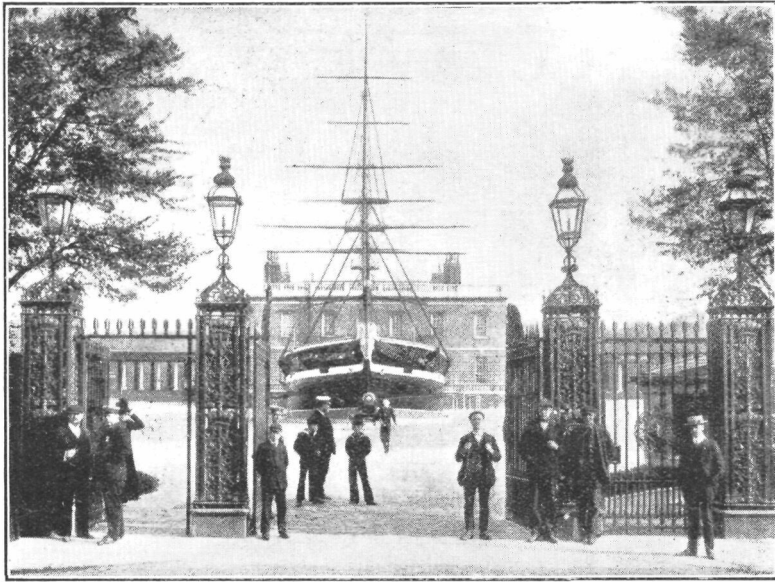




*The* **G·R·H·S·O·B·A**  
**GAZETTE**







**Gazette**  
of the  
**Royal Hospital School**  
(Greenwich and Holbrook)  
**Old Boys' Association**  
including  
**Old Boreman Boys**

**APRIL**  
**1934**

**VOL. 1. No. 7**



## OLD BOYS' ASSOCIATION

### PRESIDENT:

Capt. E. BRUCE GARDYNE, R.N., D.S.O.  
HOLBROOK.

### Vice-Presidents :

Mr. J. H. COTTON (*Chairman*).  
Mr. H. SIMPSON, M.B.E. (*Portsmouth*).

Mr. J. WELLS (*London*).  
Mr. W. L. BASTARD (*Plymouth*).  
Vacant (*Holbrook*).

### Hon. Treasurer :

Mr. H. J. HOARE, M.I.Mech.E., M.I.Mar.E.,  
70, Old Broad Street, E.C.2.

### Hon. General Secretary :

Mr. W. R. T. ORAM,  
101, Broadfield Road, Catford, S.E.6.

### BRANCHES :

**CHATHAM.**—Meeting held at "Half-Way House" Hotel, near Luton Arches, Chatham, 7.30 p.m., on second Tuesday in each month.

*Local Hon. Secretary :* Mr. J. TRAINOR,  
60, Cornwallis Avenue, Gillingham, Kent.

**PORTSMOUTH.**—Meeting held at the Magnet Hotel on first Thursday in each month.

*Local Hon. Secretary :* Mr. H. G. TOLPUTT,  
24, St. Swithuns Road, North End, Portsmouth.

**LONDON.**—Meeting held at The Royal Albert, Blackheath Rd., Greenwich on first Tuesday in each month, 7-30.

*Local Hon. Secretary :* R. W. J. PAYNE, F.R.A.S.  
64, Blackheath Road, Greenwich, S.E.10.

**PLYMOUTH.**—Meeting held at Royal Sailors' Rest, Devonport, on first Tuesday of Jan., March, July, Oct. and December.

*Local Hon. Secretary :* WM. H. KELYNACK,  
2b, Reynolds Grove, St. Budeaux, Plymouth.

**HOLBROOK.**—*Local Hon. Secretary :* SIDNEY MABY,  
R.H. School, Holbrook.

**LIVERPOOL AND MANCHESTER**—*Local Hon. Secretary :* Mr. JOHN W. FENTON,  
13, Green Street, Morecambe, Lancs.

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### Editor of Gazette :

Mr. A. GROUT, 13, Camden Grove, Chislehurst, Kent.

## Editorial.

**A**T the General Meeting held on the 14th *ultimo*, many interesting matters came up for discussion, one item which calls for special mention, was the suggested amalgamation of the School Magazine with the Old Boys' Gazette. The Editor and Hon. Treasurer were asked by the General Committee to go into the matter with the Holbrook Editor and Manager, to see if some satisfactory arrangement can be arrived at, to enable a report to be made to the General Committee.

It will take a little time to go into all details, and in the meantime, the Editor would like to receive the views of any member who is interested in the proposed change, for or against, particularly those members who are not in a position to attend branch meetings, to all such members, this notice is given, to provide the opportunity to express their opinion.

In all probability the Holbrook Magazine will be larger and of different design. If the amalgamation is approved by the General Committee, it will be put before the next Annual General Meeting at Holbrook for acceptance by the members as a whole, or, otherwise.

It means that the initial capital expended by the O.B.A. on their Gazette will be lost if the scheme goes through and probably less space will be available for the O.B.A. matter.

It is a great pleasure indeed to be able to report that the Gold Badge of the Association has been duly presented to the Hon. Mrs. L. R. Oliphant. We reproduce below copies of the correspondence in this connection, the Association as a whole will value Mrs. Oliphant's remarks and be pleased to know how much she values our gift and appreciate the kind thought which prompted it.

~ ~

70 Old Broad Street, E.C.2

March 14th, 1934.

Dear Mrs. Oliphant,

At the last Annual General Meeting of the R.H.S. O.B.A. held at Holbrook, 30th September, 1933, following the unveiling of the O.B.A. Mural Tablet by your good self, it

was resolved that the gold badge of the Association should be presented to you in appreciation of your kind, encouraging and practical help in connection with the O.B.A. and its functions, generally.

On many occasions your eldest daughter had also assisted, and therefore the resolution should be taken to include you and your daughters.

Last night, I was asked by the President, Capt. E. Bruce Gardyne, D.S.O., R.N., on behalf of the Officers, General Committee, branches and members of the Association, to write to you and forward the inscribed gold badge, in accordance with the resolution; the package has been sent to-day under registered cover.

I have had the pleasure and privilege in the past, of doing something for the Association, but I can assure you that the duty of forwarding this appreciation of your interest and help equals the pleasure and satisfaction I had when the Mural Tablet was completed and unveiled.

The gift is small, but it represents much, it bears an inscription which conveys the best wishes and thoughts of a great number of good men, one of life's priceless possessions.

With kindest regards to you and your family, not forgetting the Admiral, who will I hope soon recover.

I remain,

Yours sincerely,

H. J. Hoare.

Hon. Treasurer.

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March 15th, 1934.

Dear Mr. Hoare,

Thank you very much for your letter and for the beautiful Gold Badge of the Old Boys' Association, a gift which I really feel I have done nothing to merit, but which I shall always value, and wear with pride. It will remind me of many happy years at Greenwich, the making of many friends amongst Old Boys of the School both Service and civilian and of much kindness shown to me by them. Will you be so kind as to convey to the President, the Officers, The General Com-

mittee, Branches and Members of the Association my most sincere thanks for the memento they have sent me and for the kind thought which prompted it.

Yours sincerely,

Daphne Oliphant.

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The Branch Secretaries are to be thanked and congratulated on their efforts to get Members to write up personal reminiscences etc. for the *Gazette*, the results have been so satisfactory that even after enlarging the *Gazette* from twenty pages to twenty-four for this Edition, it has been found necessary to have to hold over a good deal of very interesting matter for future publication.

It is with great pleasure that we are able to announce that Mr. Sidney Maby has become Secretary of the Holbrook Branch, and being on the spot there is every reason to believe that the future membership of the Old Boys' Association will be greatly augmented by boys when leaving the School becoming Members of the Old Boys' Association.

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## CRICKET.

R.H.S. O.B.A. v. R.H.S. Holbrook.

Our president would very much like the O.B.A. to raise a team to play the School on the afternoon of 28th July next, the day fixed for the Annual Reunion, General Meeting and Dinner, he would also like to see this fixture an annual one, and one of the chief events of the day.

In response to this wish, a team of Old Boys will be raised, and the Hon. Treasurer has been asked to take up the matter at once.

A good side is necessary to give the school boys a game, will all old boys willing and able to play on the 28th July next, please communicate with Mr. H. J. Hoare, 70 Old Broad Street, E.C. 2, and state if they are batsmen, bowlers or wicketkeepers.

The selected team and reserves will be advised in due course, every member of which will be asked to bring, beg or borrow, white flannels and "nimbles".

The Captain Superintendent will endeavour to arrange for the band of the School to play when the match is in progress, and if possible a marquee with tea and tea refreshments.

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## General Meeting.

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**M**INUTES of a General Committee Meeting of the Royal Hospital Schools (Greenwich and Holbrook) Old Boys' Association, held at 14 Buckingham Gate on Monday, 15th January, 1934.

Present: Captain E. Bruce-Gardyne, D.S.O., R.N. (President), Rear-Admiral L. R. Oliphant, Lieut. Commander S. T. Yeo, R.N. (Plymouth), Messrs. H. C. White (Chatham), H. G. Tolputt (Portsmouth), J. Wells, (London), R. W. Payne (Holbrook), A. Grout, (Editor, *Gazette*), H. J. Hoare, (Hon. Treasurer) and W. R. T. Oram, (Hon. General Secretary).

