

## REPORT ON LONG DISTANCE PEDESTRIAN WAY

### GLASGOW - FORT WILLIAM.

#### INTRODUCTION.

The original idea of forming a Long Distance Route Committee was the "Brain Child" of Alex. Gray, Honorary President of the Glasgow Group ~~of the~~ Holiday Fellowship. He arranged a meeting on the 4th March, 1969, with other interested members of the Glasgow Group. At this meeting a small sub-committee was formed to consider and report to the Group Committee, the creation of public paths and long distance routes for walkers linking the towns and villages in Renfrewshire, Lanarkshire, Dunbartonshire and Stirlingshire with the countryside within and outwith~~out~~ these counties.

The sub-committee were to report on any matter, which would support a plea for adoption by the Group Committee, Scottish Countryside Activities Council and Countryside Commission.

The extent of <sup>the</sup> ~~our~~ remit was enormous and our sub-committee of willing workers was very small, so therefore on Alex Gray's suggestion, I wrote to several other Walking Clubs in Glasgow and asked for assistance. The response to the request was very good and I then called a ~~further~~ meeting of all interested club representatives. At this first meeting, we rejected our wide remit and agreed to concentrate our energies ~~on~~ first of all on the idea of a Long Distance Walking Route from the heart of Glasgow to Fort William.

At this stage, we were aware that Mr. Oldham, Director of Parks, Glasgow, had formulated plans for the Kelvin Way and we thought with his co-operation we could start our first route on the new Kelvin Way. Our representatives from the Ramblers' Association, Scottish Area, had informed us that the R.A. were about to start surveys for a



project on footpaths on the West Bank of Loch Lomondside and naturally we did not wish to conflict with their project. We also had hints that other organisations were considering Long Distance Routes in the Highlands and if we could ~~forge~~ forge a route from the centre of Glasgow to Fort William, we would then be able to link up with Northern Long Distance Routes in the future.

We had to call a second meeting before we were ready to commence our surveys. At this meeting we worked out roughly the area to be surveyed and divided our sub-committee into field parties in such a way that individual clubs' representatives could return to their separate organisations and obtain further assistance from their club members.

The surveys were completed in the Summer and Autumn, 1969, and a third meeting was called in order to plot the best proposed route on 1" Ordnance Survey maps and summarize individual field parties reports.

The maps, which accompany one copy of the report, show the route distinctly but as further copies of the report have been requested and as it would be impracticable to append a map on a suitable scale with each report — the route is too long to do this — the grid references are quoted for the important stages on the route. Maps required to follow the details of the route are Ordnance Survey 1" to the mile — Sheet Nos. 46, 47, 53, 54 and 60.

The length of the complete route is ~~approximately~~ <sup>slightly more than</sup> just over 100 miles and as certain stretches are over rough country it is only intended for experienced hill walkers, who can use maps and compass and who are prepared to carry full packs. It is hoped that different types of Long Distance Walkers will use the route e.g. the people who like to camp en-route or those who prefer putting up at hotels or cottages for bed and breakfast, also those who prefer <sup>near</sup> hostelling will observe that a chain of youth hostels are in close ~~proximity~~ <sup>proximity</sup> to the route.



The idea of providing a name for the route was considered and it was agreed that ~~giving a name~~ a well chosen name would ~~help to popularise the~~ assist in its appeal to the walking fraternity but this can be ~~left~~ dealt with later if once the route was accepted by responsible bodies such as Scottish Countryside Activities Council and Countryside Commission.

### PROPOSED ROUTE

The route commences at the Art Galleries, Kelvingrove Park, Glasgow, and continues on the Public ~~Park~~ Park foot-path alongside the River Kelvin. At present one has to leave the Kelvingrove Park and walk along city streets until Dawsonholm Park is reached but the Kelvin Way is being developed and the Glasgow Corporation Parks Department expect to extend it to Dawsonholm Park by September, 1970.

An article in the Glasgow Evening Times for 5th June, 1969, quotes Basil Hutchison, the Glasgow Parks Conservator as having said; -

"With these parkland routes, Glasgow will be totally integrated with the countryside. From Kelvingrove you can reach the Queen Elizabeth Forest Park at Ayrfoyle via walkways through Maryhill, Mugdock along the landscaped railway line (now disused) to the Blane Valley."

