

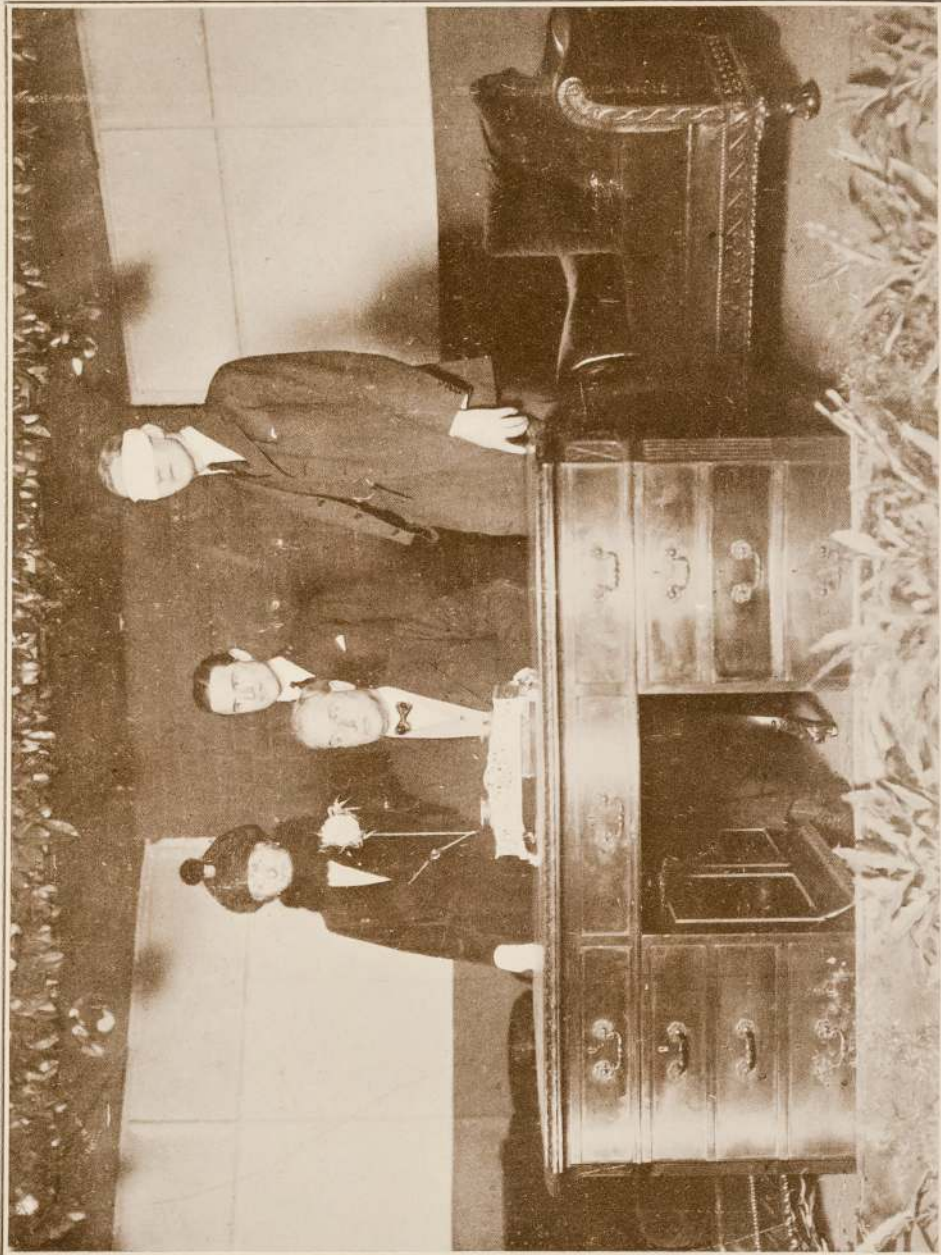
# St. Dunstan's



## Review

For the Amusement and Interest of Men Blinded in the War

St. Dunstan's Motto : "VICTORY OVER BLINDNESS."



A GROUP TAKEN IMMEDIATELY AFTER THE PRESENTATION TO SIR ARTHUR PEARSON, AN ACCOUNT OF WHICH APPEARS ELSEWHERE IN THIS ISSUE. SIR ARTHUR IS SEEN SITTING AT THE WRITING-TABLE WHICH WAS GIVEN HIM; ON HIS RIGHT IS LADY PEARSON; BEHIND HIM, HIS SON, MR. NEVILLE PEARSON; AND ON HIS LEFT, CAPT. FRASER, WHO MADE THE PRESENTATION.

