



DUNROBIN CASTLE COLSPIE STATION  
THE DUKE OF SUTHERLAND

and on the right, in the Isle of Skye, the famous Quairang, the Storr Rock, and the entrance to Prince Charlie's Cave. Turning in to the narrow Kyle between Rona and Raasay on the one hand, and Skye on the other, the Tourist soon finds himself sailing into the pretty, well-sheltered Bay of Portree, where, if he intends to see the lions of Skye, he will go ashore.

From Portree, he can visit Kingsburgh (where, during his wanderings after the 'Forty-five, Prince Charles slept for a night); Kilmuir, the burial place of Flora Macdonald; Quairang, the Storr Rock, Coruisk, the Coolin Hills, and many other places of historic and romantic interest in the famous Isle of Mist. Three times a week a Steamer leaves Portree at 6 A.M. for Tarbert and Rodel in Harris, and Lochmaddy in North Uist, returning that afternoon to Dunvegan, in time for the Portree mail gig the same evening. On the alternate three days of the week the Boat leaves Dunvegan about 6 A.M., reversing her course of the previous day, and landing in Portree Bay the same evening about 7 P.M. There are excellent Hotels on this route at all the places of call, except Rodel in Harris; and excellent salmon fishing can be had by staying in the Lochmaddy Hotel, on the island of North Uist.

When at Dunvegan, the Tourist should make a point of visiting Dunvegan Castle, the ancient seat of the Macleods of Macleod, one of the oldest inhabited strongholds in Scotland, and containing some very curious relics of the long long ago.

Having satiated himself with the wonders of Skye and the Outer Hebrides, the Traveller can rejoin the Steamer at Portree or Broadford for Stromeferry, getting, as he proceeds southwards, a parting view of the Coolins and other majestic hills of Skye, with the blue mountains of Kintail straight ahead of him. Nearing Stromeferry, where there is a good Hotel and Posting establishment, Duncraig Castle, the modern seat of Sir Kenneth Matheson, Baronet of Lochalsh, with its picturesque surroundings, is passed on the right, while, as the Steamer approaches the Railway Terminus at Stromeferry, the ruined Castle of Strome, four centuries ago a stronghold of the Macdonalds of Glengarry, is a prominent object on a rocky eminence on the opposite shore of Lochcarron. Here the Tourist rejoins the Train for the home journey, passing through the Achnashellach Valley and famous deer forest on his way to Achnasheen, where he left the Train for Loch-Maree a few days before, arriving at Inverness at 2.5 P.M.

The inner tour from Inverness to Loch-Maree, Gairloch, Portree, and back to the Highland Capital, via Stromeferry, can be completed in three days, spending one afternoon and the night at Gairloch, and the other at Inverness.

### Dingwall to Bonar-Bridge and Helmsdale.

The train going east in the direction of Tain, Bonar-Bridge, Wick, and Thurso, on leaving the Dingwall Station, skirts the northern shore of the Cromarty Firth, and soon arrives at Fowlis Station, where a passing glimpse can be obtained of Fowlis Castle, among the trees on the left. On the right, across the firth, the Black Isle slopes down to the shore. Here the ancient ruin of Castle Craig, at one time the summer residence of the Bishops of Ross, is a prominent object. Near the railway may be observed the farmhouse of Inchchoulter, built on the site of the historic Castle of Balconie, an ancient Easter Ross stronghold of the great Earls of Ross. Novar Station is soon passed, the principal objects of interest in the neighbourhood being the Black Rock, and Novar House the Highland residence of Mr Munro-Ferguson, M.P., with a curious-looking arrangement of high standing-stones, representing an Indian temple, on the summit of the Hill of Fyriah, towering

above it on the left. The village of Alness, chiefly famous for its two whisky distilleries—Teainich and Dalmore—is next reached, after which, skirting the policies of Invergordon Castle, hidden away among the trees, the train pulls up at Invergordon Station. This is a thriving Police Burgh, having a population of 1046. Possessing a fine harbour, it carries on a considerable trade in shipping. From this point a good view is obtained of the burgh of Cromarty, situated on the opposite side of the entrance to the firth. It is chiefly distinguished as the birthplace of Hugh Miller, the famous mason-geologist.