With these ideas of Glasgow Corporation in mind, we closely followed their proposed route and suggest that the Kelvin Way could be extended to a point ~~575777~~ (G.R. 575 717 - 1° 0.3. Sheet 60). From this point or near to it we propose that a new path could be created, in order to proceed west to Milngavie. A little road walking would be involved until G.R. 552 748 is reached. The proposed route would continue on paths North West via Mugdock Wood, Craigallion Loch, Duntreath Castle to disused railway track in Blane Valley. One can follow the disused rail track via Killeas to Gartness, ~~after which~~ <sup>after which</sup> thereafter ~~from there~~ approximately 2½ miles of road walking on country roads is involved to Drymen. From



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Drymen, the route follows a farm road to Mid Shandon and at the road junction (G.R. 476897 - 1" O.S. Sheet 54) forks left to T junction (G.R. 467901) and at this junction route follows right hand fork for about  $\frac{1}{4}$  of a mile until a path is reached; this path proceeds through the Garadhban Forest.

The survey team, in this area reported that a path continues to the Burn of Mas from the Garadhban Forest although it is not shown on the 1" Ordnance Map and continues behind Conic Hill and follows one of the tributaries of the Burn of Mas until the path disappears approximately at a point (G.R. 444946 - 1" O.S. Sheet 53).

At this point, the route has climbed to approximately 1100 ft. and it was from here that the survey teams had the greatest difficulty in tracing a feasible route. No paths were in evidence at all and from several attempts at bridging the gap to Rowardennan by three teams, general agreement was reached that the best route over the very rough ground would be approximately what is shown by the dotted green line until the Ben Lomond hill path is reached.

The highest point en-route in this stretch is the summit of Beinn Urd, which is 1957 ft. (G.R. 399985) ~~after~~ but the wonderful views afforded by this high level section of the route is well worth the effort rather than following a line closer to the Loch Lomond side.

The route then descends to Rowardennan by the well trodden hill path ~~to~~ coming down from Ben Lomond. Skirting along the eastern bank of Loch Lomond by a forestry road, Inversnaid is the next point on the route. A path continues from Inversnaid about a mile beyond Rob Roy's Prison although it is indiscernable in places and finishes <sup>approximately</sup> at a point (G.R. 334113). In order to continue along eastern bank of Loch Lomond, it is proposed that the path be continued until it can link up at Doune (G.R. 333144) where another existing path could continue the route to Inverarnan. The survey team in this section reported that the paths would require improvements as there are many buggy stretches and fallen trees and <sup>overgrown</sup> scrub obstruct movement <sup>on</sup> of paths.



From Inveroran, a path continues on the eastern bank of the River Falloch to the Falls (G.R. 338207), where it terminates. The survey party on this section of the route recommend, however, that the route could still be forced by strong walkers on the eastern side of the River Falloch a little higher than river level in order to avoid steep tributary gullies until Derrysloch (G.R. 353218) is reached, where a bridge enables the route to cross the river. At this point the route would require to cross the main road in order to join up on an old path above the railway line. This path is almost non-existent in its early stages from the main road and it is difficult to pick it up — the reason is that the path is seldom used by walkers, ~~and~~ many of whom are unaware that it exists; before Keilator (G.R. 371244) is reached, however, the path has become a good track and the route could proceed along it to Crianlarich. The survey party warned the sub-committee that the Forestry Commission are preparing to plant in this area and the old path could well disappear before action is taken to establish the Long Distance Route.

The route would require to cross the main motor road again at Crianlarich and continues on the old road between the railway and River Fillan for about half a mile where the old road stops and although there is no path, it is easy walking along the grassy bank of the River Fillan for about two miles and the route could cross the bridge over the river at G.R. 358280, where a farm road leads to Kirkton (site of St. Fillan's Chapel) or as an alternative the route could cross river at bridge (G.R. 373266) and continues on to Kirkton on north bank of River Fillan. The survey party on this section learned from local inhabitants that there is an old right of way on north bank of River Fillan.