# St. Dunstan's Review

A MONTHLY RECORD OF WORK AND SPORT

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[FREE TO ST. DUNSTAN'S MEN.]

## EDITOR'S NOTES

ON another page of this issue appears an account of the presentation which was made to Sir Arthur before St. Dunstan's broke up for the Christmas Holidays. Judging from the many hundreds of letters received by the Chairman of the Committee which was responsible for the presentation, the decision that the gift should take the form of furniture for the room in which the Chief conducts his St. Dunstan's business, is very popular. Practically all the correspondents congratulate the Committee and say that no choice could have been better. It was a great pleasure to notice how large a number of old St. Dunstaners, many of whom had long distances to travel, turned up to join in this expression of gratitude, which was certainly one of the most unanimous and cordial that could have been given to their Chief by any body of men.

The presentation was followed by a charming little ceremony, when Mr. Kessell, in a speech which aptly conveyed the feelings of the staff, asked Sir Arthur to accept an illuminated address signed by the heads of all the various Departments at St. Dunstan's. The address, which was tastefully decorated with a representation of the House, showing the famous old clock, recorded the privilege which all members of the staff felt in having been associated with so successful a work as St. Dunstan's and so remarkable a leader as Sir Arthur. In replying, the Chief thanked the staff and said he felt sure that no more efficient and sympathetic a body of workers had been gathered together in connection with any war enterprise than those he had had the pleasure of working with at St. Dunstan's. We heartily concur with this statement, and take this opportunity of expressing the deep appreciation we men of St. Dunstan's feel for those who, whether as V.A.D.'s, or in secretarial, teaching or administrative posts, have worked and continue to work so hard in our interests.



THE men who are returning after their Christmas holiday as we write these Notes, and any old St. Dunstaners who visit the Hostel alone, must walk warily until they are accustomed to the alterations which have taken place as a result of the closing down of the House. The main entrance to St. Dunstan's will in future be by means of the Bungalow Annex, and Hetherington, the cheery gate porter, who has guided so many of us out of difficulties and dangers as we approach or leave St. Dunstan's, will shortly take up his post there. From the Bungalow entrance, which is only some 200 yards or so beyond the old gate, a covered way runs all the way to the Braille Room, of which half has now been given up to offices for Sir Arthur, Mrs. Bates and her staff. Sir Arthur is to be found in the room which, since this building was erected, has been occupied by Miss Pain. Mrs. Bates and Mrs. Fraser will be in an adjoining room. A new block of offices has been erected beyond the Braille Room when looked at from the Terrace, in

which are housed Mr. Kessell and the Treasury Staff, and Mr. Askew, the Pensions Officer.

The After-Care and Settlement Departments' offices remain where they are, and can best be approached by means of the small gate which is only a few yards from the original Main Gate, and where a notice will be posted.

As regards the changes in the Staff, unfortunately we shall miss a great many of those who have most devotedly worked at the House—not a few of them since the very beginning of St. Dunstan's. We are glad to note, however, that Capt. Russell Roberts, the former Adjutant of the House, is taking up his duties as Adjutant of the Bungalow Annexe, and that Sister Read, who has attended to our ills so sympathetically ever since the very earliest days, will also move to the Bungalow, and take charge of the Dispensary there.

Editor.

### NOTES BY THE CHIEF

IN the November number of the REVIEW, I told you something of the Boiled Down Books which the National Institute for the Blind is going to commence issuing shortly. During the holidays I read several of these, and have, as the result, become more and more impressed with their value. To have an interesting or exciting book read to one is a real joy, and a joy by no means confined to people who do not see as well as the rest of the world.

And now I have an interesting announcement to make about these Boiled Down Books. At the last meeting of the Council of the National Institute for the Blind I suggested to my colleagues that all St. Dunstaners should be put upon the free list of the Library, and the suggestion was cordially agreed to. Full particulars will shortly be sent to everyone who has been at St. Dunstan's, and I hope that a large number of fellows will avail themselves of the opportunity offered. When writing of these books before, I think that I omitted to mention the fact that they are the idea of Captain Fraser.