On opening the Meeting, the President asked those present to assist him to obtain the names of any Old Boys who had obtained the King's Commission since the Mate scheme was instituted.

1. The Minutes of General Committee Meeting held on 11th July, 1933 were read and confirmed.

2. The Hon. General Secretary read extracts from minutes of Branch Meetings held since the last General Committee Meeting. Matters arising from those Minutes were dealt with on the Agenda.

3. The Hon. General Secretary read correspondence.

4. **PRESENTATION TO H.M.S. *Fame*.** The Committee agreed that a photograph of *Fame*, framed in wood from the ship, would be the most suitable present to make to H.M.S. *Fame*.

It was decided to further consider the matter at the next Meeting after Lieut. Cdr. Yeo had obtained the wood and Mr. Oram the photo.

5. **DINNER ACCOUNT, 1933.** The account rendered by Mr. S. G. Maby, for tea and

dinner provided at the reunion held at Holbrook on 30th September, 1933, was presented by the Hon. General Secretary, and accepted.

A hearty vote of thanks was accorded Mr. Maby on the proposal of Mr. Oram, seconded by Rear-Admiral Oliphant, for the able manner in which all arrangements were carried out.

6. TRUSTEESHIP OF STAPLETON FUND. The Hon. Treasurer reported that he had been in communication with the Bank of England as to the steps necessary for transferring trusteeship to President and Hon. Treasurer. The forms had been obtained and arrangements for the Transfer would be made by the officers concerned.

7. PRESENTATION TO THE HON. MRS. OLIPHANT. The Hon. General Secretary asked the Committee to decide on the form of inscription on gold badge authorised at the Annual General Meeting. The Meeting agreed to leave the matter in the hands of the Hon. Treasurer and Hon. General Secretary.

8. CO-OPERATION OF SCHOOL STAFF. The President gave an outline of his meeting with member of School Staff and stated that the Masters were willing to co-operate, but pointed out that they were of opinion that the O.B.A. should do something more than meet for social purposes and instanced finding jobs for Old Boys and boys unfit for sea service.

The representatives of the various branches reported that finding employment was already looked upon as a part of the functions of the O.B.A. and that good work was being done in that direction.

The Committee agreed that it would not be possible to centralise this work, but that, as it was not generally known, members out of work should be encouraged to communicate with their Branch Secretaries.

Branches, through their representatives, were asked to help the School Authorities to find employment for boys leaving the School and unable to enter the Royal Navy.

9. HOLBROOK BRANCH. In order to get the Holbrook Branch to function and become a live Branch of the Association, it was proposed by Lieut. Cdr. Yeo that the President approach Mr. Maby and request that he become Hon. Secretary of that Branch. This was seconded by Rear-Admiral Oliphant and carried unanimously.

10. HEADMASTER. To further the idea of co-operation between the Members and School Staff, Mr. Oram proposed that the Head Master (or his representative) be co-opted as a Member of the General Committee. This was unanimously agreed to.

11. JUNIOR BRANCH. After considering this matter, the Committee were agreed that it was not feasible to form a Junior Branch of the O.B.A. as is done by the Duke of York's School O.B.A.

A long discussion as to the best means of recruiting new members ended in an agreement that the personal touch by those who are already members is the best method of adding to the membership of the Association.

12. ANNUAL DINNER, 1934. Opinion was divided as to whether the Annual Dinner this year should be held at Holbrook or in London. The matter was left until next Meeting to give branches a further opportunity to consider the matter.

Mr. Oram suggested that Members at Holbrook be asked to ascertain what accommodation would be available in the village, terms, etc. This was considered a good idea.

13. GAZETTE. The resolutions of Plymouth Branch concerning the Gazette were read and informally discussed. This question was held over until next meeting to enable other branches to express their opinion.

14. Next Meeting of the General Committee was fixed for Tuesday, 20th March, at Buckingham Gate.

W. R. T. ORAM.  
Hon. General Secretary.

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**M**INUTES of a General Committee Meeting of the Royal Hospital School (Greenwich and Holbrook) Old Boys' Association, held at 14 Buckingham Gate on Tuesday, 13th March, 1934.

Present: Captain E. Bruce-Gardyne, D.S.O., R.N. (President), Lieut. Commander S. T. P. Yoe, R.N. (Plymouth), Messrs. H. C. White (Chatham), H. G. Tolputt (Portsmouth), R. J. Payne (London), A. Grout (Editor, *Gazette*), H. J. Hoare (Hon. Treasurer) and W. R. T. Oram (Hon. General Secretary).

Admiral Oliphant telephone his regrets for absence owing to indisposition.



1. The Minutes of General Committee Meeting held on 15th January, 1934, were read and confirmed.

**PRESENTATION TO MRS. OLIPHANT.** The Hon. General Secretary handed to the President the gold badge inscribed "From the R.H.S. O.B.A. to the Hon. Mrs. L. R. Oliphant with esteem, affection and thanks. 30th September 1933."

**HOLBROOK BRANCH.** The Hon. General Secretary reported that the branch was now in working order with Mr. S. G. Maby as Hon. Secretary.

**ACCOMMODATION AT HOLBROOK.** Representatives of the branches were informed that Mr. Maby anticipates being able to fix accommodation for a good number on dinner night at a nominal cost. Application should be made to him through Branch Secretaries.

2. The Hon. General Secretary read extracts from minutes of branch meetings held since the last General Committee Meeting.

**LIFE MEMBERSHIP TO MR. ORAM.** This will be placed on the agenda for the next General Committee Meeting.

The General Committee congratulate all officers elected or re-elected and wish them a happy term of office. At the same time they thank those who have served the Association and now retired.

3. **PRESENTATION TO H.M.S. *Fame*.** Mr. Hoare proposed that the photograph and proposals for framing as produced be accepted as suitable with the following alterations to frame: The size of the mount to be increased at the bottom to accommodate a black slip, approximately five-eighths of an inch to three-quarters of an inch deep. The slip to be continued around the frame one quarter of an inch. The lettering to be in gold on black, under glass. Frame to be in natural oak. This was seconded by Lieut. Commander Yeo and carried unanimously.

It was proposed by Mr. White and seconded by Mr. Tolputt that the cost is not to exceed fifty shillings. Carried unanimously.

It was agreed, on the proposal of Mr. Hoare, that the wording on the photograph be "Training Corvette *Fame*, 1873—1934, R.H. School, Greenwich. Presented to H.M.S. *Fame* by Old Boys' Association."

4. **ANNUAL DINNER AND MEETING.** Mr. Tolputt proposed that the Dinner and General Meeting be held at Holbrook. Seconded by Mr. Payne.

An amendment by Mr. White that the dinner be held in London this year as an experiment was not seconded.

The proposal was then carried, one (Mr. White) voting against.

The General Committee expressed the hope that, all other branches being in favour of holding the dinner at Holbrook, Chatham branch will reconsider their decision.

Other matters connected with this function were arranged as follows, any further items to be considered at the next General Committee Meeting.

The President informed the Meeting that Saturday, 28th July, which was Prize Day, was the most convenient date.

Mr. Hoare volunteered to attempt to raise a cricket team of Old Boys to play a match against the boys.

It was agreed that the dinner tickets be 5s. 6d. each. The price of tea tickets to be decided, being reduced to 6d. if possible, or a buffet tea arranged.

The guests of the Association to be:

Rear Admiral T. J. S. Lyne, C.B., D.S.O.

Sir George Hume, J.P., M.P. and Lady.

Mr. Ross Taylor, M.P. and Lady.

Captain H. H. Rogers, M.V.C., O.B.E., R.N. and Lady.

Commander P. K. Enright, R.N. (An Old Boy).

The General Meeting to take place after tea.

5. **O.B.A. GAZETTE AND SCHOOL MAGAZINE.** Considerable time was taken in discussing the matter of amalgamating these journals and finally Lieutenant Commander Yeo proposed that if arrangements satisfactory to both sides can be arrived at, the General Committee recommend to the Annual General Meeting that the Gazette and Magazine be amalgamated.

This was seconded by Mr. Grout and carried. Mr. Hoare voted against the proposal.

Mr. Oram proposed that the Hon. Treasurer and the Manager of the Gazette be appointed a sub-committee to investigate the matter with the representative of the School Staff and to report at the next General Committee Meeting.

This proposal was seconded by Mr. Tolputt and carried unanimously.

6. The next meeting of the General Committee was arranged for Monday or Tuesday of the first week in July.

W. R. T. ORAM,  
Hon. General Secretary.



## Branch News.

### LIVERPOOL & MANCHESTER BRANCH.

MR. J. W. FENTON who has taken upon himself, with the good wishes of the General Committee, to form a branch of the Old Boys at Liverpool and Manchester, would be pleased to have the names and addresses of any Old Boys residing in either of these two cities.

J. W. FENTON,  
13 Green Street,  
Morecambe,  
Lancs.



### PLYMOUTH BRANCH.

THE Plymouth Branch desire to place on record their keen appreciation of the honour conferred on our Chairman Mr. W. L. Bastard 5-78, 1883-1887, by his elevation to the proud position of Deputy Mayor of this our city of Plymouth. And we sincerely hope that both Mr. and Mrs. Bastard may be blessed with good health through the coming year to be able to fulfil the onerous duties in connection with that important office.

Two new clubs have been formed on board H.M.S. *Queen Elizabeth* and H.M.S. *Devonshire*, we wish these clubs every success and the best of luck during their commissions.