From Kirkton, there is a path leading to Auchtofre Farm, where a farm road leads out to main road. The proposed route crosses main road and follows path on west of main road to outskirts of Lyndrum. Proposed route could either follow main road through Lyndrum or a new path could by-pass village until as the old road path is reached at a point (G.R. 329308 — ~~Sheet 47~~ 1" O.S. Sheet 47); route follows this <sup>track</sup> path to vicinity of Auch Farm



continues on

(G.R. 327356) where route ~~joins~~<sup>continues on</sup> the remains of the ~~old drone road~~<sup>old drone route</sup> and this leads out at Bridge of Orchy; ~~where~~<sup>where the route would have to</sup> the route ~~would~~<sup>would have to</sup> cross main road and follows the secondary road round to Victoria Bridge or as proposed by survey party joins path at a point (G.R. 296397); this path finishes near Inveroran Hotel, where route continues to Victoria Bridge. North of Victoria Bridge at Forest Lodge (G.R. 272423), there is a choice of routes — either follows (a) Old Military Road or (b) Old Drone Road.

The survey party on this section recommends that route should follow the Drone Road northwards via Ba Bridge, ruins of Blackrock Cottage and across main road, continuing to Kinghouse Hotel. From the hotel, the route would continue on road until a point (G.R. 252549) is reached, where it follows <sup>the</sup> remains of Old Military Road until this track finishes on main road at a point (G.R. 231558). The main road could then be followed for about a mile until route reaches Altnafadach (G.R. 222563), where the route would continue on path via the Devil's Staircase and follows Old Military Road across to Kinlochleven.

In order to by-pass the town of Kinlochleven, the route would go behind the British Aluminium Works and there ~~is~~<sup>is</sup> a network of paths, which link with Old Military Road in close proximity to Mamore Lodge (G.R. 187629). At the lodge, the route would follow the Old Military Road on a north-west direction and eventually due north via the hamlet of Blarnachfodach (G.R. 096695 — 1" O.S. Sheet 46) and would finally <sup>terminate</sup> in the town of Fort Williams.

### CONCLUSION

I wish to thank Mr Oldham, Director of the Parks Department, Glasgow for the encouragement and suggestions which he has given to this project. Also special thanks to all the members of the under-noted organisations and lone rambles, who have given so much of their free time to the field surveys; without their able and enthusiastic help, this report would never have seen the light of day.

Glenmore Club, Glasgow.  
 Health Culture Rambling Club, Glasgow.  
 Holiday Fellowships, Glasgow Group.  
 Ramblers' Association, Scottish Area.

Finally a thanks to Alex Gray, who has been blazing the trail  
 in advance ~~was~~ through the Scottish Council of Countryside  
 Activities Council and <sup>who is itching</sup> ~~wants~~ to carry the Fairy Cross further  
 afield.

Tom Hunter  
~~Sub~~ Convenor, Long Distance Routes  
 Long Distance Routes Sub Committee.



PROPOSAL FOR A LONG DISTANCE WALKERS WAY FROM  
GLASGOW TO FORT WILLIAM

Preamble:

This proposal was initiated by The Glasgow Group of the Holiday Fellowship and the following organisations were invited to join in the survey. Representatives of all organisations took part in the survey: Glasgow Group of the Holiday Fellowship, Glenmore Club, Health Cultural Society and the Ramblers' Association.

Considerations concerning walkers and route:

It was felt that these long distance routes should neither be for the casual walker in soft shoes and high heels nor the hillman who prided himself on his ability to cross any terrain in any weather; they should be for the person who was capable of energetic walking and wanted mild adventure in lonely places and who could use a map and compass and carry his requirements in a rucksack possibly including a tent.

It was also felt that these routes should avoid traffic roads, pass beside or close to places where over-night accommodation could be had such as hotels, houses, hostels and camp sites, and also shops and telephone kiosks.

Brief description of surveyed route:

Starting in Glasgow, it follows the Kelvin Way, Milngavie, Strathblane, Drymen, Queen Elizabeth National Forest Park, Rowardennan, Inversnaid, Glen Falloch, Crianlarich, Tyndrum, Bridge of Orchy, Old Glencoe Road, via Victoria Bridge and Ba Bridge, King's House Hotel, the Devil's Staircase from Altnafeadh to Kinlochleven and the Old Military Road round the Mamore Forest to Fort William. Distance: 104 miles. Maps 1" O.S. Seventh Series, Nos: 46, 47, 53, 54 and 60.

Glasgow to Milngavie:

Glasgow Corporation hope to open The Kelvin Way in September, 1970. This is a footpath following the River Kelvin from Kelvingrove Park past Botanic Gardens to Dawsholm Park. From there, it is hoped that it will continue to the Queen Elizabeth National Forest Park. Meantime, the link between Dawsholm Park and Milngavie is through an area subject to road development and no footpath can at present be surveyed. (The route, in the meantime, can start from Milngavie with good bus and rail services operating from Glasgow.) Walking distance: approximately 8 miles.