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THE other day I received among my Colonial mail a long and very interesting letter from Harris Turner, the Canadian St. Dunstaner who, on his return home, became a member of the Local Legislature, and furthermore started a paper called *Turner's Weekly*. This, I am glad to hear, as I am certain you will all be, is

going along successfully; but I am sure that its brilliant Editor will not take it amiss when I say that his letter contained an item of even greater interest. It ran thus:—

"Yesterday I had a visit from a blind man named Ross, who had just recently accomplished a feat which I think should be recorded in the annals of blind history. Ross was out in the country on a shooting expedition in company with another man. Ross heard a wild goose flying towards them. It was in the evening and the other hunter could not see the goose. Ross took the gun. Unfortunately for the goose it squeaked when it was almost directly over Ross, and he located its position exactly and brought it down. I never heard of such an occurrence before. The case is quite authentic. In case some people who are not well acquainted with Western Canada imagine that the air is thick with flying geese, and it is difficult to bang into the air without bringing a bunch of them to earth, I might say that the Canada goose is not by any means plentiful in this part of the world, and sighted hunters have to resort to all sorts of ruses to shoot them. I am not slandering the local population, but reciting a fact in natural history when I tell you that in goose-shooting in Canada it is not unusual for the intelligence of the hunted to be superior to that of the hunter."

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ALL St. Dunstaners, past and present, will join me in wishing happiness to

Captain Edwin Baker, the blinded Canadian soldier who represents the Canadian Government in all matters pertaining to the welfare of Canadian St. Dunstaners. Captain Baker was married on the 16th December to Miss Robinson.

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LAST month I asked readers of the REVIEW to send along some hints of the kind that I have given often in these Notes. One of them forwards the suggestion that some of the difficulties encountered at table would be removed by the use of spoons and forks made of some light metal like aluminium. These, he thinks, would enable the user to realise by its weight the size of the piece of food he was conveying to his mouth, and would thus do away with the awkward situations in which most of us find ourselves at one time or another.

I quite agree with the idea that very

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### Is Carpentier Hypnotised?

A GOOD deal has been said and written since Carpentier beat Beckett about the curious expression in his eyes when he is fighting. Some experts declare that he is hypnotised by his manager, Descamps. Others say that this is all rubbish.

It is, therefore, interesting to note what Carpentier himself actually wrote in an article which appeared in *Pearson's Magazine* recently:—

"It is a fact that when I get into the ring I feel no excitability, and, so far as I remember, no apprehension. May I tell you why? The very first day I go into training, Descamps—who, in less prosperous days was, among other things, a dabbler in hypnotism—will come to me, and though he laughs his laugh of outrageous whimsicality, he is at the bottom intensely serious, and he will say: 'Georges, mon ami, I take from you all save your fighting spirit; all but that I now cause to pass into me, the Professor Descamps of your childhood. I have all your cares, your troubles. I mesmerise you. So—'

light spoons and forks would serve to improve table matters, but I believe that on the whole they would be found a mistake for the simple reason that one could scarcely take them about with one for use when eating away from home, and the result of this would be that there would arise endless trouble when one had to depend upon ordinary utensils. As time goes on, one gets to realise whether there is anything in a spoon, or at the end of a fork of the usual weight. I very seldom find myself putting an empty spoon or fork to my lips nowadays, though it used to happen often enough at one time.

The suggestion seems to me to bear closely upon what I said last month about not making things too easy for oneself.



"And with an uncanny wave of his arms he 'passes the fluence' over me, just as he did in the mean times of my childhood, when he put me in a 'trance' and I did thought-reading for the amusement and edification of countryside yokels at little cafés for a few sous in the hat.

"There is much that is very volatile and voluble in my make-up, only, as I have said, when I am out to fight, I am able, in a way I could never explain, to throw it into the being of Descamps. And that is why we are inseparable; that is why, between us, in a few short years we made a fortune. I was worth a million francs when war broke out, and to-day there is no richer man for miles round La Guerche than Descamps."

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MANAGER: "Thomson, you are discharged."

CLERK: "But I've done nothing, sir; absolutely nothing."

MANAGER: "Exactly. That's why you're discharged."

## Presentation to Sir Arthur Pearson by Officers, N.C.O.'s, and Men of St. Dunstan's

A PRESENTATION, consisting of a most handsome carved mahogany desk, with two armchairs and swivel-chair to match, and a beautiful massive silver inkstand, was made to Sir Arthur Pearson, on December 15th, by the blinded soldiers and sailors of St. Dunstan's Hostel. The ceremony took place in the large Lounge at St. Dunstan's, and was most impressive in its expression of the devotion of the men of St. Dunstan's to their Chief.

