looking at them", said one of a group of middies gazing at the surrendered vessels, "or perhaps they may disappear". The facts seemed to be beyond credibility. Between the anchored warships of the German fleet and the heavy British vessels preparing to anchor, lay the *Queen Elizabeth* with the destroyer *Oak* hovering near. As each vessel passed the crews burst into cheers for Sir David Beatty, the Commander-in-Chief. Three cheers were called for by the officer leading the demonstration on the *Benbow*. They were given but that was not enough for the men. Again and again they spontaneously cheered their Commander. We went slowly ahead and the cheering was taken up by others who succeeded.

Lowering the German flag.

As the German vessels approached the anchoring ground outside Inchkeith, a signal was sent out from Admiral Beatty's flagship. "The German flag is to be hauled down at 3.57 pm (sundown), and is not to be hoisted again without permission." The German vessels, as the hour approached, were anchored in lines to form a square. About them were arranged the British ships detailed to carry through a preliminary examination - for this purpose each German vessel being allocated to a British ship of the same type. There was a keen interest in this fateful lowering of the German flag. The crews of the German vessels could be seen in small groups on the forecastles and about the decks. The flag with the black cross hung at the mizzen. On the British vessels a "prepare" bugle was sounded and men stood ready at the halyards. The sunset bugle call rang through the air, and the black-cross flags came down as one, simultaneously with the white ensigns. It was a significant indication of German discipline and submission.

The final scene.

The great event ended on the right note. A second message sent out by Sir David Beatty was in the following terms. "It is my intention to hold a service of thanksgiving

at 6 pm to-day for the victory which Almighty God has vouchsafed His Majesty's arms, and every ship is recommended to do the same." The suggestion was willingly followed. It was an emotion-stirring scene that was presented on the deck of the *Benbow*, between the fore turret and the aft superstructure. The ship's company gathered in a semi-circle, under the great midship guns. The circle of light which picked out this portion of the deck from the surrounding darkness revealed many fresh young faces. The men knew now they had come through the long ordeal in safety, and the expression on most of the faces was one of reverent thankfulness. Facing the men were the officers of the ship, Captain Waistell being accompanied by Engineer-Admiral Kingsworthy, CB. The service was conducted by the Chaplain, the Reverend Mr Lloyd, who wore his white surplice. Led by the band, the company sang the hymn beginning "Praise my soul, the King of Heaven" which was followed by the thanksgiving from the office for those at sea and the thanksgiving after wars and tumults. The hymn of thanksgiving for those who have laid down their lives for their country was sung. Thereafter the National Anthem swelled into the evening air, rendered on the call of the chaplain as a prayer for our King and Empire.

German officers depressed.

Before darkness set in inspecting officers from the British ships visited the German vessels. Some of them reported that they had found the German personnel, the commanding officers especially, in a state of profound depression. The order to disarm the surrendered vessels had been carried out with scrupulous completeness. No ammunition was on board. In some cases the breeches of the guns had been left behind. There were indications of deterioration in the discipline of the crews, the vessels in many cases showing signs of neglect. Members of the Soldiers' and Workmen's Councils, distinguished by white bands on their arms, were encountered. They insisted in most cases in being present at the interviews between the visiting inspectors and their own officers. It is expected that a number of the larger German ships will be brought further up the Forth before the vessels are taken to Scapa, which will probably be the final place of internment. The crews of the surrender ships remained overnight on board. It is expected that they will be sent back immediately to Germany on transports.

***The Scotsman* - Monday 2 December 1918**

American battleships weigh anchor.

Departure from the Forth.

The United States battleships *New York* (flagship), *Nevada*, *Texas*, *Arkansas*, *Wyoming*, and *Florida* left the Firth of Forth at noon yesterday. The squadron returns to its home base after having taken its part as one of the battle squadrons of the Grand Fleet since the United States entered the war. The ships were preceded to sea by the Fifth Battle Squadron - *Barham*, *Warspite*, *Malaya*, and *Valiant* - and were given a very hearty send-off by the crews of the vessels of the Fleet which they passed as they steamed away from their anchorage.

The departure is a significant indication of the close of the naval war. The American squadron has been a notable and picturesque feature of the Grand Fleet for a period

of about a year and a half. When the Fleet was in the Forth the American vessels usually lay east of the Bridge, their latticed masts readily distinguishing them. The ships were flying from the mainmasts long, tapering pennants, about 500 feet in length, with a ball of gold at the end - a signal that they are homeward bound. The length of the pennant is regulated in accordance with the number of days the vessels have been absent from home waters - usually one foot being allowed for each day. They are proceeding in the first place to Portland to greet President Wilson on his arrival in British waters.

American adaptation.

The departure will be a matter of regret amongst the rest of the Fleet. The United States officers and men rapidly made friends amongst their Allies. Recent occasions of rejoicing have been marked by cordial interchanges between the American and British vessels. The Americans came into British waters in a spirit of determination to be genuinely helpful and effective. Their officers impressed everyone with their quiet, workmanlike demeanour and their general efficiency. An initial difficulty of divergent codes of signalling was rapidly overcome. Without effective signalling, a fleet is rendered helpless. Unless the American ships were able to pick up at once signalled instructions from the flagship, they could be of no service in battle. The matter is not so easy as it might look to the landsman. Modern signalling at sea is an elaborate and highly organised affair. Corps of men are set apart to train in this department. Efficient signalling officers require to be intelligent men who have gone through a long course of training. Constant practice is also necessary to maintain efficiency. Without any preliminary questioning or consideration, the American commander at once resolved to scrap the American signalling codes and install the British. Experts were lent from the British ships and everyone was impressed and gratified at the expedition with which the Americans acquired a thorough knowledge of the new methods.