A reunion dinner and concert will be held at William's Cafe on Wednesday, April 25th, from 7.30 till 11 p.m. It is hoped that this event will be an outstanding success. Tickets may be obtained from Hon. Secretary price 3s. 6d.

A most successful meeting took place on March 6th, 46 members being present. A draw took place, the prize being given by the Hon. Treasurer, Mr. C. Griffiths. The first £1 being raised for the Mural Tablet Fund. A further draw will take place at the dinner. Donations to the Mural Tablet Fund may be sent to the Hon. Secretary.

The meetings have been largely attended, and from January, 1933 up to the March meeting this year 45 new members have been enrolled.

Mr. "Joey" Reed late Chief Officer of the School, a position held for 19 years, still regularly attends the meetings, sends his best wishes to all the Old Boys who passed through the School during this period.

The Hon. Secretary will be pleased to hear from members who are serving on foreign stations. These letters are regularly read at the meetings and much appreciated.

W. H. KELYNACK,  
Hon. Secretary.

### OBITUARY.

A wide circle of Old Boys will regret to learn of the death of Paymaster Lieut. Commander William Benjamin Ruse, which took place at the Royal Naval Hospital Plymouth. Lieut. Commander Ruse lived at Randwick Park, Plymstock, Devon and was 57 years of age. He joined the Navy from Greenwich School, and retired in 1925 as a Paymaster Lieutenant.

Lieut. Commander Ruse was greatly interested in the Alexandra Nursing Home at Stoke and a member of the Committee of Management. He was Vice-President of the Plymouth Branch of the R.H.Gr. & H., O.B.A. from 1926-31 and also of the Plymstock branch of the British Legion and served on the Committee of the Plymstock Social Club, of which he was one of the founders. Lieut. Commander Ruse was W.M. of the Hayshe Lodge, No. 1099, Devonport, in 1922, and a few years ago was selected as Prov. Grand Treasurer of the province. He leaves a widow and daughter. The funeral was attended by a large number of Old Boys, Masonic and other friends.



### MY REMEMBRANCES OF THE OLD SCHOOL.

I ENTERED G.H.S. on Tuesday the 1st October, 1867 and was joined to the 8th Company, No. 90, the drill master being Mr. Joe Miles (Boots).

The School at that time was under the care

of the Rev. Mr. Holmes, and was divided into three sections A, B, C. I was in Section C.

The regime was in summer, up at 5 a.m. and off to the B.P. breakfast at eight, review of boys at eight-thirty by the Head, and at nine into class, till twelve (noon) and then drill by companies till twelve-forty-five when all were formed into line, and with our band at the head, march once round the grounds, and at 1 p.m. into the dining hall. At one-thirty we came out and played about till 2 p.m., when again into class till four-thirty; at five tea time, and after till 7 p.m. we played or did what we liked, then again into class till 8 p.m. when we were all marched off to bed.

Now our food was more or less as follows: Breakfast; a jam jar of cocoa, bread and butter, but on three days we had dripping.

Dinner, during summer; four days roast beef and potatoes, and the other three days roast mutton; in winter, Monday roast beef, Tuesday boiled beef and macaroni soup (band played *Jove*). Wednesday, roast beef; Thursday, mutton; Friday, beef; Saturday, boiled pork and pea soup; Sunday roast beef and duff.

Tea; as breakfast, but butter every day.

On Saturdays we were allowed out in the Town from 2 to 5 p.m.

On Sundays those who had relatives near, were allowed out till 7 p.m.

In April, 1871, I became a Pupil Teacher, and our food was the same as that of the boys, but on Sundays our duff had currants in it.

After our day's work in the classroom, we ourselves had to go to class, under special masters, from 7 to 9 p.m., then we had supper; bread and cheese, and a glass of beer, and every quarter we received 6s. 6d. as pocket money.

When Captain Burney took over the School at Midsummer, 1870, he had the dress changed of the boys, but not that of the pupil teachers. The boys now had navy uniform with white straw hats; and in lieu of having all day in class, the boys had to work in the different shops, tailor, shoemaker, sail, carpenter, etc.

During Burney's time, the old H.M. ship, *Fame I* was broken up, and *Fame II* built 1871-2.

During the Rev. Holmes' time, the boys were treated as little gentlemen. But Burney's oh!!! they were treated like a lot of little hooligans, and there were public floggings nearly every day, whereas, Mr. Holmes, only allowed the boys of his company to see him flogged, and that was done in the dormitory.

The food during Burney's time, was much as it was in Holmes' time, except that the macaroni soup was given up, also Burney never allowed the boys to go in town on Saturdays, but had to busy themselves washing and scrubbing out the dormitories, dining hall and classrooms.

The pupil teachers slept in the Middle or Queen's House at first, but Burney soon turned us out, and put a pupil teacher in each dormitory, on a raised stand, so to overlook the boys.

I left the School in January, 1873.

After I left the old School in January, 1873, I remained at home in Plymouth, during the whole of the year, and in March, 1874, I went over to New York in the *Oceanic* (White Star). On returning from the States, I went out to India, in the S.S. *Atalanta*, up the Mediterranean and Red Sea to Madras, where we remained two weeks, then on to Calcutta, where we were over a month; on leaving Calcutta, and just off Trincomalee we broke our shaft, and had to call in at Point de Galle, Ceylon, to replace it, then on leaving here, we called in at Aden for coal then again through the Red Sea, Suez Canal and the Mediterranean, as far as Valetta, Malta, where we stayed two days, then on to London.

Being in London, I went down to the old School on Sunday and had a chat with a few Old Boys and Pupil Teachers.

Then I went out to Chili, South America where I remained 36 years, 10 of which I was professor of History, Geography and Natural Sciences in the Lyceum of Quillota, under Gen. Cintral.

I returned to the old country in May, 1911, and during 19 years was professor of Spanish to the Plymouth Education Authority.

Wm. B. Calvert, 8-90, 1867-73.

## CHATHAM BRANCH.

FOR the benefit of those members, who do not usually attend branch meetings, but rely on the *Gazette* for their information I would like to say that the Chatham Branch have been asked to raise the sum of £12 as a contribution to Liquidating the debt on the Mural Tablet Fund. £2 has been allocated from the branch funds and further sums are being raised by the sale of post cards of the Mural Tablet, taken by one of our members, after the Unveiling Ceremony.

I have taken the liberty of enclosing a copy with your *Gazette* and the price is 6d. Should you consider it a worthy effort would you kindly forward this amount or more at your convenience; receipts will be issued.

Further I would respectfully remind members that this will be the last occasion I shall be able to forward *Gazettes* to those members who have not paid their subscriptions. *Gazettes* are paid for in bulk in advance from Branch Funds, you will see therefore that those who have paid are paying for those who have not, and funds will not permit of this in future. The subscription of 2s. 6d. per year, is only a fraction of 1d. per week. Will you please forward yours?

The Branch Meetings are held the second Tuesday in each month at the Half Way House Hotel, Luton, and further a series of suppers and musical evenings are held on the third Tuesday in each month. These have proved very successful and the proceeds are devoted to the Mural Tablet Fund. The Vice-Chairman, Mr. J. H. Cotton will always welcome any Old Boy, who cares to drop in for a chat any time at the Branch Headquarters.

J. TRAINOR,  
Hon. Secretary,

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## AN UNWILLING GUEST IN A SIAMESE WARDROOM.

(by the Victim)

In response to the Editor's appeal for personal reminiscences, I propose to write a series of short stories, on the lighter side of Naval Life, in the hope that they may encourage others to do the same. There must be

a wealth of interesting, or humorous anecdotes stored in the Cranial Strong-rooms of our readers, which should be circulated for the general interest and amusement. Now then, Gentlemen what about your Story.

My Series are chiefly concerned with that memorable commission of H.M.S. *Hawkins*, as flagship of the China station 1923-1926, when China wasn't exactly a hunting ground for rare butterflies and the dollar, an object for speculation. In addition to the terrible earthquake in Yokohama we had industrial strife on several occasions, which necessitated landing parties, and the big anti-British boycott. When sailors manned the Star ferry at Hong-Kong and drove the Peak railway, perhaps not strictly to time-table, but with considerable credit, nevertheless between these times, we still found time to deposit nearly every sporting trophy of the Station, or our quarter-deck, while the residents of Hong-Kong were relieved of their shooting shield, for the first time in fourteen years.

I do not intend to bore you with the details of how we collected these various trophies, but to describe some amusing incidents during the "off periods". When the Ship's company were not in strict training, but "at Home" to anyone who cared to challenge their carrying capacity, or test their powers of endurance and further to relate what actually happened to me during a Southern cruise, which embraced North Borneo, Dutch East Indies, Java, French Cochin China and Siam.

I suppose you are wondering what all this has to do with the title of my story, so here goes.

I remember years ago, listening with a good deal of amusement, to the stories which were current during the time of the Coronation review at Spithead, when ceremonial visits were exchanged between our ships and those of Foreign Powers. It appears the "French" could never understand the uniform of various ratings, or how a petty officer could be dressed as a blue-jacket, and on boarding a French ship for supper one night, during one of these exchange visits the petty officers dined forward, with the troops, while the cooks and stewards, etc. were shepherded to the box messes much to their surprise and delight, but that these things could happen in these enlightened days seemed remote.