Capt. Ian Fraser in presenting the gift said:—

"Sir Arthur, for some months past a committee of officers, non-commissioned officers and men, representing all the various elements which go to make St. Dunstan's, has been deliberating as to how the good feelings we St. Dunstaners have for you could best be expressed. This committee have asked me to speak for them, and I feel very deeply the honour of representing them in their expression of gratitude. When a St. Dunstaner turns his mind to the thought of repaying you for all that you have done for him he at once comes up against the fact that repayment is impossible. There are some things in this world which cannot be paid for, and your devotion to the work of caring for the men who have lost their sight in the war is one of these. (Cheers.) Each one of us knows how at a time of need, you, who had yourself overcome the particular difficulties of blindness, lent a guiding hand on the journey which had to be made through the world, which the man who has recently lost his sight imagines must inevitably be gloomy, but which you have shown can be full of brightness and happiness. Each one knows of the personal assistance you gave in the overcoming of the depression which is apt to follow the knowledge that sight has gone for ever, and each one knows how the professions, handicrafts and amusements he has learned at St. Dunstan's have

turned a dejected and often hopeless individual into one having ambitions, and knowing that he stands a good chance of realising them, into a useful member of a community to which, were it not for your organisation, he would have been a burden. But though, Sir Arthur, we cannot attempt to repay you, at least we are determined that you shall know the depth of our gratitude and affection, and that you shall be constantly reminded of our appreciation of all you have done for us. We are forced to make provision for constantly reminding you of our appreciation, for you are one of those people who are most apt to forget what you have done for others. (Laughter and cheers.) We ask you to accept, therefore, this carved mahogany writing-table, the three chairs which accompany it, and this silver inkstand upon which is written by way of record:—

"On December 15th, 1919, the Officers, non-commissioned Officers and Men, who have been blinded in the war, presented to Sir Arthur Pearson, Bart., G.B.E., this inkstand, the writing-table upon which it stands, and three accompanying chairs to furnish his office, and remind him always of the love and gratitude they have for him who led them to 'Victory over Blindness.'

"And now, Sir Arthur, let me ask you to receive these tokens of our affection, and with them the best wishes of the 1,500 men who have benefited by St. Dunstan's, and more particularly of those whom distance has prevented from being here to-day to express their feelings themselves. (Cheers.)"

Sir Arthur Pearson's reply, which was frequently interrupted by loud applause from the audience, was as follows:—

"I am not exaggerating in the least when I say that I value the very handsome present which you have just given me far more than I value any present that I have ever received. And this is not on account

of its obviously great intrinsic worth nearly so much as on account of the evidence it gives of a state of feeling which I desire very earnestly, I mean the feeling of regard, and I hope I may say, affection, held for me by the men of St. Dunstan's.

"For nearly five years I have given practically the whole of my time to St. Dunstan's, and I am far and away prouder of the results of the expenditure of that time than of any other results which I have achieved in my busy life. I have founded and managed some big businesses; I have organised and directed some important public enterprises, such as the Tariff Reform League and the collecting branch of the National Relief Fund; my Fresh Air Fund has sent millions of children for a day and tens of thousands for a fortnight from the poorest quarters of our great cities to the country or the seaside, and I have had a good deal to do with improvements which have been effected, and which, I am glad to say, will shortly be much increased, in the unsatisfactory conditions under which the vast majority of the blind civil population of the kingdom are unfortunately forced to live. I do not say these things because I want to boast, but because I want to emphasise the fact that I am far prouder of St. Dunstan's than of anything else which I have ever done.

"War Profiteers have been held up to public execration of late. All the same, I must confess to being one of them. But my profits have not been in money. The additional balance in my favour does not lie at any bank; it exists in the great accumulation of regard and affection which I make bold to believe that the men of St. Dunstan's have for me.

"That affection and regard is most fully returned, for at St. Dunstan's I have received as much help and encouragement as I have given.

"I know that in honouring me as you have to-day you are honouring the figure-head of St. Dunstan's, and that your gift to me symbolises the sincere appreciation which you have for the able, loyal and sympathetic staff whose members have enabled the high ideals with which I set out upon the founding of St. Dunstan's to

be accomplished with such a brilliant measure of success. I do not believe that a more admirable body of helpers have ever worked together, and I am sure that I am correctly expressing your feelings when I say that in giving a proof of your appreciation to me, you are at the same time showing your appreciation of the great services which they have all rendered to you.

"Let me again, with all the sincerity at my command, thank you for those tokens of your regard and goodwill. They will always furnish my working-room, wherever that working-room may be, and added to them will be the clock, the silver cigar-box, the barometer and the cigar cabinet which you and your comrades who have left have given me in the past. When I have passed away, my son will, I know, look upon them with the greatest pride, and I shall leave directions that they are to be regarded as heirlooms in my family so long as that family continues to exist." (Prolonged cheering and applause.)