Another difficulty that might have arisen, if there had been anything but a sincere desire to cooperate with the British Fleet, was the merging of the United States vessels in the general scheme. Admiral Rodman, in command of the United States Squadron, in the course of conversation with the writer some time ago aboard his flagship, the *New York*, mentioned on this point - and speaking with characteristic vigour - that on arriving in British waters he had said to Sir David Beatty that he was to treat the American squadron as a part of the British Fleet, without any distinction whatever. He wanted to take his full share of ordinary routine duty and when the British Commander wished him to carry out any duty, he suggested that he should not put the direction in the shape of a request, but as a command. The Transatlantic vessels were officially known as the 6th Battle Squadron. An indication of the complete amalgamation of the squadron with the British Fleet, and of mutual confidence, is that, as is generally understood, the United States Admiral was to take command when British vessels of a lighter class than his own were grouped with the United States squadron for any particular operation.

Edinburgh associations.

A kindly custom of the United States Flagship is for the crew to entertain a large number of poor children on Christmas day at whatever port they chance to be. Last

Christmas they were in the Forth. An application was made to the Grassmarket Mission, and through this agency a hundred children were invited to spend Christmas day on an American battleship. An account of the novel proceedings was given in *The Scotsman*, on the following day, but censorship restrictions made it impossible to state that the ship on which the entertainment was given was an American battleship or the fact that it took place in the Forth. On the night before Christmas, the boy and girl guests were fitted out with new suits and dresses. They were taken by motor bus to South Queensferry pier, and transferred to a launch. The excitement of the children grew when they realised that they were going on "one of them ships". The first two to ascend on the deck of the flagship were little girls who climbed up the ladder on their hands and knees. The captain of the ship received them. The children had dinner, consisting of turkey, asparagus, mashed potatoes, pie, cakes, and coffee, with candies and sweets. Afterwards the children, propped on sailors' knees, watched Charlie Chaplin in a cinema drama and they departed carrying toys, books, sweets, nuts, and chocolates, each of them also receiving a woollen scarf - sailors, holding their small guests by the hand, and carrying their bags of souvenirs, escorting them to the train.

An American cup.

Recently the officers and men of the Sixth Battle Squadron presented to the Grand Fleet a challenge cup for pulling races. Admiral Rodman, in a letter to Sir David Beatty, said, "It is a matter of interest and pleasure to inform you that every officer and man of the US ships *New York, Texas, Wyoming, Florida, and Delaware*, which composed the American Force, without a single exception, were contributors to the purchase and hence the presentation of the cup. It is all but needless to add that the motive which prompted this action is directly attributable to the warmest and closest ties of friendship and brotherhood which have been formed and ripened into maturity between the officers and men of the British and American Navies serving in the Grand Fleet under your immediate command". Admiral Rodman concluded with the hope and belief "that this war will soon reach a victorious conclusion, and with an assurance that our combined forces under your command will give a good account of themselves should the occasion offer". Admiral Beatty, in reply, wrote, "Please accept and convey to the officers and men under your command the sincere thanks of their British comrades in the Grand Fleet for the magnificent challenge cup which has been presented to us by the Sixth Battle Squadron. Much as we admire the beauty of the cup itself, we shall value it chiefly as a permanent memento of these days which have brought us together and welded a friendship which will endure for generations to come".

***The Scotsman* - Monday 16 December 1918**

Prince Feisal's Scottish visit

His Royal Highness Prince Feisal, the son of His Majesty King Hussein of Arabia, who is paying a visit to the East and West of Scotland, had a busy week-end. On Saturday his programme covered several places of interest in and about Edinburgh, including the Castle, Redford Barracks, Holyrood, and Roslin. The four motor cars used by the party attracted considerable attention as they passed through the

streets, as the Prince and several of his suite wore the picturesque native head-dress, which is somewhat conspicuous.

Redford Barracks struck His Royal Highness as being eminently comfortable and well appointed, and he expressed his regret that he could not approve of expenditure on a similar scale for barracks for the Arab Army. Naturally he was particularly pleased with the great care that is taken of the horses at Redford.

At Holyrood the Prince particularly admired the tapestries, but he was disappointed in the portraits of Mary, Queen of Scots, which he thought did not do justice to the reputation for beauty which history gives her.

Yesterday the Royal visitor and his party motored to Rosyth, and visited the Fleet. After being shown over HMS *Furious*, the Prince lunched with Rear Admiral Goodenough on board HMS *Orion*. His Royal Highness has a warm regard for the British Navy and the highest appreciation of the part it played in the war, and his visit afforded him the keenest pleasure. The big guns attracted more than passing attention from him, and he criticised, with some expert knowledge, certain features of the planes used by the naval flying men. He found occasion for a jest when speaking of the two battleships with which we relieved Turkey at the outbreak of war, because, as explained through Colonel Lawrence, his interpreter, he had subscribed £500 to the Turkish fund for their purchase, and he thought he was the only Turkish subject who had had his money's worth out of the two vessels. Another incident that was distinctly humorous was the Prince's comment on the Forth Bridge. He was greatly impressed with the huge structure and the engineering genius which had made it possible but after admiring it for a time, he suddenly said that he wished the Turks had had one like it - so that he might have blown it up. He rapidly calculated that about seven hundred kilograms of blasting gelatine skilfully laid would quite demolish one of the great piers and bring the gigantic cantilevers toppling into the river.