Milngavie to Rowardennan:

From the centre of Milngavie, GR 553745, to the north in  $\frac{1}{4}$  mile, is the start of rights-of-way leading via Mugdock Woods, Craigallion Loch and Duntreath Castle to the disused railway line, which can be followed via Killearn and Gartness stations and halfway to Drymen station. A secondary road leads in  $2\frac{1}{2}$  miles to Drymen. From the village green, a service road leads north to Mid Shandon and the road junction at GR 476897. Fork left to T junction at GR 467901 and right for  $\frac{1}{4}$  mile to a path leading through the Garadhban Forest; going generally NW to the Burn of Mar and forward, with Conig Hill on the west, following a tributary of the burn to a point where the path ends at GR 444946. From here there is no track or path and the route is generally NW over rough terrain. From a height of 1100 ft., the route rises in easy gradients to Beinn Aird, 1957 ft., and descends to NW to the Ben Lomond track at a height of 1250 ft. The track goes SW to the shore road of Loch Lomond at Rowardennan. Walking distance: approximately 27 miles.

Alternative to the disused railway line, should the latter not be feasible, might be the Loch Katrine Pipe Line road, with the permission of the Water Board. A right-of-way leads from Allander Bridge to Blane field and the pipe roadway leads from Blane field to Killearn and secondary roads continue to Gartness in  $1\frac{1}{2}$  miles.

Continued overleaf/.....



Continued/Glasgow to Fort William

Rowardennan to Crianlarich:

From Rowardennan, the service road to the north leads to a forest road, with a locked gate for vehicles and a stile for walkers. This road leads along and above the loch for 4 miles, reaching a height of 400 ft., and at its present end a path leads diagonally down to the shore path and the forest boundary fence, with a stile for walkers to continue along the shore path for  $\frac{1}{2}$  mile to a house, Coilness, and another  $2\frac{1}{2}$  miles to Inversnaid Hotel. The shore path continues for 1 mile to a cluster of huge fallen rocks known as Rob Roys Cave. These may be clambered over or between, but with a risk to ankle if not neck, and short wooden ladders and bridges seem desirable in the interest of safety, if not to walkers on the long distance route, then to the many visitors from Inversnaid and its large car park. The path continues along the shore, sometimes through boggy ground, sometimes difficult to follow, but reaching a ruined house, Doune, and continuing to occupied Ardleish. From here to Dubh Lochan is clear but unclear through the trees and shrubs to the bend in the River Falloch at GR 321175. The best route is to follow the West edge of the belt of trees, etc. From the bend in the river to Beinglas Farm, the path is obstructed by fallen, large trees. The main road from Ardlui to Crianlarich is reached by a bridge at Beinglas. The route continues along the east side of the river to the Falloch Falls and here the path ends. GR 338207. While strong walkers can force a passage along the bank, it is recommended that a path be made above the river to avoid steep tributary gullies, as far as Derrydarroch, from which a bridge crosses to the main road, GR 353218. The route must cross the route and go up to a track above the railway line, which is hard to locate because it has not been used for some time. It leads NE and become clear before reaching Koilator, GR 371244 and is a good track to the main Crianlarich-Tyndrum road at GR 379226. The Forestry Commission is preparing to plant this area and the track may be obscured or erased. Walking distance: approximately 20 miles.

Crianlarich to King's House Hotel:

To avoid the main busy road and lead to the nearest bridge over the River Fillan, a path is needed for  $\frac{3}{4}$  mile to the W and above the road to Inverherive GR 370265. From here, a service road crosses the river by a bridge and leads to Inverhaggernie. Local advice is that a right-of-way leads W from here to Kirkton, but it is not shown on the 1" map. A path leads from Kirkton to Auchtertyre and a service road continues to the main road at GR 346287. Across the road, paths lead to the outskirts of Tyndrum, which could be by-passed by a new path to GR 329308 where the old drove road leads to Auch Farm. GR 327356. The remains of the old drove road continue to Bridge of Orchy. From beside the hotel, the old Glencoe Road crosses the river and continues past Inveroran Hotel, Victoria Bridge, Ba Bridge to cross the main Glencoe Road at 269357 and continue to King's House Hotel. Distance approximately 25 miles.