It was during the visit of H.M.S. *Hawkins* to Siam that the following amusing sequence of events happened. After the Inspection of our ship by H.M. the King of Siam, the ship's company were invited to Bangkok, for a 24 four hour tour of the City, concluding, with a grand football match versus the Siamese Navy and a dinner given by the British residents.

The Inspection by H.M. the King was sufficiently interesting in itself, and deserves a few words.

The moment the Royal Yacht anchored all racing boats crew were piped away and formed a striking escort for the Royal Barge. On boarding His Majesty was treated to a display of evolutions, physical jerks, etc., whilst he himself fired a torpedo, and exploded a mine, by simply pressing a button, needless to say His Majesty was intensely interested especially as his son who accompanied him, had undergone his Naval Training in England; hence the invitation to Bangkok and it is at this point my story really begins.

"You will land at 3 a.m. and will be met by a Siamese Naval representative, from whom you will receive instructions as to what you are to do." These were the Commander's orders as we stepped in the boat. I should explain at this point that the football team were landed in advance of the main body, and I, a chief petty officer of the Accountant Branch, had volunteered my services as a referee and was accordingly unofficially considered as being in charge of the party which consisted of mixed ratings, marines, petty officers and two ordnance or electrical artificers, but as I entirely lost all contact with the team, shortly after arriving in Bangkok, until I met them again next day, I must leave it to one of them to tell us what happened to them. But this is what happened to me.

We were met according to schedule, by a Siamese Lieutenant Commander, whose English was perfect; I introduced the team to him one by one. He escorted us to a small fourteen-seater. I made to enter with the crowd but my friend waved me to a smart two-seater, with the Union Jack and Siamese Ensign proudly fluttering from the radiator. I would have preferred the char-a-banc, but as this officer was the essence of courtesy and

very insistent, I had no option, but to sit beside him at the wheel, he gave me his card, and the conversation turned to general topics.

We drove gaily through the town to the Bangkok United Club (the Home of British residents) where bath and breakfast were provided.

It was from here, my friend explained that the team would be conducted round the town, but that he would be back personally for me at 10 a.m. I came in for a good deal of chipping from the remainder at the preferential treatment I was apparently receiving, but as everyone was in gala mood the incident passed. Punctually at 10 a.m. he arrived with the car, and as events proved I saw the last of the team, at close quarters, until next day.

My host explained that he was going to take me round the Royal Palace, do the sights of the town, lunch with the Navy and on to the football match. Had I known what was coming, I should never have left the friendly surroundings of the Club.

I noticed that at various points of our journey we were saluted by sentries, etc., and that my friend failed to return the salute, but merely looked at me and smiled, this lack of courtesy I attributed to the fact that his attention was focussed on driving when it suddenly dawned on me that it was *me* they were saluting and that I was the person responsible for his lack of courtesy, so humorous was the situation that I laughed long and loud and there and then made up my mind, that whatever the consequences the prestige of the British Navy should not suffer. At the next saluting occasion I stood up and returned it threefold. This greatly pleased my friend.

At the Gates of the Royal Palace stood a Guard of Honour, together with the keepers of the Sacred White Elephants.

I bade my friend stop the car and with all the solemnity of a marine officer I inspected that Guard, patting a chest here and there, and evincing interest in the old warrior who must have been ninety: after saluting for a further five minutes he drove on to the Stables where further contingents awaited my inspection.

This ceremony successfully accomplished, we entered the Stables, and as far as my excited eyes could see stood thousands of

white elephants, both of them, I noticed, were not white but a dirty pink. The Senior Hostler, or whatever he is called, explained the various points of their anatomy to me, in a strange tongue, whilst I nodded approval, it was whilst my attention, was directed to the hugeness of the male beasts' ears, that I discovered his mate a most sagacious brute, contentedly swallowing my sun helmet. The senior hostler was full of apologies, I gently slipped him one dollar Mexican, and we departed.

Returning to the car I was amazed to discover a fully-grown elephant tied up astern, whilst from somewhere in the region of the accelerator came the plaintive mewing of a Siamese cat, these my friend explained had been presented to me, but remembering the difficulty "Mark Twain" had on a similar occasion, I gently slipped the tow rope and diplomatically assisted the cat on to the side walk. Our journey from thence onwards lay through streets lined with cheering crowds, myself saluting left and right, until we eventually reached the Naval Headquarters and here my troubles began. Up to the present I had treated the matter as a huge joke, but I could see it was becoming serious. Passing through complete lanes of bare-footed Naval ratings I arrived still saluting at a huge canvas structure, with a band discoursing sweet music without and it did not take me long to realise that this was the Siamese officer's mess.

I tried all excuses to get away, when I complained of feeling ill, my friend sent for the doctor, when I said I did not usually lunch at this hour, drinks were provided, it was no use, this officer had apparently received some definite instructions and intended to carry them out to the letter, but for whom they were intended I did not like to hurt his feelings by asking, it had reached that stage when it was more dangerous to turn back than to go on. One by one I was introduced to the various officers, from two ringers up to a massive gentleman who had so many rings that he appeared to my whirling brain to possess a pair of gold arms, and reminded me of a jockey. The jockey I discovered was the C. in C. At this point my friend left me, saying he would see to the accommodation of the football team and I was alone like "Daniel" in the Lion's den, but if I remember rightly, those lions were dumb. Whereas these lions

did all the talking, while I remained dumb. Now if there is one language amongst several hundred more that I did not learn at school it was Siamese and it became increasingly obvious that these officers were making speeches, and when a sudden stillness held, at a word from the jockey I knew my hour had approached. I tried every language I knew from Maltese to Arabic, but without avail. Pidgin-English was equally unsuccessful. It was then I suddenly remembered the advice I had so often read in the *Ashore and Afloat*. "When in doubt my boy," it had said, "offer up a prayer." Amid some applause I majestically rose to my feet, and recited the *Lord's Prayer*, the effect was electrical, when the tumult had subsided I followed with *Gunga Din* and *The Charge of the Light Brigade*.

The Lunch up to the present, had consisted chiefly of nuts, bananas and neat brandy, and each time a glass was emptied, a waiter promptly filled it up. And by the time a few empties had been added to the table decorations there was no stopping me. I found myself talking Siamese quite fluently or at least they seemed to understand me better; we seemed to have known each other for years. Thus the merry party continued, formalities were entirely dispensed with also glasses, the C. in C. despite his immense size made quite a good dancing partner. We had just reached the affectionate stage, when my friend returned looking a little surprised I thought. I was very reluctant to leave such friendly surroundings, but my friend had other views.

I could fill a book with all that happened on this extraordinary occasion, but before leaving I requested the band be given drinks on me. I did not know at the time, but this band at a later period, were to be singularly honoured, insomuch in that they were conducted by our Chief Cook, a gentleman who hailed from the outer Hebrides and claimed amongst his forebears the original inflator of the bagpipes, it was doubtless the great similarity in the music, which attracted him.

Our arrival at the football ground was no less spectacular, but on this occasion it was the army officers to whom I was presented and I sat throughout the match in a gaily decorated box, surrounded by the cream of Bangkok. After the match which we won,

each of our team were present with a garland of natural flowers and with me still leading, the triumphal procession started back for the Club, followed by cheering crowds.

The Dinner was quite a merry affair, the British residents doing their best to entertain about two hundred and fifty ratings, all drinks were free in the Club and a good many failed to stay the course. I did not feel any too lively myself and was just relating some of the day's experiences to an English gentleman when to my consternation in walked my friend again and said he had a little surprise for me; would I please get in the car: knowing how insistent he could be I meekly followed. Perhaps I was going to be presented to His Majesty, but no, worse than that. A short drive brought us to a palatial building, and one glance inside froze me, for there before my very eyes stood the Commander-in-Chief, my own Captain and most of the ship's officers together with the crowd I had lunched with. I did not wait for further introductions. I fled and found shelter in a neighbouring cabaret, wending my way painfully back to the Club in the small hours.

Don't imagine my friend was to be evaded so easily; having failed to locate me, for the remainder of that eventful night he turned up next morning and drove me to the station amid the ironical cheers of my shipmates.

Needless to say this was the sole topic of the ship for days after, but for all the leg-pulling I had to endure, I was thankful that I had at least kept my end up.

In the next issue, with the Editor's permission, I will relate what happened at a tea party given on board a Japanese battleship, and how I nearly became the Ju-jitsu champion of Japan.

J. F. TRAINOR,  
Hon. Secretary, Chatham Branch.

## PORTSMOUTH BRANCH.

MEETINGS are held at the "Magnet" Hotel, Greetham Street, Southsea, on the first Thursday of each month, commencing at 7.0 p.m. The committee would like to see

more members attending these meetings, especially the younger members.

Ten new members have been enrolled including Messrs. Miller and Mundy from Holbrook.

Mr. H. Simpson has resigned the Vice-Presidency, having held the Chair since 1929. Mr. R. Palmer was elected in his stead.

Our monthly Whist Drives and Dances have been very enjoyable and have been well patronised. Next drives—Wednesday, 11th April and Wednesday, 9th May, from 7—12. Price of tickets rs. 6d. including refreshments.

Mrs. Tolputt the wife of the Hon. Secretary has been awarded an Hon. Membership of the Branch in recognition of her services to the Association.

A sub-branch is being formed in the Havant district, for particulars please apply to Mr. Reynolds, "Apna Ghar", Hulbert Road, Bedhampton.