On the return journey from Rosyth a call was made at Hopetoun House, where His Royal Highness was received by the Marchioness of Linlithgow.

Much of what the Prince has seen in his brief tour has seemed strange to him. He was curiously interested, for instance, in an open-air evangelistic meeting which his car passed in its progress through Edinburgh yesterday morning, and the Sunday silence of the forenoon in the city puzzled and amused him. He was greatly surprised at the lack of excitement attending the polling on Saturday. He said there was more enthusiasm over his own election to the Turkish Parliament as representative for Jeddah than was seen in the whole of Edinburgh on Saturday.

The Prince particularly commented on the care bestowed on the younger generation of this country. He thought it remarkable that, as it appeared to him, the children, even of the poor, were better dressed than their parents - a circumstance that does not obtain in his own country. He has not seen much of the industries of Scotland as yet, but over our farming he was not greatly enthusiastic, though, of course, he had little opportunity of investigating the facts, and it was explained to him that this was the wrong time of the year to obtain anything like good evidence to form an opinion. But of Scotland itself, so far as he has seen it, he speaks highly, and he is greatly gratified with the welcome extended to him and the hospitality he has encountered

everywhere. He has thoroughly enjoyed his visit to Edinburgh, parts of which he readily likened to Athens.

His Royal Highness leaves Edinburgh this forenoon for Glasgow, where he will spend a few days.

***The Scotsman* - Monday 16 December 1918**

President Wilson in Europe.

Reception at sea.

Kings and Princes are not absolute essentials to national pomp and ceremonial. Standing on the bridge of the *George Washington*, in morning coat and silk hat, the simple citizen of the United States chosen for a period as President of the Republic commands honour, and centres the pageant as much as any Royal Personage of great power and far-flung possessions. For him, too, there is the glamour of military display, the booming of guns, and the magnificent ritual. He is the wielder of the thunders of State, and here in European waters, where no President of the United States has ever before shown his strength he pictured something of his potency. To us in Europe it has been a welcome power.

The ship from which I viewed the scene of President Wilson's coming to Europe was in the north column, and there was not a man among the crews that did not find it hard to forget that he was no longer part of the Sixth Battle Squadron of the Grand Fleet. We were *New York, Texas, Arkansas, and Florida*, comrades of the mist with *Valiant, Warspite, Malaya, and Barham*. It was a proud title, and many years after the horrors of the war have been forgotten, it will serve as a glorious recollection. It seems strange that in the midst of this great national pageant the thoughts should still be of Scapa and the Forth, but they were an essential part of the atmosphere, and this record is necessary for a proper appreciation of the scene.

If doubts and misunderstandings arise in the months of deliberation that lie ahead they may be the alchemy that will solve them. Between the fleets of Britain and the United States there has been cemented an amity that will be hard to break.

A Royal progress.

In coming to Europe to complete the great work of giving freedom to the world President Wilson has been subjected to a good deal of criticism from his own fellow-citizens. Tradition and policy have forbidden the Chief Magistrate to quit American soil. President Wilson has come over to see that his ideals are not prevented by second-hand presentation. His arrival had the character of a Royal progress. It was set in two great scenes, the one distinctly national and the other the welcome by France. Of the two the great naval pageant, with its locale eighty miles off Brest, was in the nature of things the more impressive. Ten of America's greatest battleships and over thirty destroyers took part in the sunlit spectacle. No better day could have been chosen, and to us who had throbbled our way through fog and high seas from Weymouth, the passing of the clouds, the calming of the seas, and the brilliant

sunshine just at the moment that the *George Washington* showed up on the horizon seemed like a miracle of stage management.

We left Weymouth at ten o'clock on Thursday morning in two lines of divisions, Admiral Sims flying his flag on the *Wyoming*, leading in the middle. The left division with the *Utah* as Admiral T S Rogers' flagship, had *Nevada*, *Oklahoma*, and *Arizona* as its constituents. *Arizona*, one of the newest and largest vessels in the division, and carrying twelve 14-inch guns, is a recent arrival in European waters, and had not the same trying and exciting times at Bantry Bay as her comrades. The division on the right, led by *New York*, on which Admiral Rodman had hoisted his flag, comprised *Texas*, *Arkansas*, and *Florida*, newly arrived from the Forth, with stories of pleasant exchanges with British ships, dances, parties, and friendly farewells. Above the desk of every commander was a photograph of Admiral Beatty, and all the ships were plentifully supplied with reproductions of the British Commander-in-Chief's parting speech. Each ship publishes its own newspaper, and if the men of our ships are not to be weakened by glowing praise it might interest them to get copies. Here is a passage from the *Arklight*, the paper of the *Arkansas*, which, after describing the wonderful reception given to the crew by the *Ajax*, *Centurion*, and *Erin*, concludes, "In the years to come we must stay as solidly united with those people as we were that night when we sang together. If we can do that, the Anglo-Saxon race can rule the world".