The traveller now enters the region commonly known as Easter Ross, a flat and fertile district equal to any part of the Lothians. Passing Delny and Kildary Stations, the roofs of Balnagown Castle, and of Tarbat House may be observed above the surrounding trees. Nigg and Fearn Stations are successively left behind; but there is nothing in the course of this part of the journey which will particularly strike the eye except the extensive level reaches of enclosed land, and the high state of cultivation and fertility of the soil. Leaving Fearn, the ruined Castle of Loch-Slin, the birthplace of Sir George Mackenzie of Rosehaugh, better known to fame as the "Bloody Mackenzie," is a prominent feature in the distance. In a few minutes the Dornoch Firth comes in sight, the mountains of Sutherland towering away in the background, some of them rising to an altitude of considerably more than 3000 feet. To the right, across the firth, the town of Dornoch lies low on the point of a peninsula, the tower of the Cathedral, built early in the thirteenth century, for many generations afterwards in ruins, and restored to its present position some fifty years ago, being its most prominent object. In a few minutes, and having passed the roofless ruin of the ancient Chapel of St Duthus, close to the line, the train pulls up at Tain Station, 25½ miles from Dingwall, and 44½ from Inverness.

Tain, situated on a high terrace above the station, on the left, is a Royal Burgh and a place of great antiquity, containing several buildings of historical interest. St Duthus' Church, a very fine specimen of middle-pointed Gothic, founded in 1471, was in more recent times for many generations a ruin, until it was restored, through the liberality of a patriotic native, about twenty years ago. Here it was, within the Abbey of St Duthus, that, in 1472-73, James IV. of Scotland was born. Afterwards he made at least seventeen annual penitential pilgrimages to the venerable fane of the "blessed Bishop of Ross" at Tain, in which he fell on the fatal field of Flodden.

Tain has a population of about 2000, and possesses an excellent Academy for higher class education. The town also boasts of two good hotels—the Royal and the Balnagown Arms. There are many places of interest in the neighbourhood, which can be visited by those breaking the journey for that purpose, but scarcely any of them can be seen from the railway.

Proceeding, the passenger, two miles and a half on the journey, will observe a road striking away to the right, which leads to the Meikle Ferry, which in the good old coaching days, was crossed by passengers for the north, instead of going round by Bonar-Bridge, thus shortening the journey by 11 or 12 miles. In 1809 a terrible catastrophe took place here. The people of Sutherland, on the opposite side, were attending the Communion services at Tain, and on their way home they crowded into the old ferry boat, which, when midway across, literally parted in two from stem to stern, when 99 persons perished. Skibo Castle, sheltered by its compact and beautifully-wooded policies, is here seen to advantage directly opposite.

From this point the train keeps close to the firth. Leaving Balblair Distillery, the Parish Church and Manse, and the Free Church and Manse,

on the left, it pulls up at Edderton Station. The scenery here is strikingly varied and picturesque, the line running almost close to the water's edge all along, until it arrives at Bonar-Bridge Station, the thriving village of that name being a mile distant on the other side of the Kyle. There is a refreshment room at Bonar-Bridge station, the only one between Dingwall and Wick, more than 100 miles distant. The Balnagown Arms, a comfortable country hotel, is close by, and there is another good hotel in the village of Bonar. Leaving Bonar-Bridge, the train rushes along a terraced plain, with the Kyle, which again considerably widens above the village of Bonar, on the right. The whole of this estuary—which is tidal for several miles into the interior of the country as far as Invercassley—is, above Bonar Bridge, called the Kyle of Sutherland. About a mile before reaching Invershin the train crosses the river Carron by a stone bridge of three arches, almost immediately after which it is carried over the river Oykel, near Culrain platform, by a latticed iron girder viaduct, 230 feet span, and 55 feet above spring tides, with a continuation of five arches—two on the Ross-shire and three on the Sutherland side.

The traveller now finds himself in the county of Sutherland, and the train almost immediately afterwards stops at Invershin Station. It next proceeds to Lairg, running due north, along the east bank of the Shin. The course of the river is very rocky, and in some places rough and wild, the falls, a short distance from the station, being well worth seeing. During the first mile beyond Invershin the line has a gradient of 1 in 72. About half-way up the valley, Achany House, the Sutherlandshire residence of Lady Matheson of the Lewis, is passed on the left, after which the glen widens into a broad pastoral valley. In the course of this ascent a fine view is obtained, from the carriage windows, of the Kyle of Sutherland, Strath Oykel, and the whole of the surrounding country, with the great hills and mountains of Ross-shire in the distant background. In a few minutes the train stops at Lairg, within two miles of Loch Shin, a magnificent sheet of water, 20 miles long. Here there is a first-class hotel, very much frequented during the season, not only by those who go there to enjoy the splendid fishing on the lochs and rivers, but who travel from this point by mail gig to Lochinver, to Scourie, to Tongue, and several other points on the west and north-west coast of Sutherland, the roads to which all converge at Lairg.