Our worthy host, Mr. Ainsworth of the "Magnet" is retiring from business, our best wishes go with him in his retirement.

We are arranging a char-a-banc trip to Holbrook for the annual reunion, details of which will be found in another part of this *Gazette*. Members and their friends wishing to make the journey are advised to get into touch with the Hon. Secretary. It is hoped to leave Portsmouth, Saturday morning, stopping at Milford, London and Colchester where lunch will be served, then on to Holbrook, staying the night, leaving Holbrook Sunday morning after Church Parade (about 11.30) having lunch on the return journey, possibly at Colchester.

Will members please bring their subscriptions up to date.

## OBITUARY.

Alexander G. Graham. 20th December, 1933.

Mr. Graham's Scout Troop, representatives of other Troops, Girl Guides and Brownies, also a large number of Old Boys attended the funeral, at which there were a large number of floral tributes testifying to the popularity of our late member.

## Movements in Brief.

### December 1873 to December 1933.

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**J**OINED the School 3rd December, 1873. Just over 13 years of age. Had been out to work for three years previously so did not go to highest class to start off.

Earned two prizes, and six cuts with cane, Mr. Weston called it "shaking hands", was petty officer boy a whole week, as when sent in charge of a party to clean out boats and boat shed, Mr. Weston came down and found most of the party swimming in the Thames. Reached highest ambition, when as Main Top-Gallantman, manned yards for Their Lordships inspection. The two outstanding events during my time in the School, were our visit to Portsmouth to see the *Alert* and *Discovery* fitting out for their Arctic Expedition, and the forming of a Guard of Honour at Trafalgar Square when H.R.H. The Duke of Edinburgh was married. (Of course only the *good* boys were allowed to go to those functions. There are many little incidents I could relate, viz., The mutiny of the Port Watch of Seamen Class Boys, who refused to *work*, until they received more, and better rations.

Their Leader's name was Guy, known to us as "Skinny Guy" being very tall and very thin.

To sum up the School. I have always been glad I went there (it was snowing hard, most of the time) as I learnt many useful things especially in seamanship, which was of service, seeing that for quite a few years I was in sailing ships.

In January, 1876 I joined H.M.S. *Duke of Wellington* as S.S. Boy and after two weeks stay was sent to H.M.S. *Excellent* remaining in her until early in May '77. There was no lack of work in the *Excellent*, also being a very small boy I was useful to the bluejackets, if I ventured on deck when they were dancing and they would toss me from one to another, like some cricket ball. Call out, Dusty, Mouse,

Squeaker, and other titles all of which had to be taken in good part.

On leaving the *Excellent* I had a slight shock for thinking I was going back to the *Duke of Wellington* I was surprised to see the boat make for the harbour mouth and out to Spithead, where I saw a ship painted white, ("An unusual thing in those days, except for Indian Troopers") and with the Blue Peter at the mast-head "Come on my son, get your gear up," was the order, and the late 5/2 went up.

It was H.M.S. *Urgent* a converted Trooper, with Engines etc. taken out. The next day H.M.S. *Valorous*, a paddle frigate arrived and took us in tow, but before reaching Plymouth she had to cast off, *Neptune* being very unkind. Hawsers carried away and we made sail, Old "*Nep*" not only tore quite a few yards of canvas but sticks of wood, called yards, jib-boom, etc. and kept up his nasty temper for seventeen days when we reached Funchal. After a very short stay we set course for Jamaica and arrived at Port Royal on the 17th July, not quite so fast a trip as in 1934.

From Funchal the trip, if slow, was very nice. Officers and crew combining to make things pleasant, Penny Readings every Thursday evenings, Sports of various kinds on Thursday afternoons, Sing-Songs, etc.

The day after arrival we were inspected by the Commodore, and all except a few leading hands, were transferred to H.M.S. *Encounter* for passage to Halifax to join H.M.S. *Bellerophon*, the flagship.

We arrived on a Sunday evening, the church bells were ringing on shore, but the ship's company of the *Bellerophon* were busy scrubbing hammocks, and washing clothes, as the Captain, (afterwards Lord Fisher) could not spare time during the week, for that purpose. There were many incidents



that occurred in that ship, I should like to relate, but space will not permit.

Being supernumerary I had to stand by for a move, and in March '78 was sent to the *Sirius*, a 12 gun corvette.

On the cruise early in that year, we had with the Squadron that ill-fated ship the *Eurydice* and the two brigs *Liberty* and *Martin*. They parted company from us off Antigua on the 14th February '78, taking our mails, also a few time expired men, also several Court Martial prisoners. All of whom were lost when the *Eurydice* went down.

In the *Sirius* we did quite a lot of cruising in the West Indies, then went North as Senior Officer on the fisheries round Newfoundland, and Labrador, at that time, almost an unknown country.

It was in that ship I found my school training in seamanship very useful as I spent a good time on deck, at sail drill, etc.

A few months after being rated S.S.A. I was relieved by a boy named May, but strange to say, never met him again until 1915, when I was called up for service during the War. A period of 36 years.

I came home in the *Orontes* Trooper. She had besides a few Naval men, the 35th Regt. (Now known as the Royal Sussex) who were going to Malta.

On arrival at Gibraltar we heard of the disaster to the 24th Regt. in Zululand, and everyone was detained, pending news from Home, as to whether or no, we should proceed to the Cape, but we were not wanted.

On returning from leave, to Sheerness Barracks in April '79 I was there exactly 16 hours, when I was drafted to a gun-boat, by

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Re the *Sirius* I should like, sir, "if you have the space" to mention that when the Marquis of Lorne came out as Viceroy of Canada, with his wife, H.R.H. Princess Louise. We were sent out from Halifax to meet the *Sarmatan* and then notify the Squadron who with the *Black Prince*, Captain H.R.H. The Duke of Edinburgh were coming out of harbour to escort the liner in.

However, the fog was so thick that neither of the ships met, and the liner reached harbour on her own. The *Sirius*, later on, had the honour of bringing that splendid statesman, Lord Dufferin down the St. Lawrence River to pick up the homeward bound mailboat for England.

name *Cherub* but her crew, called her many other names. Her duties were in the North Sea, on Fishery, Coastguard and other service, including trips to Heligoland with stores, etc.

The *Island* belonged to England; then three coastguards formed the police force and the Chief Officer the magistrate. On our last visit there, we ran on a reef and made quite a few holes in her bottom, but we managed to get off, with the help of fishermen and by dint of hard pumping etc. got up the River Elbe, and patched up sufficiently to reach Sheerness. Later on in November, she was in trouble again at Lowestoft, and whilst doing my bit on deck I was clever enough to fall down with a 64 lb. shell in my arms. Result, three months in a cot on board H.M.S. *Penelope* at Harwich, and after that, three months in Chatham Hospital.

After a few months on the Staff in the Barracks, commissioned the *Swift* in March, 1881 for the China Station. She was a gun vessel. Well armed, and a fast steamer for those days, being able to do 14½ knots. We did very little harbour time, and when with the Fleet "all sailing ships" always had steam up, in case any of them required towing, etc.

During the commission we went up every river in China and also the Amur in Russia.

Our Captain was Commander Collins, later on Superintendent of Greenwich School. We had a very happy three and a half years, a fine crew and good officers, ninety all told, with the largest proportion of Irishmen I have ever been with. I was S.S.A. in charge. In August, 1883 there was big trouble at Canton at which we were present also the following year at various places when the French and Chinese were fighting, although no war was declared.

One could say a lot about a whole commission, but space will not allow. A new crew came out by mail-boat at the end of August 1884 and we returned to England also by P. & O. Our six weeks trip from Hong Kong to Tilbury was most enjoyable, having nothing to do but bask in the sun and take life easy.

Returning from leave to the *Duke of Wellington* in November, I spent two months on board, leaving again in January 1885 for

Gibraltar to recommission the *Grappler* a small gunboat stationed at the Rock, "My promotion to S.S. followed me." In March we went to Malta for refit. "There were no docks at 'Gib' then." After refitting we were ordered off to Suakin. The Sudan War being in full swing. We managed to run on a reef but were not much damaged.

Later on we were sent, with 300 friendly Arabs in dhows, to a place called Kor S'hinab to drive out some of Osman Digna's men and destroy the place, together with a large quantity of stores they had got across from Arabia.

That brought us in a little Prize Money which I received some two years after.

Returning to Gib at the later part of December I was relieved and left for home on Christmas Day, arriving in the *Tamar* on the 31st December, 1885.

On the 27th January, 1886 I commissioned H.M.S. *Hyacinth* at Devonport for the Pacific. She was a new ship, a small corvette, but with up-to-date guns, 6in. quick-firers, and fairly good sailor.

On our way out, we did some surveying in Magellan Straits, also laid down new moorings for the wrecked *Doterel* which was blown up at Sandy Point in 1881 and had drifted, being a danger to shipping, so that we were four months getting to Valparaiso.

The most interesting event during the Commission, was the annexation of a group of islands known as Cook's Group and now administered by New Zealand.

We were ordered direct from Home, to proceed at once from Honolulu as our friends the French were after them. The date was October 1888.

On the way our Signalmen made Union Jacks and the carpenters flag poles, as there were six islands, and at Raratonga three separate rulers, so that meant three flags.

At Atutaki we embarked *King George* (the Head Chief) and several others to go round the Group.