The day and night of sailing passed pleasantly enough in spite of the feeling that the South Battle Squadron had quitted the shore of Britain for the last time. During the night the fog signals continued their hoarse screech, but at half-past six on Friday morning when we altered course and turned due west, the weather cleared, and the prospects began to look more promising. Two hours later the *George Washington* and the *Pennsylvania*, the battleship escort, with Admiral Mayo's flag, were sighted. On reaching proper position we counter marched to the right about 180 degrees, and slowed down at the same time to enable the visitors to overtake us. The *George Washington* and the escort gradually assumed more definite shape in the narrowing distance, and as they came nearer the sea line we could distinguish, by his tall silk hat, President Wilson on the bridge, for even a President of the democratic United States has his conventions of ceremony to comply with. The sun came out then, and had begun to send us kindly rays, when, at 9 o'clock punctually to the minute of the programme, the *George Washington* came abreast of the near-most battleships, *Arizona* and *Florida*. On every ship the crews lined the rail at attention, and as the *George Washington* passed down to the centre of the line the ships' bands blared out the "Star-Spangled Banner".

A great spectacle

For a long time the President remained on the bridge and gazed on the magnificent scene presented by the great square of iron. *Wyoming* had proceeded to the head of the south column, and *Pennsylvania* took up the leading position in the middle, with the *George Washington* behind. Between the new arrivals and the battleship squadrons were groups of destroyers, and the four lines of the square were dotted with other destroyers. The *George Washington*, which had been German liner, built by the Nord Deutsche Lloyd people, lay low in the water, and as it was the centre of the pageant, one could not help reflecting on its chequered history. It was specially

designed for the Atlantic traffic, and pictures of *George Washington* and of events in America's history were plentifully used in the scheme of decoration. By the irony of fate the state room, which had been intended for the occasional use of the German Emperor, was occupied by President Wilson in crossing to deliberate as to the future position of that monarch's Empire.

Now began the long series of gun salutes by which the President was greeted. Only United States ships took part in the first scene, and *Arizona* began the firing. Other ships in the escort took up the tale, and until the moment the President stepped on French soil the boom of the guns was hardly silent. French aeroplanes, far from their base, came out to meet us, and they were soon joined by a number of airships, and the air was humming with welcomes. About thirty miles from Brest two French cruisers and six destroyers increased the immensity of the armada, and lining up at an angle of about forty degrees from the rear of the moving square fired a salute of 31 guns. Sea and air were now in movement, and the spectacle took on the aspect of glorious triumph. The United States battleship squadrons broke away from the formations, and forming single line, leaving a long trail of white foam, proceeded at full speed to the outer harbour at Brest. Their new colouring was given to the picture. In the harbour all the ships were gaily bedecked, and high up in the old fortified town there was a lavish display of bunting. The battleship squadrons anchored in two columns and dressed ship, bluejackets with their white caps, headgear that long service in cold Scapa had made them unfamiliar with, made a brilliant white band round the dark grey of the great ships. As a spectacle of dignity the impressiveness of the entrance of the *George Washington* would be hard to parallel. The surrender of the German Fleet was robbed of its impressiveness as a picture by the obscuring fog. Hardly less significant in its historical sense, the coming of President Wilson to Europe lost nothing in effect. The warm sunshine, exceptional in the month of December, lit up the whole scene, and even in the slow majesty of the pageant one felt he could not catch all the phases of the passing show.

Brittany's welcome.

Abrogating all the regulations of war time, the fort guns boomed the salute that peace conventions would have required, and no sooner had the noise of the guns quietened for a moment than the American sailors gave three lusty cheers for their president, and their band's sent the strains of the "Star Spangled Banner" floating round the harbour. The hills and sombre-looking forts were lined with people, for all Brittany seemed to have crowded into Brest today. Here the United States soldier and a sailor are familiar figures, as it is the American Army's chief base, and at this port have been landed the gallant divisions from the States, whose numbers, though their share in the actual fighting was not so much as that of the French and British, contributed so largely to the final defeat of the enemy. French Cabinet Ministers came down to meet the President, and when the *George Washington* anchored, M. Pichon and other high officials went out to receive their country's distinguished guest.

An hour or so later the President went on shore and as he landed forts and ships began their firing again. In noise, heartiness, crowds, and colour there was nothing wanting to emphasise the occasion, but my dominant impression of the whole scene was of the great dignity and fitness to the time. The town's welcome was of the most cordial kind, and streamers hung across every beflagged street, hailing the President

in many capacities and sometimes in quaint English. It was fete day in the town, and the picturesque Breton costume was worn as much as a matter of duty as of pleasure, for these honest Bretons have a healthy pride in their native customs. When the President passed through the cheering streets, lined with French and American soldiers, and departed for Paris, the townspeople gave themselves up to enjoyment, and the squares and open places came alive with merry parties tripping their native dances to the strains of an instrument that greatly resembles the Scottish bagpipes.

It was a memorable ceremony. That fleet in the outside harbour will at all events long be a friend of Britain. The American is quick to learn, and he is equally ready to acknowledge, and the officers of the Sixth Battle Squadron have no hesitation in admitting, that they acquired useful knowledge in the Grand Fleet, which they describe as the most wonderful organisation in the history of the world. With their technical admiration is mingled a deep-seated affection. They will be home for Christmas - they would like to be in sight of the Forth Bridge again in the New Year.