Leaving this Station, the line turns eastward, and soon descends through the valley of Strath Fleet for several miles by a gradient of 1 in 84, stopping at Rogart after a run of ten miles. At the next Station, four miles further on, the Mound across Loch Fleet, from which the Station takes its name, strikes the eye. It is an embankment 1000 yards in length, over which the coach road was carried across Loch Fleet, an arm of the sea, and was constructed by the Commissioners of Highland Roads and Bridges at a cost of £12,500. Before its construction, the passengers by coach had to be ferried at the narrow entrance of the Loch, known as the Little Ferry, observed several miles below. On the opposite side are the ruins of Skelbo Castle, at one time the Highland residence of the Sutherlands of Duffus. Dornoch, the Capital of Sutherlandshire, seven miles distant from The Mound Station, is an ancient and interesting town, with a Cathedral dating from the beginning of the 13th century; is pleasantly situated on the Dornoch Firth, with an amphitheatre of hills around, and possesses a beautiful sea beach and magnificent links which afford exceptional facilities for bathing and golfing. The Links of Dornoch, the Northward Ho! of Scotland, form one of the most extensive stretches of Golfing Ground in the British Isles. The course consists of 18 holes, and is, according to a recent survey, slightly over 3 miles in length. In addition to two comfortable Hotels numerous houses have within recent years been built for the accommodation of visitors. Another mile and a-half, and the

England to The Highland Railway via Dunkeld—Contd.

Tourist Tickets are also Issued from LONDON to the following Stations via DUNKELD

TO	1		3		TO	1		3	
	s.	d.	s.	d.		s.	d.	s.	d.
Kinbrace .. .. .	174	7	77	9	Lhanbryde .. .. .	149	4	60	0
Brora .. .. .	167	0	73	6	Forgie .. .. .	148	2	60	0
The Mound .. .. .	163	11	72	3	Enzie .. .. .	149	8	60	0
Invershin .. .. .	158	6	70	0	Struan .. .. .	134	4	57	1
Bonar Bridge .. .. .	167	6	69	7	Blair-Atholl .. .. .	133	2	57	1
Beauly .. .. .	150	0	61	8	Aberlour .. .. .	150	6	60	0
Fochabers T'wn, Rathven					Banff .. .. .	148	9	60	0
Buckie, and Portessie	160	0	60	0	Cullen .. .. .	150	0	60	0
Lossiemouth .. .. .	150	0	60	0	Craigellachie .. .. .	148	6	60	0
Burghead .. .. .	150	0	60	0	Dufftown .. .. .	148	6	60	0
Hopeman .. .. .	150	0	60	0					

† The London Fares apply from Bethnal Green, Black Horse Road, Bowes Park, Brondesbury, Buckhurst Hill, Bruce Grove, Bush Hill Park, Camden Road, Camden Town, Canning Town, Chalk Farm, Child's Hill, Chingford, Churchbury, Clapton, Cluds Hill, Coborn Road, Crouch End, Crouch Hill, Custom House, Dudding Hill, Earlscourt, East Finchley, Edgware, Enfield, Enfield Lock, Enfield Town, Euston, Finchley, Finchley Lane, Finchley Road, Finsbury Park, Forest Gate, Forty Hill, George Lane, Gospel Oak, Green Lanes and Noel Park, Hackney Downs, Hammersmith, Hampstead Heath, Harringay, Harringay Park, Haverstock Hill, Hendon, High Barnet, Highgate, Highgate Road, Hoe Street, Holloway, Hornsey, Hornsey Road, Ilford, Junction Road, Kensal Rise, Kensington, Kentish Town, Kilburn, King's Cross, Lea Bridge, Leyton, Leytonstone, Lincoln Road, Liverpool Street, London Fields, Longton, Lower Edmon- ton, Loudoun Road, Manor Park, Maryland Point, Mill Hill, Muswell Hill, New Barnet, New Southgate, Oakleigh Park, Palace Gates Wood Green, Palmers Green, Ponders End, Queen's Park, Rectory Road, Romford, Seven Sisters, Silver Street, Silver- town, Snaresbrook, Stamford Hill, St Anne's Road, St James Street, St Pancras, Strat- ford, Stoke Newington, South Tottenham, Stonebridge Park, Stroud Green, Theobalds Grove, Tidal Basin, Tottenham (Hale), Totteridge, Upper Holloway, Uxbridge Road, Waltham Cross, Walthamstow, Wanstead Park, Welsh Harp, West End, West End Lane, White Hart Lane, Willesden, Winchmore Hill, Woodford, Wood Green, Woodside Park, Wood Street, Woolwich, and Wormwood Scrubs.