At each place our drum and fife band played the National Anthem as the Flag was hoisted. The natives cheered and then sang. They also brought piles of fruit, pigs and

samples of everything produced on the Islands.

One pile for Queen Victoria, one for officers and a large pile for ship's company, but their chief concern was, whether after our departure, the French would come and pull our flag down, and hoist their own. When we succeeded in making them understand, "such a thing could not happen." They went simply crazy with joy. After which the ship was thrown open to them and they swarmed on board and had a good time.

The *Hyacinth* did the whole of her time in the Southern half of the Station, but I had an opportunity of seeing the North as I was on board the *Triumph* flagship for eleven months—March '87 to February '88. We visited every port from Panama to Vancouver City, but put in a long time at Esquimalt, owing to Queen Victoria's Jubilee being near. It was celebrated in good style, there being four ships present, *Triumph*, *Conquest*, *Caroline* and *Cormorant*.

Sham fights in which the Candian Forces took part, Regattas, Illuminations, etc. I was lucky enough to get quite a lot of leave, and saw a large part of Vancouver Island, also some big game shooting. All my trips were on foot, carrying my outfit, and resting when tired at night. "A glorious climate." Have slept on mother earth, without covering or shelter, as late in the year as November.

On rejoining the *Hyacinth* did another spell of cruising round the Islands. At one of them, Malden Island, we found two vessels wrecked, a German and a Swedish and brought off the crews taking them later on to Honolulu where the Consuls took care of them. In April '89 we crossed the Pacific to Hong Kong, as also the *Conquest*. We arrived first, after a trip of 29 days.

At Hong Kong we paid off and came home in the *Orontes* together with several other ship's companies.

Before completing paying off leave, was sent to the *Marathon* for mobilisation and attached to Sir George Tryen's Fleet, "The All Highest", inspected the British Fleet at Spithead that year.

In December '89 was sent to H.M.S. *Nankin* an old frigate stationed at Pembroke Dock Hospital and Depot Ship.

Being the only C.P.O. on board, was not only ship's steward but Assistant Paymaster, Writer, M.A.A. Captain's Clerk, etc. but spent two of the happiest years I had had up to that date, I bought a boat, rigged her out, and took wife and boys, two in number up the river, also had horse and trap for other outings. On the last day of 1891 received a wire from Portsmouth to be in Plymouth Sound the next morning. ("My relief to follow later") to pick up Trooper\* for China to recommission H.M.S. *Severn*. Arriving on board I was met by my former Paymaster, Mr. W. H. Paul who had applied for me, but soon afterwards our arrival in China he left to become the Secretary to the Commander-in-Chief.

Our experiences in the *Severn* are well worth recording, but are too numerous for this scribble.

I must mention that during our stay at Yokohama in June '94 I had the opportunity I had often longed for, viz., a climb to Fujiyama Mountain. That is a story by itself.

We brought her home late in July 1895, paying off at Chatham in August. Once again I was recalled from leave to take a man's place in the *Grafton*, fitting out for a trip to Malta, with new crews for *Camperdown* and other ships. At Malta we were ordered to discharge no one, but join the Fl  et at the Dardenelles.

That over we returned home, and were sent to Chatham to embark five small ship's companies for China, so that I was back again, in the old spot before my leave from there, had expired. A few days after returning home with the old crews I found myself in a train for Queens Ferry to join the *Edinburgh* guardship for East Coast of Scotland and later on turned over to the *Rodney* from which ship I was pensioned in December '98 after being detained a while over the *Fashoda* incident.

After nearly a year of Civil Life, during which, "Like other fools" I dropped a good bit of cash, over a business, (or I should say a fraud) I put my tail between my legs, and rejoined the R.N. Two weeks after taking on I was in Devonport to commission the *High-flyer*, a new ship, going to the East Indies as flagship.

I was in her exactly 4 years and one day, paying off at Plymouth December '03, I can truthfully say that had I picked the ships, the admirals ("we had three during that time"), the officers and men, I could not have had a more pleasant time, I was allowed to take my bicycle with me, which enabled me to go hundreds of miles and see places I could not have done otherwise, also I was able to do a few trips into the jungle for some shooting.

We were in the Somaliland affair for which we received a medal and an extra week's leave on paying off. On returning to R.N. Barracks, Portsmouth, was sent to *Erebus*, parent ship for destroyers finishing up in November, 1904 to pension.

From that date until September, 1908 I had several jobs of various kinds; too numerous to mention. I then found work on a gold mine in the Gold Coast Colony, West Africa, at good wages, but long hours and hard work, but liked it all the same. Then the mine had to close down having finished the Reef they were working on. All hands, except specialists, surveyors, manager, etc. came home. After a while I found myself in Nigeria, partly North, mostly South and was there when war started. ("There is a nice little tale attached to that period").

In February 1915, being entitled to a holiday, came home and after two weeks was called up for service.

After doing some time in overflow ships, *Terrible* and *Amphitrite*, was selected to go to Brindisi to open a Naval Store Depot. Isolated from the Squadron and living with the Italians, on Lodging and Compensation allowance, remaining there until April 1919 when the Base closed down, finally closing my connection with the Royal Navy in June. Of course I lost my job in Nigeria, but would have liked to go back there that year, since when I have been working for myself, and also for other folks as Public Librarian 3 years, District Councillor and Guardian 9 years.

To wind up I must mention that a few days ago I was asked to stand for Councillor in this District and nominated, but as there was a much younger Old Greenwich Boy putting up I stepped.

\*The *Tamar*.

## LONDON BRANCH.

IT is regrettable that so few Old Boys attended the Armistice Day Service at the R.N. College Chapel last November. Perhaps the early hour of the service, 10 a.m. may have been the reason for the poor attendance.

The Membership of the London Branch is over 200, of this number 60 have paid their subscriptions for 1933-4. Owing to the diminishing membership and the corresponding lower number of *O.B. Gazettes* ordered from the printers, it now costs 10d. to issue each number of this very fine book and all surplus funds have been spent in sending *Gazettes* to those members who are in arrears with their subscriptions. I would earnestly appeal to all those members who are in arrears to let me have their subscriptions without delay. As a matter of fact, without the financial assistance given to the Branch by the Whist Drives, it would be impossible to carry on. The Whist Drives held at the "Prince of Orange" Hotel, Greenwich Road, have proved very popular, each Drive averaging 13 tables. Their success, however, is largely due to Messrs. McDuff and Silk who have disposed of most of the tickets.

**MURAL TABLET.** Admiral Oliphant and Captain Bruce Gardyne have asked the London Branch to collect the sum of £12 towards the outstanding debt on the Mural Tablet. Whilst London have already contributed largely towards this fund, I would ask all members to give this matter their earnest consideration and to include a donation with their next subscription.

Members are again reminded that an excellent tie can be obtained from the Hon. Secretary at the price of 2s. 1½d. each post free—Boreman badges may also be obtained at 9s. each.

The Annual Reunion and Dinner will be held at Holbrook on Saturday, 28th July. It is hoped to arrange a cricket match against the Boys during the afternoon. Will those members who would like to play for the Old Boys, kindly communicate with the Hon. Secretary. Motor coaches will leave the R. H. School Greenwich (King William Street) at 9 a.m., returning to the same place at 1.30 a.m. (approx.) on Sunday morning. Arrangements will be made on the return journey for

the coaches to make a "circular tour" through Greenwich, Lewisham, Catford, Bromley, Woolwich, etc. to put members down at or near to their homes, similar to last year. Members of other branches will be very welcome to make the trip with the London party and arrangements will be made to pick members up at any intermediate point on the route. The Dinner tickets are 5s. 6d. each and the coach 6s. 6d. return—tea or light refreshment will be obtainable at the School during the afternoon. A stop will be made at Colchester for one hour during the morning to enable members to partake of lunch, etc. The increase in the coach fare over last year is due to the fact that the Dinner is being held two months earlier this year, and the coaches will be required during the height of the season. However, if it is found possible to reduce the price of the fare a refund will be made on the day of the Dinner.

68 London Members made the trip to Holbrook last year and it is hoped that this number will be exceeded this year.

cc cs

The Editor of the *Gazette* has allotted 6 pages in this and future *Gazettes* for the use of the London Branch. He tells me that there are 730 words to a page. I have not troubled to check this, but will leave it to those members who are more mathematically inclined than I am. I would appeal to all London members to write up stories of their school-days, or war experiences, in fact any yarns which they think would appeal to members, for inclusion in the next and future issues of the *Gazette*. It is quite likely that the experience so gained will enable them to obtain the enormous salaries reputed to be earned by newspaper reporters.

To start the ball rolling I have decided (even at the risk of being severely censured at the next Branch Meeting) to attempt to emulate the very excellent example set by Mr. H. Marshall-Lane of Brighton, our oldest "Old Boy" and describe a few of the details of my schooldays that are, for some unknown reason, indelibly impressed upon my mind.

It will be remembered that Mr. Lane has written articles which have appeared in the last two issues, and a further article appears elsewhere in this issue. Of course, compared with Mr. Lane, I am still a new jack, but here goes.