***The Scotsman* - Saturday 21 December 1918**

British Warships in Kiel Canal.

Their return to the Firth of Forth.

HMS *Hercules* and the destroyer flotilla which went to Kiel for the purpose of superintending the disarmament of the remaining German battleships under the terms of the armistice, returned to the Firth of Forth yesterday forenoon. A large proportion of the ships' crews immediately proceeded on Christmas leave, and they were light-hearted parties of bluejackets who jostled on to the motor buses at Queensferry. "It was a great experience", said one young sailor, "and I wouldn't have missed it for worlds. I was on one of the destroyers, and we had a fine trip through German waters." Sorties into the Bight of Heligoland had familiarised our men with these waters, but their visit to the famous island fortress, was on this occasion made under totally different circumstances. A German pilot came on board, and the British ships passed through intricate minefields to the advance post of Germany's naval might - a not altogether agreeable spectacle for the garrison it may be conjectured. Hamburg was subsequently visited, and there the crews had a tremendous welcome from a batch of British Tommies waiting repatriation. It seems that since the armistice they had had absolute freedom; and the arrival of the British ships was a great event. Perhaps no stranger sight than this meeting of compatriots has been witnessed in the greatest of Germany's seaports, which was the centre of worldwide commercial ramifications before the remorseless grip of the British Navy reduced it to a shadow of its former self. Wilhelmshaven and Kiel were among the other bases visited, and units passed through the Kiel Canal. The British crews were not allowed ashore, but they seem to have been not unwelcome visitors. "The Germans appeared to be glad to see us", said one sailor. As regards the economic situation, the evidence that came within the knowledge of our sailors indicated a serious state of affairs. "It is unbelievable until you have seen it with your own eyes", a sailor observed. Souvenirs brought home included pieces of German bread, which was described as something between brown, black, and green in colour, and "not fit for a dog to eat".

***The Scotsman* - Tuesday 24 December 1918**

The Forth in war time.

Rumours and episodes of the early days.

For over four years of war a mist of romance encompassed the waters of the Firth of Forth. When the Fleet stole silently away from the Channel to take up its war station in the North Sea on that memorable day in 1914 a mantle of secrecy immediately descended, and not till the great sea drama of last month, was enacted - "a pitiful but proud day" - did the full light of publicity shine upon its doings. Great ships and the lesser craft slipped mysteriously along the shores of the Forth, out and in past the May, and before war conditions became a familiar part of our daily routine rumour used to speed from mouth to mouth of stirring deeds at sea. When peaceful citizens lay in bed their slumber would be suddenly disturbed by the crash of mighty guns, and speculation was set on wing. "If we only knew what went on in the Forth at nights we would never sleep", was the oft-repeated observation of the too credulous.

In those early days the potentiality of the submarine was an uncertain factor. Whether the scope of their operations extended to the Forth is a matter upon which naval records could reveal interesting evidence, but the fact remains that much of that nocturnal artillery fire was associated in many folks' minds with the undersea pests. Indeed, if the stories that gained currency at the time contained any truth quite a number of German craft must have gone to the bottom within hail of the Bass Rock. Rumour thrives on secrecy, and the naval authorities were content to let the legends grow. The men who manned our ships came and went on leave, but they had a convincing method of altering course when an overcurious stranger tempted them on to delicate ground. The reputation of the Silent Service was rigidly maintained, and the following lines exhibited for the guidance of the sailors at a naval station on the Forth indicate the attitude of the authorities.

A sage old owl sat in an oak,
The more he saw, the less he spoke,
The less he spoke, the more he heard,
All of you copy that wise old bird.

There is ample evidence that the Service was impregnated with that idea.

Spy incidents.

When the period of tension in the early days was at its highest, spy hunts were a not uncommon aspect of life round about Rosyth. That enemy agents did pry about on the look-out for useful information cannot be doubted, but the measure of their success is a matter of conjecture. Both sides of the estuary, in the vicinity of the Forth Bridge were prohibited areas in the fullest sense of the term, and the stranger who overlooked that fact had a rude awakening. Not a few unsuspecting visitors found themselves "detained pending further inquiry" and had to cool their heels in the local police station.

On one occasion four foreign gentlemen arrived in South Queensferry in a large touring car. Their passports appeared to be in perfect order, but the officer in charge of the military posts was not satisfied. He insisted on the police detaining the visitors while further inquiries were made. In consequence a disconsolate quartet spent the night in the police station. Next day saw them proceed on their way, however, the authorities having evidently satisfied themselves that there were no grounds for suspicion. But it is on record that two or three months later further inquiries came through from the authorities in the South in regard to the movements of the four gentlemen in question, who, it seems, had been laid by the heels.

It is also related that there was a distinguished looking lady who frequently visited the district from London in a powerful motor car, and that as a result of these visits she became closely acquainted with the interior of the Tower of London.

A German visitor's pastime.