King's House Hotel to Fort William:

From the hotel, a service road leads a short way to GR 252550, from where the old military road runs alongside the north side of the main road to GR 231558. The main road is walked for  $\frac{3}{4}$  miles to Altnafeadh, from where the Devil's Stair-Case climbs north over the hill to Kinlochleven. To by-pass the village, there are footpaths leading round the E side of the British Aluminium works and up to the Loch Eilde Mor road near Manore Lodge. GR 187629. From here, the Old Military Road goes W past Lairgmor and N past Blarmachfoldach to end at Fort William. Distance: approximately 24 miles.

Continued overleaf/.....



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Mapped Route:

The route has been mapped on to old maps, the Popular Edition, Nos: 47, 54, 56, 62, 66 and 72 which makes it impossible for maps being circulated with this report. They are in the possession of Mr. Tom Hunter, 134 Menock Road, Glasgow, S.4; Telephone: 041-637-5746, who was convener of the surveyers.

Name for route:

Glasgow to Fort William is too prosaic, a title for the route, to catch the imagination of the walking public. If it continued W to Mallaig it could be named The Way to the Isles. The Pennine Way has its appeal. So must Scottish long distance ways.

Links with other possible long distance routes:

Other routes coming from the E could join the above route as follows:-

From Loch Katrine and Glen Gyle at Beinglass.

From Balquidder and Loch Voil at Beinglass.

Glen Lyon at Auch Farm between Tyndrum & Bridge of Orchy.

Signposts:

The use of signposts and notices should be kept to a minimum and should only be used at villages and main roads where the path is not obvious. Signposts and cairns should not be used as a substitute for the use of a map and compass. It is presumed that in time the long distance routes will have published directions available to the public and these, with a map and compass, should meet the needs of the walkers.

Footbridges:

It is not intended that the ~~crossing~~ of streams must be by footbridges, but where spate of water makes a crossing dangerous, a footbridge may be advisable.

Condition of paths:

The standard might be that which is suitable for a walker wearing stout boots and where boggy ground is traversed, the path should not permit feet to be made wet. If even stout shoes are worn, a higher standard will be required to maintain dry feet.

Further Projects:

It is hoped that further projects will be undertaken and the above exercise is the prototype from which the surveyers will gain experience. It is also hoped that the Countryside Commission will give such advice as will make this and other routes, and the surveys concerned with them, acceptable to the Commission.

A.G. 18/2/70.

J/M/20/2/70(70)



# Work study on Highland Way

**TOM HUNTER** is an organisation and methods expert, so when he conceived the Highland Way, a 100-mile ramble from Fort William to Milngavie, he looked at the map with a work-study man's eyes.

His objective was to work out the best route—bearing in mind scenic beauty, the quality of the ground for walking, and the proximity of overnight accommodation or suitable camping sites.

Ordinary roads were out for a couple of reasons—one is that density of motor traffic in summer makes walking hazardous. Another is that the most

interesting country is often remote from recognised routes—so Tom had to devise his own.

"It was an exciting task," said Tom, "for I'm a keen outdoor man and I love the rugged terrain of the West Highlands."

"I've swotted up a fair bit of local history and was aware of the presence of certain tracks and old military roads."

"In addition, I had the assistance of many individuals and societies who rendered invaluable help with field reports on the various alternative routes."

□ □ □

"I'm also very grateful to Arthur Oldham, director of parks for Glasgow, for his unfailing encouragement."

"Once I started the project it became a labour of love, and I spent many weekends exploring on the ground the routes we had traced on the Ordnance Survey map beforehand."

Tom works for British Rail at Buchanan House, Port Dundas Road, and his original description of the Highland Way appeared in five instalments in his house magazine "The Buchaneer."

It has been included in its entirety as a special sup-

## Teatime Trainers

### QUICK QUIZ

- 1—What is Bezique, and what is believed to be the origin of the name?
- 2—Which Government passed a law making "General Strikes" illegal, when, and which Government repealed it, when?
- 3—One big step will have been taken, and another is expected to have been taken "for womenkind" in Britain before the end of the year. What are they?
- 4—Who said of Hitler that he had "missed the bus" after Germany attacked Norway in the Second World War?
- 5—Who wrote "Lord, send a man like Robbie Burns to sing the Song o' Steam"?