My earliest recollection as a Boreman foundationer after having satisfactorily passed the entrance and medical examinations during May, 1913, was marching to my new school resplendent in my new uniform with (as I afterwards discovered) my badge sewn on the wrong arm, and my coat undone, as I did not know at the time for what purpose the three rings and six buttons were issued. I was informed that on the same day a new jack turned up with his trousers back to front, but I cannot vouch for the accuracy of this story. After having been given a tally, mine being B.42, we had divisions, then a "Jimmy" shewed us the correct way to tuck our trousers into our socks, preparatory to the usual 30 minutes strenuous Gymnastics. We started with learning the Parade Table, and I felt very thrilled at marching behind the Band on Tuesdays and Fridays at 12 noon around the ship. During this "March Past" No. 9 Company and the Boreman Company formed the first two ranks, and I usually managed to scheme myself into the second rank, being somewhat windy of making a mistake under the watchful eye of the Chief Officer Lieut. "Joey" Reid. "Joey" was really one of the kindest men I have ever met, but I was always terror stricken when he addressed me personally.

My first memory in the class room commenced with all the new jacks going into the 5th Class Room and being told by the Headmaster "Chas" Isaacs to write a composition of all our family history, beginning with MY NAME IS..... MY AGE IS..... MY ADDRESS IS..... MY FATHER IS A..... etc., giving details in every instance. The boy next to me said that his father was a Comic Artist. "Chas" immediately asked him to draw a pig. After inspecting the alleged pig, "Chas" said: "And does your father draw like that?" "Yes, sir," said the boy. "In that case I agree that your father is a Comic Artist," "Chas" observed. I was too young then to appreciate the humour of his remark, but I have often smiled about it since.

I was later drafted into the 4th Class under "Piggy" Glynn, where I managed to take first place at the midsummer examination. I never repeated this effort. At that time the 4th Class consisted only of Boremans, the other classes containing both No. 9 boys and Boremans. I then went up into the 3rd, the master being "Davo". Mr. Davidsom had the knack of forcing knowledge into a boy, no matter whether the boy wanted to learn or not. Unfortunately "Davo" died while I was still in the School. It was here that I obtained my first greaser, but most of its pristine brilliancy managed to be rubbed off by the time honoured custom of christening, this consisting of running the gauntlet between two lines of boys, each of whom attempted to spoil the brilliancy of the gold braid.

Before being granted the first greaser you had to be at the School at least nine months and to have passed out at swimming. I attended the little B.P. twice weekly for 12 months before I could even swim a stroke, and the swimming instructor Okum began to get fed up with my progress and reported me to the Skipper, Captain Cooper Key. I had to interview this gentleman, and, as a result was compelled to spend half an hour every day after school on the stage in the Gym until I did pass out. I passed out the following week.

After a time I managed to get into the 2nd Class under Mr. Arnold, affectionately known as Une to his pupils. Une had an annoying habit of walking around the class room carrying his little cane which he laid upon various boys from time to time, with his favourite expression of "You lazy individual". It was the habit of either Piggy or Une, I forget which, when the class seemed duller than usual to shout out "Around the ship go!" upon which the whole class had to get up from their desks, and rush full speed round the "ship" and back to the class room. After a while we used to rush to the ship and back, but walk around the side hidden from the master's eye. After a while the master found out, and one day he followed us, and his little cane was very much in evidence.

It was about this time that war broke out, and the Admiralty engaged a few Boremans and No. 9 Boys to act as messengers at the Admiralty, the pay being 10s. 6d. weekly. I

was among the chosen few, and for three months acted as messenger to Captain Parry, the Hydrographer to the Navy. Whilst in the Chart Department I improved my knowledge of navigation wonderfully, and was congratulated upon my return to school. During this period the Messenger Boys had to attend night school under Piggy Glynn 2 evenings weekly.

Many Old Boys will doubtless remember the great fight on the stage in the Gym between Hilliam and Hawkins, the primary cause of which was, I believe, the dragging on the ground of the jacket belonging to one of these gentlemen. The fight was watched by nearly the entire Boreman Company, together with umpteen R.H. School boys. As both the combatants are members of the London Branch I regret I am unable to say which of them I cheered.

During my first year at school it became a craze to work patterns in coloured wools upon a piece of canvas about 12 inches square, stretched across a wooden frame. I remember one of the Company Officer's used to draw designs on the canvas in exchange for about two or three copper coins. In due course I caught the disease and the C.O. duly sketched me a coat of arms, alleged to be those of the City of London. I cured myself of the wool-working complaint before I had completed the job.

During 1915 and onwards there used to be a Soldiers' Club at a large house in Pond Road and several Boremans, including myself, used to fancy ourselves as being naval men and used the Club every Wednesday afternoon. As a matter of fact we were always welcomed by the ladies who had charge of this excellent Club. I never found out why this was so and I spent many happy hours playing draughts and other games with the soldiers we met there. During the first months of the War the Boy Scouts of Greenwich were mobilised and used by local authorities as messengers, etc., myself being among them. We were given free passes for the trams, which I am sorry to say were used more unofficially than officially. My first job was delivering calling-up notices to the Army Reserves, this occupying several days. During this period, I was stationed at the Greenwich Town Hall, later on I was engaged on

stamping identification discs for the soldiers at Holly Hedge, and in being "batman" to a Captain Jones who was in charge of the troops stationed at New Cross Railway Station. Later on I volunteered for night duty and spent many nights in "guarding" with another scout, the railway bridge in Love Lane, Blackheath. We were "armed" with our staves, fortunately, we never had to use them and in all probability we would not have known what to do with them if occasion had arisen. I know that this has nothing whatever to do with my actual school days, but it helps to fill up those six pages mentioned earlier.

I appreciate the fact that these few reminiscences are extremely feeble, but if all those Old Boys who read this article and consider they could do better would send me their contributions, I shall be pleased to include them in the next issue.

R. PAYNE, B.42.  
Hon. Secretary.

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Looking back now seventy years, how lovable all the masters were with whom I came in contact. I think Dr. Purcell, LL.D. (Oxon.), was the only one of whom I had a most holy dread.

In appearance he was upright and rigid; the perfect gentleman and quite an aristocrat.

He was Head Master of Section B.

If he was seen to approach a door leading from one class room to another, the boy at the end of a form was expected to jump up, and open the door for him.

Then there was Mr. Snell, second Nautical Master, a most lovable man. I remember him writing on the blackboard the following, so applicable I thought to a Nautical School:

"Steer so across the Sea of Life  
As not to miss the Port of Heaven."

The French Class was at the back of the Nautical School. Monsieur Quesnel, the Master, a most humane man. He always punished the boys himself with a cane for I think he had a horror of the birch.

I was working one day at my desk, when looking over my right shoulder I perceived some boys playing under some trees in the Park, and wishing I could be with them. Before the thought had departed I felt a sounding whack at the side of my head. Monsieur addressed me thus:

"Ah! you did not see that 'komming' did you!"

"No, sir!"

"But you did feel it did you not?" and I went on with my work.

Speaking of M. Quesnel and his cane he used I think to be rather funny.

A boy could choose how many strokes on the hand he had.

If he took it with Spartan fortitude, he got six! But if after the first stroke he howled, put his hand under the arm-pit, bent down, etc., etc., he got one and sent back to his work.

Luckily for me I got neither.

One very pleasing episode I remember was when the Rev. Mr. Holmes, the President, would enter the dining rooms, announce the fact that a Greenwich School Boy had passed at the head of an Examination for Civil Engineers, and gave the whole School a welcome half holiday.

This article has been written by Mr. H. Marshall Lane who was in the School 70 years ago.

#### ADDRESSES WANTED

Horace Smith, 3-64, 1891-94. Life Member.  
Sir Henry Wilkins, 5-65, 1876-79. Life Member.

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## Greenwich Through the Ages.

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### ARTICLE 5

A BRIEF account of the martyrdom of St. Alphege whose festival is held on April 19th, was given in the last issue of our *Gazette* (November 1933), and reference was made to the various patrons of St. Alphege Church up to the present time. A few further notes will now be given, associated with the church, which are of general interest.

There are no authentic records of the early church at the time of the endowment in 964 A.D., by King Edgar, but it is assumed that on the site a new church was built about 1290 which existed until the roof collapsed at 4 a.m., November 29th, 1710.

The scenic grandeur and ceremonial pomp of the church has been recorded during the fire reformation period and when the *Inventory of Church goods* was made in 1552, the contents

of the church and its furnishings were considered to be indescribably magnificent. The church was largely used by those on pilgrimage between London and Canterbury.

When the old church collapsed in 1710, the steeple which had been rebuilt in 1617, was undamaged and was used with other remains of the old church when the present church was built. After the destruction of the church, the inhabitants presented a petition to the House of Commons for relief in building a new church. An Act of Parliament was passed for building 50 new churches within the London area and it was stated that Greenwich should be one of them.

The parent church was built of Portland stone and designed by Nicholas Hawksmoor, a pupil of Sir Christopher Wren, in 1718. The old tower was taken down and replaced by



the present steeple which was designed by John James in 1730, also a pupil of Sir Christopher Wren.

Many writers have referred to John James as the architect to the present church, but on this there is some doubt; reference will be made in subsequent articles on Greenwich Hospital to the work of the two architects, Hawksmoor and James. The organ of the church dates from before 1552 and was not seriously damaged when the church collapsed. The organ was stored during rebuilding and was reconstructed and enlarged in the present church. It has been stated with some authority that the keyboard of 1706 has survived the successive reconstructions of the organ. The pedals were added after 1790, at about the time when they were first introduced into England.

The church contained many monuments of historical note which were lost before the church was last built, mention however, might be made of a brass to Thomas Tallis, the father of English church music. There is the font where General Gordon was christened and a memorial tablet to General Wolfe who is buried in the crypt with his parents.