Just prior to the outbreak of the war it may be recalled in this connection, South Queensferry had an interesting visitor. Herr Carl Hahn was his name, and he was a typical example of the genial Hun who came amongst us in those days. He settled down as a quiet member of the community, but disappeared just before hostilities commenced. There were curious circumstances connected with his stay. He rented a large house situated near Port Edgar, from the upper windows of which an unequalled sloop of Rosyth and the estuary could be obtained. Having come from the Tropics he was said to suffer from eye trouble, which necessitated his wearing smoked glasses and which also prevented his being out of doors in the daylight. Being thus confined to the house during the day he had to take his recreation after darkness fell, and it took the curious form of hiring a small boat at Port Edgar and rowing out over those waters which readers of Stevenson will recall David Balfour and Alan Breck crossed at the close of their adventurous journey from the Appin country. It may have been but a coincidence, but at that time Rosyth was gradually taking shape as the greatest Naval Base in the world, and a direct menace to German pretensions in the North Sea. Local tradition has it that one night Herr Hahn became stranded on a small island in the estuary, and had to be rescued from this awkward plight. He ceased to indulge in his favourite pastime on the Forth before war broke out, and the villagers lost sight of their quiet but interesting visitor.

Shell explodes on Earl's lawn.

In the early days of the war an Earl and his household had a startling experience. The Earl's estate fringes the shores of the Forth, and one day the occupants of the house received a rude shock when a shell crashed on to the lawn, and burst with great force. Doubtless thoughts of a German invasion were uppermost in the minds of the startled residents, but it turned out to be a stray British shell, and fortunately no personal damage was recorded. The cause of the incident was a mystery at the time, and several theories were propounded. One was that the shell was fired at some object in the water and ricocheted to the shore while another, and more likely story, was that one of the heavy guns of the shore batteries on the other side of the estuary had been fired accidentally. What effect the incident had on the members of the household can be readily imagined.

Periscope hunting was not confined to the submarine chasers afloat. Searchlight beams from the forts and islands of the Firth illumined the dark waters at night, and keen eyes were ever on the alert for anything suspicious. It is said that innocent objects have been smashed to smithereens, and the following incident, which happened just below the Forth Bridge, may be taken as typical. The searchlight and gun crews were at their stations on one occasion when "the searcher" suddenly threw into bold relief what appeared to be a periscope. A warning was immediately given, and the sharp word of command had barely fallen from the battery commander's lips ere the 12-pounders barked out with a reverberating crash. The first shot was a good sighter, and with the second a hit was registered. A third sufficed to dissipate any lingering suspicion. No submarine periscope could have behaved in such eccentric fashion, and it was decided to make closer investigation. The cause of the alarm was discovered to be a boathook turned upside down, and floating serenely in the water, with a metal binder on the handle helping to create the illusion. A badly splintered boathook remained as a certificate of good marksmanship.

***The Scotsman* - Saturday 28 December 1918**

Germany's bluff.

Experiences of Allied Naval Commission.

Scores of U-Boats undeclared.

The food conditions.

These have been a number of events in connection with the ringing down of the final curtain in the drama of the late war which have been fittingly characterised as unique and unprecedented, and none of them has been more entitled to be so described (writes an officer) than the voyage of HMS *Hercules* with the Allied Naval Commission to German waters of the North Sea and the Baltic, to arrange for the carrying out of the terms imposed under the armistice.

At the time Admiral Meurer came across in the *Konigsberg* to arrange the preliminaries of the surrender of the warships demanded from Germany, it was thought that the only practicable way to reach and inspect the German sea forts, shipbuilding plants, air and naval stations, was to go to them overland from the Western front. This plan presented a number of obstacles (notably on the score of victualling and communications) which might well have proved insurmountable even had the state of the country been such as to have allowed the free and expeditious passage of trains and motors, and Vice-Admiral Browning, immediately his appointment as Head of the Mission was announced, decided to cut the Gordian knot by proceeding direct to the principal points to be visited in his own flagship. To one not conversant with the chastened Hun, this deliberate walking into the tiger's den, might have looked like asking for inevitable trouble. In fact, however, almost the only risk was that by no means a negligible one of navigating in channels through half-swept minefields and along coasts where war-quenched lights and marking buoys are still far from being completely restored. This risk remained, a constant worry to the last, and one which was no whit mitigated by the news of the loss of

HMS *Cassandra* by striking a mine in the Baltic, by one or two collisions with anti-submarine nets on the part of the escorting destroyers, and by the *Hercules*, herself striking some submerged object solid enough to knock off part of a propeller blade.

The completion of the really colossal task of the Commission in well under three weeks - where it might have dragged out interminably had an endeavour been made to go about by land - is the best vindication of Admiral Browning's decision to tackle the problem confronting him in the simple direct way that the Navy always chooses when it is unhampered in the making of its plans.

The Commission.

The members and staff of the Commission throughout consisted of the best men available for the work in hand in the five Allied countries represented. Vice-Admiral Sir Montague Browning, KCB, MVO, was admitted throughout the Navy as being possessed of outstanding qualifications for handling negotiations which in their unique complexities, were in a class by themselves among the peace preliminaries. The rare combination of firmness and tact with which he met the interminable objections, obstructions, and evasions of the German delegated men picked especially for their ability in that character of negotiations, was responsible for the fact that the Commission was ultimately able to induce the Germans to find ways and means for completely fulfilling many points of the armistice which they had at first flatly declared themselves powerless to carry out.