### WERE YOU RIGHT?

- 1—A card game for two players. It is suggested that name is derived from the Spanish word "besico" — little kiss.
- 2—Baldwin's Tory Government in 1927. The Act was repealed in 1946 by Atlee's Labour Government.
- 3—The Equal Pay Act will have been fully implemented, and it is expected that the Sex Discrimination Bill will have become law.
- 4—Neville Chamberlain.
- 5—Kipling.





Councillor W. Marshall Hutcheson opening the Kelvin walkway yesterday in Glasgow. Also in the picture are the five men who brought greetings, on foot, from the provost of Fort William. They are (left to right) Mr T. Hunter, Mr J. MacPherson, Mr J. Leiper, Mr D. Jack, and Mr W. Watson.

## Highland Walkway message

A message from Canon G. K. B. Henderson, Provost of Fort William, to Mr Donald Liddle, Lord Provost of Glasgow, was delivered yesterday by five Glasgow men who had walked from Fort William to the city. The message was handed over to Councillor W. Marshall Hutcheson, convener of Glasgow Corporation parks committee, at the official opening of the first section of the Kelvin Walkway in the Botanic Gardens.

### PROPOSED ROUTE

Canon Henderson expressed the hope that one day a walkway would extend from Glasgow to Fort William, and in his opening speech councillor Hutcheson confirmed that the Scottish Development Department were

considering whether a long-distance walkway should be established.

It would run from Kelvin Way through Milngavie, the Blane Valley, east of Loch Lomond, into Glen Falloch.

This was approximately the route taken by the five walkers, Tom Hunter, William Watson, David Jack, James Leiper, and James MacPherson. They started on their 104-mile walk on Saturday and arrived yesterday. They are all members of the Glasgow group of the Holiday Fellowship, an outdoor club.

The first section of the walkway runs from Kelvinside Road to Queen Margaret Drive along the east bank of the river Kelvin. It is the fourth walkway to be opened in Glasgow during European Conservation Year.

## Change of pier site rejected

A late change of plan by the marine engineer of the Department of Agriculture on the site for piers for the proposed vehicle ferry service between Raasay and Sconser in Skye is unacceptable to the Inverness County Council road committee.

The committee are standing by their original proposals which, it is claimed, were previously accepted by the marine engineer.

Their representatives hope to raise the matter at a meeting they are to have with officials of the Scottish Development Department to discuss questions relating to ferry services in the Western Highlands and islands.

Test borings have been taken at the original site and Mr William Nicolson, chairman of the Skye District Council, said they were fully committed to the original plan, having spent a considerable amount of money on it.

"We have gone so far that we can't go back now," he said.

## ISLES SEEK GRANT FOR TRANSPORT SURVEY

The inhabitants of Tiree, Mull, and Coll are to ask the Highlands and Islands Development Board for assistance to get a full economic survey made of transport costs to the area.

A delegation from the Islands led by Major T. C. MacLennan, chairman of Tiree Council of Social Service, yesterday asked Western Ferries, the Glasgow-based operators, if they could put on a ferry for the area, at present serviced by David MacBrayne's.

The delegation pointed out that there had recently been increased rates and charges on the route.

"The difficulty is that no one knows the facts here," Mr Peter Wordie, chairman of Western Ferries, said afterwards:—"There is a complete lack of information. The delegation want a full economic survey made and will approach the Highlands and Islands Development Board for financial assistance."

"We have said that, if approached, we would be prepared to carry out this survey for them."

"We have had to tell them we cannot provide a new service, immediately anyway. If it was economic we might look at it, but in any case we feel that this survey should certainly enable the islanders to have a much more efficient and economic service than at present."

### SEALED MARKET RESEARCH

A mission representing 40 leading United Kingdom firms will fly to Japan to-day to explore the market for products and services used in the commercial exploitation of the sea and the seabed.

Organised by the Association of British Oceanological Industries and the British Export Council, the 15-day mission will coincide with the fifteenth assembly of the International Association for the Physical Sciences of the Ocean and an accompanying exhibition in Tokyo.

### PLAQUES FOR TWO ORKNEY MEN

Two plaques are to be erected in the 800-year-old Orkney cathedral of St Magnus in Kirkwall to commemorate two Orkney men—the late J. Storer Clouston, historian and author, and the late Dr Hugh Marwick, scholar and author.