The Vicarage was rebuilt in 1708 by Dr. John Turner, adjacent to the park, who was vicar at that time. There is to be seen on an inner wall where a part of the ancient tilt yard stood, the arms of Henry VII carved in stone, which has been cleared of plaster and can be inspected when desired. Near the coat of arms is a carved wreath which is supposed to be a badge of the time of Queen Elizabeth and was found in one of the cellars of the Vicarage.

It is obvious that the church of St. Alphege being so closely associated with Royalty and Nobility resident at or near Greenwich over many centuries, must have had numerous pageants and ceremonies of which few details are on record. The christening at the church of King Henry VIII, Queen Mary and Queen Elizabeth and the association with important personages, now of historical fame, will be referred to in the sequence of these articles dealing with the respective dates.

Greenwich is in the diocese of Rochester and was placed in the Hundred, named after Blackheath in 1276 during the reign of Ed-

ward I. In the Domesday it was called the Hundred of Greenwiz (or Greenwich). The term Hundred was a subdivision of the county consisting of a hundred hides of land, or a hundred tithings or a hundred free families. The latter basis has long since passed owing to the elimination of pendalism and the increase of population. It is alleged that the term Hundred was introduced into this country by King Alfred and was of German origin. Anyone who claimed protection of the law had to be enrolled within a tithing or Hundred. The Blackheath Hundred contains Greenwich, parts of Deptford, Chislehurst, Charlton, Kidbrooke, Woolwich, Eltham, Nottingham, Lee and Lewisham, which places are familiar to all old Greenwich School Boys.

In the reign of Henry V. 1414, many alien priories in England were dissolved and Greenwich Priory and Manor, etc. then became the property of the Crown. In 1415 the King transferred the church to a Carthusian priory near Shene or Mortlake.

In 1495 Henry VII spent Christmas at Greenwich with Cardinal Merton who was at one time Vicar of Greenwich and attended St. Alphege church. It was in 1509 that Dr. Richard Hattone died, he being the last of the vicars of Greenwich of the pre-reformation period. Henry VIII took possession of this church in 1531 by exchange of lands with the Prior of Shene, since when the advowser of the vicarage has been in possession of the Crown.

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## COURAGE.

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Courage, brave heart, nor let your footsteps falter.  
Go on win the fight at any cost.  
Though faint and weary after heavy conflict.  
Rejoice to know the battle is not lost.  
The field is open still to those brave spirits  
Who nobly struggle till the strife is done.  
Through sun and storm with courage all undaunted  
Working and waiting till the battle's won  
The fairest pearls are found in deepest waters  
The brightest rings in the darkest mine  
And through those blackest hours of midnight  
The star of hope does ever brightly shine.  
Press on, press on, the path is steep and rugged  
And storm clouds almost hide hope's light from view.  
But you can pass where other feet have trodden  
A few more steps may bring you safely through.  
The Battle o'er a Victor crowned with honour.  
By patient will each difficulty past  
You then may see those days of bitter failure  
But spurned you on to greater deeds at last.

J. LYONS to R. E. LEWIS.

# Annual Inter-School Competitions.

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THE annual competitions between Royal Hospital School, Holbrook, and the Duke of York's Royal Military School, Dover, were held at Dover on Saturday, 2nd December last.

The events consisted of Shooting, Football, Swimming and Boxing. Points were awarded as follows, the Aggregate Cup going to the winner of larger number of points:

SHOOTING: 6 points for the side having the highest score.

FOOTBALL: 11 points for a win.

SWIMMING: 6 points for a win in each relay.

BOXING: 7 points for side winning greater number of bouts.

The contingent from Holbrook, boys and staff, arrived by motor coach on Friday evening. A number of "Dukie" Old Boys were also present and, by the kind invitation of the Colonel Commandant, I was able to represent our own O.B.A.

On Friday night a concert was held in School Gymnasium which everyone attended and was a great success. Afterwards the Holbrook boys were entertained to supper and the staff and visitors to a dance and in the usual Army manner.

Saturday morning was bright and breezy, plenty of the latter when at 10 o'clock the band and drums gave an exhibition of marching and counter-marching, an exhibition which demonstrated from whence the Guards recruited their men.

Following this was the shooting match. The range was in the open air and I must plead guilty to finding some warmer occupation than watching the shooting. Teams were six aside and the range 25 yards. A keen contest ended in a narrow win for the Dukies and the locals became elated and optimistic.

The soccer match in the afternoon was the tit-bit of the meeting for, not only would the

winners gather 11 points but also hold the Simpson Cup. Our boys, although opening against a strong wind, secured an early goal and after half an hour were three goals up. The Dukies played up magnificently against this reverse and subsequently each side scored three times, the final score being six to three in favour of Holbrook.

This result made the destination of the Aggregate Cup very open, the scores being 11 points to Holbrook and six to Dover.

After being entertained to tea by the Colonel and officers of the School a move was made to the swimming bath for the swimming competitions. These consisted of three relay races between teams of eleven, to be under 15½, 14½ and 13½ respectively. In each relay the first ten boys swam one length (28 yards) and the eleventh boy two lengths.

The small lads started and our boys quickly established a lead which they maintained to win by half the length of the bath. The under 14½ were not to be outdone and followed with a similar result whilst the big fellows won by the length of the bath. This was a triumph of training and coaching and resulted in an addition of 18 points to Holbrook and incidently settled the disposal of the Cup as Holbrooks total of 29 could not be beaten.

To the Gymnasium for the boxing competitions—7 bouts at various weights, 3 rounds to a bout. Here our boys were out-classed and beaten in all but one bout, the Dukies being very smart, and clever boxers.

The final points for the Bruce-Gardyne Cup (aggregate) were Holbrook 29, Dover 13.

Presentation of the Cup to Captain E. Bruce-Gardyne, D.S.O., R.N., was made by the Duke of York's School Commandant, Lieutenant-Colonel H. S. Poyntz, D.S.O., after which speeches were made by both officers.

Both schools seem determined to strengthen the weak places in their teams and a good contest is assured for the next series of competitions, to be held at Holbrook later in the year.

Holbrook boys left for "Home" on Sunday morning and I am sure all the boys, young and old, took away memories of a very happy, if strenuous, weekend and of games played, won and lost in the finest spirit.

W.R.T.O.

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## NINTH ANNUAL DINNER

to be held at

THE ROYAL HOSPITAL SCHOOL,  
HOLBROOK

on

Saturday, 28 July, 1934.

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Price of Ticket for Dinner 5/6.

Application should be made to Branch Secretaries or  
∴ Mr. S. G. Maby, R.H.School, Holbrook, Ipswich. ∴

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Arrangements for Tea to be made later.

Members desiring accommodation on the night of the Dinner  
in the district of the School, should give requirements when  
applying for Tickets.

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Please apply before 21st July, 1934.

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### The late Mr. Chas. Isaac.

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**A**S promised in the last issue of the *Gazette* we now append an article written by Mr. James Wakeford giving a fuller history of our old Master, and also a copy of a letter of appreciation sent to all Old Boys from Mrs. Isaac.

On the 30th of November last, Mr. C. J. Isaac entered into rest after a somewhat lengthy illness. We feel sure that many hundreds of Old Boys will have heard of his death with deep regret and extend their sympathy to Mrs. and Miss Isaac and other relatives.

Mr. Isaac was born on the 30th November, 1858, at the age of 13 years he entered G.H.S. and after two years he became a Pupil Teacher, having served two years as a Junior P.T. he was drafted to H.M.S. *St. Vincent* and returned to the School as a Senior P.T. in 1877, at the end of his apprenticeship he passed the Examination for a Certificated Master and in 1879 he was appointed as an Assistant Master in the Old School. When the first Boreman Foundationers came to the School in 1887 he was transferred to the Upper Nautical Division and in 1882 he was pro-

moted to be the Master in charge of that Division. In 1915 he moved to Leigh-on-Sea but did not return until 18th September, 1919 and on this occasion the late Captain E. Cooper Key said when making a presentation to Mr. Isaac: "Many hundreds of boys owed him a debt of gratitude, not only for what they had learned but for the kind cheerful way he had dealt with every individual boy." That is very true and as one who stood by the graveside and saw his coffin carried shoulder high and then lowered into the grave by six Old Boys, one felt how those Old Boys—who were but representatives of hundreds of others—how they revered him after they had left the School, some over 40 years ago.

Yes, this reverence was deep, in spite of the "black rabbit" which Mr. Isaac said on his retirement, he would plant in his garden to see if it would sprout.

At the presentation, referred to above, he urged the boys to live up to the motto which was around the clock in the old Gym—"Fear God, Honour the King," truly Charlie did both

and this article shall close with almost the last words he said in G.H.S. when he called upon the boys to sing the Doxology, *Praise God from Whom all blessing flow*, he said, "he himself had to acknowledge that God had been the Giver of all the blessings he had received in the School."

May each one of us Old Boys say the same!

Leigh-on-Sea.

Dear "Old Boys",

I would like through the medium of your Magazine to thank you all for your letters and messages sent to me in my recent bereavement, I feel proud to have belonged to one so dearly beloved, I would especially thank those of you who came to Southend to lay my beloved husband in his last resting place, it was I am sure, all as he would have had it, for he loved all his "Old Boys".

Very gratefully, yours  
sincerely,

Annie Isaac.

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