Rear-Admiral Grasset represented France at the conferences, Rear-Admiral Robinson, the United States, Captain Nakamura, Japan, and Lieutenant-Commander Gulli, Italy. The technical experts were entirely British and American, numbering amongst them several of the most notable authorities of both countries in their respective lines. Brigadier-General Masterman, CBE, RAF, was one of the pioneers of British airship construction, having been a pilot of the ill-fated *Mayfly*, Commander W G Childs, United States Navy, has been equally in the forefront of lighter-than-air flying machine work in America. Colonel Clark-Hall, DSO, RAF, who has been active in the development of the flying branch of the British Navy, was the senior officer of the Sub-Commission which had the inspection of seaplane stations in hand. Flag-Commander Tottenham, RN, of Admiral Browning's staff, headed the Sub-Commission inspecting forts and warships, Commander H F Leary, United States Navy, one of the foremost American experts on naval gunnery, co-operating with him Lieutenant-Commander John G Bower, RN, who has done notable work in E-boats and K-boats during the war, was the submarine officer.

The shipping Board (which had in hand the restoration of the British merchant ships interned in German ports) was headed by Commodore George P Bevan, CMG, RN, Naval Adviser to the Ministry of Shipping, and who has recently been engaged in getting British merchant ships home from Russian Baltic ports. Commander Leighton, DSC, RNR, who has also greatly distinguished himself in freeing British shipping in the Baltic, had personal charge of the inspection of ships in German ports. Mr Percy Turner, Secretary to the Minister of Shipping, and member of a well-known shipbuilding firm, was the third member of the Shipping Board.

German ships for Scapa.

The *Hercules*, flying the flags of one Vice-Admiral and two Rear-Admirals at her fore, and accompanied by four V Class destroyers - the *Verdun*, *Viceroy*, *Vidette*, and *Venetia* - got underway at ten o'clock in the morning of the 3rd of December, steaming down the Firth of Forth in a fog so thick that it was barely possible to discern the anchored lines of warships below the Bridge. Visibility cleared somewhat outside, and, by the morning of the 4th, a good view was had of a somewhat mixed line of German ships on their way to Scapa to make up a shortage in the delivery agreed upon. The motley assortment consisted of the battleship *Konig*, the light cruiser *Dresden*, a destroyer, and two transports, easily recognisable as of the Norddeutscher Lloyd type. Five or six floating mines passed that morning bore ominous evidence of the approach to the lines, of anchored explosives that have given Germany's coasts such complete protection from sea attack during the war.

First exchange of courtesy.

Delayed by fog, the cruiser *Regensburg*, which was to have been at a pre-arranged rendezvous at 9 o'clock, was four hours late in bringing a German pilot to navigate the *Hercules* through the minefield channels, but there was no untoward consequence of pushing on by chart almost to within sight of the cliffs of Heligoland. No time was gained, however, for by nightfall the fog had become so dense that the *Hercules* had to anchor not far from the Outer Jade lightship. The pilot party, which was made up of a Commander of the German Navy, a warrant officer and a merchant pilot, appeared a good deal divided against itself, but between them they managed to bring her to anchorage a mile or so off Wilhelmshaven Dockyard just after midday. Several merchantmen, passing on the way in, dipped their flags. A return dip from the *Hercules* and destroyers completed what was probably the first exchange of that courtesy since August 1914.

Germany's senior naval officer.

A piquet boat flying the Imperial naval ensign of Germany came alongside a half-hour after the *Hercules* had anchored, and the short, heavy-set, officer who was first up the gangway turned out to be Rear-Admiral Gotte, who headed the German Commission which met that of the Allies at both Wilhelmshaven and Kiel, Admiral Gotte appears to have been the senior German naval officer remaining at his duties, von Scheer and von Hipper having disappeared into the same obscurity which hides Ludendorff and the other ex-leaders who have sought safety in flight or "retirement". A notable member of the German Commission was Captain von Muller, of the first *Emden*, whom the Germans doubtless appointed on the strength of the tribute paid in the British Press to his sportsmanship at the time his ship was beaten by the *Sydney*. Unfortunately the identity of Captain von Muller was not definitely known to the Allied Commission until after the naval conference was over at Kiel.

Firm British action.

There were a number of terms of the armistice which Admiral Gotte or his advisers, when first they were seated at the long table in Admiral Browning's cabin, declared they were absolutely incapable of fulfilling, but, one by one, these were reduced as

the inflexible purpose of the Allied Commission brought home to them the utter futility of tactics even remotely bordering on bluff. So expeditiously did things move then that the first Sub-Commission for the inspection of warships landed and went to work in the dockyards that afternoon.

The filth and lack of discipline, which were later found to be characteristic of every German warship, were very much in evidence in the first one visited. Here some scores of sailors, slouching indolently about the decks (in direct contravention of the terms of the armistice, which held that all ships and air stations inspected should be cleared of men) threatened to impede materially the work of search. The drastic action taken by the officer in charge on this occasion not only put an end to the difficulty on this particular ship, but it effectually prevented a recurrence on any other. Turning to the captain of the ship, the British officer informed him that unless all of the sailors were out of the way at once, he would return to the *Hercules* and report that he had been obstructed in his work. Although the German captain had no apparent authority with his men, the latter were themselves too fearful of possible consequences to venture opposition. Five minutes later the last of them had shoved off to join the knots of his sullen, scowling mates on the dock. It was on this ship that one of the Sub-Commission reported having seen the German captain helping a white-banded petty officer on with his overcoat

Germany's food supply.