Also from the following, with 8d added to the First-class Fares:—  
Blackfriars, Broad Street, Charing Cross, Clapham Junction, Dalston Junction, Highbury, Mansion House, Moorgate St., Putney Bridge, South Kensington Victoria, & Westminster.

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village of Golspie is reached. It has a population of between 1000 and 1100, and a first-class hotel—the Sutherland Arms—two branch banks, and two churches. On the top of Ben-Bhraggie, behind the village, at an altitude of 1250 feet, stands out conspicuously a colossal statue, 30 feet high, on a pedestal of 75 feet in height, of the present Duke's great-grandfather. It is seen for a long distance in every direction, and as far as Tain to the west.

But what will interest the tourist most in this locality is that noble mansion, Dunrobin Castle, the Highland seat of the Duke of Sutherland, a magnificent structure, three-quarters of a mile beyond Golspie, on the right, between the railway and the sea, and surrounded by extensive and very finely wooded grounds. It stands on a terrace about 80 feet above the level of the sea, which ripples but a very short distance from its walls. The greater part of it is modern, but some portions, including the old keep, were founded as early as 1097. It is a noble-looking building, worthy of the rank, position, and great opulence of its owner. Visitors are always made welcome to visit both the mansion and policies when the family are non-resident, and generally even when they are at home. There are several monuments about the grounds, one fine full-length statue of the second Duke standing at the side of the public road.

Six miles from Golspie, Brora is reached, a thriving and growing village, in the neighbourhood of which are the Duke of Sutherland's coal mines, re-opened in 1872, after having been closed for many years. Loth Station is next passed, five and a-half miles further on, and after another run of equal distance, the train pulls up at Helmsdale, 82½ miles from Dingwall.

Helmsdale to Thurso and Wick.

Helmsdale lies down in a hollow, on the right, where the river of that name enters the sea. It is a village of considerable consequence, mainly on account of its herring fishing in the summer and autumn. In the immediate vicinity of the Station are the ruins of an ancient castle, built by Margaret, Dowager Countess of Sutherland, in the 15th century. It is chiefly memorable for a diabolical murder which took place within its walls in 1587. In that year it was visited by the Earl and Countess of Sutherland, and their son and heir, when Isabel Sinclair resolved to poison the three in order to open up the Sutherland succession to her own son John, who was the next heir. She succeeded in the case of the Earl and Countess, but her own son by a providential mishap fell a victim to her iniquitous plot, while the heir of Sutherland escaped.

From Helmsdale the train proceeds up the valley of Kildonan, at one time occupied by a large population, but now, after the first two or three miles, quite desolate. Near Kildonan Station, which is next reached, the Helmsdale is joined by two mountain streams, the Kildonan and Suisgill, where the Sutherland gold diggings were carried on for a short time, and with varying success, in 1868 and 1869. Climbing up the valley, some 8 miles, Kinbrace Station is reached, from which point there is a direct public road, along the beautiful valley of the Naver, to Bettyhill and Tongue, from whence the tourist can proceed to either Thurso or Lairg by coach. Badenloch, one of the largest and best fishing lochs in the north of Sutherland, is 4½ miles distant from this station. 7½ miles further on is Forsinard station. The only points of interest which will strike the eye here are Loch Ruar, on the left, fished free by visitors at the Forsinard Hotel, with Ben Griam Mor and Ben Griam Beg away in the distant background on the same side, at an altitude of 1930 and 1900 feet respectively; while still further, in the same direction, an excellent view is obtained of Ben Loyal, 2500 feet, and of Ben Hope, 3040 feet above the level of the sea. At Forsinard the line turns away to the east, and immediately