The search of warships continued the following day, and parties were also dispatched for the inspection of airship and seaplane stations. Those latter involved journeys of considerable distance, and, although special trains were provided, the condition of the rolling stock and engines made progress very slow. These were the first of some scores of journeys in which various of the Sub-Commissions ultimately covered some thousands of miles in Northern Germany, gaining intimate and first-hand information of the condition of the people, crops, food supply, etc, that should prove of incalculable value to the Allied authorities who will have to decide what response is to be made to the appeal to divert food and shipping to feed the alleged starving millions of the German Empire. These facts have no place in the present article, but it may be stated in passing that no members of the Commission report having observed any evidence of underfeeding in even in such industrial centres as Hamburg and Bremen, and that through most of the country traversed the people appeared to be as well fed and dressed as in Britain and France. Such stock as was seen was also in good condition. Land generally was carefully cultivated and highly fertilised, and these winter crops already in were making fine growth as a consequence of the unusually mild weather. Certainly the North Sea and Baltic littoral of Germany is not anywhere nearly so badly off for food as they are trying to make the Allies believe.

Finest Zeppelin station of the World.

Warship and merchant ship inspection were over at Wilhelmshaven in a couple of days, but the visits to air stations on the North Sea side took some time longer. Borkum, Heligoland, and Sylt were reached by destroyer, most of the others by land. Discipline and order were found much better in both airship and seaplane stations than in the warships, and in most of those it was very evident that every endeavour

had been made to live up to the letter of the armistice agreement. The Norderney seaplane Station - on the island made famous in "The Riddle of the Sands" - was reported as comparing most favourably with any other of the kind in France or Britain, while the great Nordholz Zeppelin station is beyond comparison the finest in the world. It was from here that practically all of the Britain-bound raiders started, and not the least interesting sight observed there by the Sub-Commission was the famous L14, with 24 visits to Britain to its credit. It was practically the only survivor of the first raiders, all of the rest having perished in one way or another. L14 was being used as a school ship during the last months of the war, and the latest airships, such as the mighty L71, outclass it completely for power, speed, size, and stability.

Another interesting visit of one of the Sub-Commissions was to the wreck of the Zeppelin sheds at Tondern. It was this station which was so successfully bombed by aeroplanes launched from the *Furious* last summer, when two sheds and two Zeppelins were completely demolished.

Passage of the Kiel canal.

The passage by the *Hercules* of the Kiel Canal was an occasion as memorable as historic. British light cruisers had made the passage in 1914, just before the war, but the *Hercules* was the first British battleship to ruffle its brown-black waters, just as were the *Verdun* and *Viceroy* the first destroyers. The people along the Canal banks were for the most part indifferently curious, but hand-waving and smiles from women and children were by no means infrequent. An ingratiating attitude was evident at all points, and the least sign of friendliness from one of the ships would undoubtedly have evoked not inconsiderable acclaim from the crowds on the banks. Needless to say, no such sign was forthcoming. Not a British hand was lifted in response to the hundreds that were waved by the Huns. Indeed, many a simpering grin was seen to stiffen and die out as the moon face behind it passed under the steady stare of the imperturbable bluejackets lining the sides of the steadily steaming warships.

A number of prisoners were seen on the banks, mostly Russian, but from behind one barbed-wire barrier came an unmistakable hail of "How's old Blighty?" At another point a long, train of what must have been returning British prisoners fairly rocked with cheers at the unexpected sight of the white ensign passing under the viaduct beneath them.

Prisoners began arriving rapidly after Kiel was reached, nearly every destroyer returning to anchorage bringing a substantial haul. The *Vidette*, returning from Hamburg, topped the list with 69, these being transferred to the mail destroyer for the passage back to Britain. Most of these had gruesome stories to tell of the treatment they had received during the months or years the Hun thought he was winning, but all reported that things had gone fairly well with them since the armistice.

Prussian opposition.

The infusion of several Prussian advisers stiffened the backs of the German Commission which came off to the first conference at Kiel, but this attitude disappeared as before, and from then on things proceeded quite its smoothly as at

Wilhelmshaven. The remaining warships were inspected. A large number of interned British merchantmen were gone over by the Shipping Board and started on the way home, and the remaining forts and air stations were visited by the Sub-Commissions detailed for that work. The most interesting of these latter was the great experimental station at Warnemunde where all of the new types which the Germans had had in process of development were seen and inspected. Permission to visit this remarkable station was granted only under protest, and the revelation of what was in the way of accomplishment there must have been one of the bitterest pills the Hun had to swallow.

Attempt to keep U-Boats.

The Submarine Commission, under Lieutenant-Commander Bower, pushed its investigations assiduously at Hamburg, Bremen, and other points, with the result that some scores of U-boats - mostly nearing completion - hitherto undeclared by the Germans, were found and reported. Admiral Gotte protested to the last against the giving up of these, but at the final conference the Allied Commission carried their point, and these potential pirates will be delivered in British ports as fast as they become ready for towing.

With the work of the Allied Commission completely finished, the *Hercules* got underway, at noon of the 18th, passed through the Kiel Canal that afternoon and evening, looked out into the Elbe estuary the following morning, and began the homeward voyage. The crossing of the North Sea was made without incident.

A complete and detailed story of the unique and historic cruise of the *Hercules* with the Allied Naval Commission will be written and published later.

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