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A MAN TO RELY ON.—With a keen eye on dramatic effect, the ambitious candidate for the job of M.P. faced his audience. "Like you, my friends," he said, "I am a horny-handed son of toil, and here are the tools I used." As he waved a trowel and a hammer in the air, he went on: "Two years ago I was a working bricklayer, and, although prosperity has smiled on me, I still treasure the implements which brought me my bread-and-butter." Wild cheers greeted his statement, and the tools were handed round for inspection. The candidate thought to make his point more telling with the explanation: "Brother working-men, can I rely on your support?" "You can that!" exclaimed a man who was examining the tools, with an air of awe. "A chap wot can lay bricks with a gardener's trowel must be extry clever!"  
—Answers.

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GROCER: "Here's the treacle, little girl. Where's the money?"

LITTLE GIRL: "It's at the bottom of the can, sir!"

## News of St. Dunstan's Men—

**L.** JOHNSON, who was trained as a poultry-farmer, and lives at Buntingford, Herts, wrote to Sir Arthur as follows:—

"My wife and I both thank you very much indeed for all that you have done for us. Thanks to the training I received at St. Dunstan's, I am a normal man, happy and busy always.

"I have done very well with the poultry this year, considering my small stock. I hope to enlarge my stock very greatly later on and then to work up a large business. I think the results of my work will be the best thanks I can offer you. I have got three colts now, one of which I am breaking in. I took one down to the blacksmith the other day to be shod, about a mile away, and did not miss my eyes a bit. With many thanks to you."

From Sir Arthur's reply to the above we quote the following sentence:—

"You are quite right in surmising that the real thanks I want from St. Dunstan's men is that they should make good: in your case I feel quite confident that you will do this."

The following letter is from R. Usher, a boot-repairer, living in Sunderland:—

"I have pleasure in writing a few lines, thanking all connected with St. Dunstan's for my future, which is going to be a bright one.

"When first I was admitted into the hostel my dark life had been miserable, but within a short time I began to get interested in my work, and with the assistance of the instructor, I began to like my job as a boot-repairer more and more every day. After my short training I was glad to learn that I was able to start on my own.

"I am now in a shop of my own and doing remarkably well, for I seem to get more and more work every day, and I appear to give satisfaction in every job I turn out. As a customer takes one pair of boots away he brings two or three

pairs in return. This gives me in a good supply of work, so that I have no time for skulking. For this I must not take all the praise, for my wife is a great help and works like a brick, doing all in her power to assist me.

"Before I ring off I must wish you all at St. Dunstan's the compliments of the season."

A. Evans, a basket-maker, living at Newport, Monmouthshire, wrote:—

"I am sorry I have not written before, but I have been extra busy. I have still plenty of orders which will take me some time to carry out; it seems to me that for every order I get two or three more come in. I cannot say I have had a slack time since I have been at home. I may add that I have never made less than a dozen baskets (5s. 6d. size) in a week. I have not done much netting, as I cannot find time for it."

W. Woods, who returned to New Zealand to take up work as a masseur, and who is now living at Hammer Spring, in a letter written in November, said:—

"In the heart of this New St. Dunstan's, everything goes well with all of us, Summer is again rapidly approaching, and evidence of this is seen in the garden lawns, which now require shaving three times per week, and in the budding roses and many other flowers of different varieties that are now displaying themselves in profusion around us.

"In these way-back regions, gardening is indeed a very necessary hobby, for we are forced to rely almost entirely on what we can ourselves produce in the way of vegetables. As a masseur, work is in a steady state of progression. The season is bringing its usual quota of suffering humanity—numerous farmers—who fervently hope to drop their loads of rheumatism and sciatica into the thermal waters,

## —From all parts of the World

together with the general public from the cities, who more generally suffer from the nervous complaints—neurasthenia, brain-fag, etc.

"If nothing unforeseen happens, or providing a very tempting offer of permanent appointment to the public service does not come along, I trust my original plans will materialise in the early part of the coming year."

In a recent letter, H. Smith, a boot repairer living at Longwood, Huddersfield, said:—

"I am very pleased to be able to tell you that I get along splendidly with my work. I now cut all my old soles, which I find I can do quite easily by fixing a cardboard pattern of the sole I am going to use on to the leather, and then cutting round it by means of my wood chisel and hammer, or if the old sole is not very badly worn I nail that on. The only help I require is for jobs that need patching or stitching, which my sister does for me. Perhaps you will be interested to know that I find great pleasure in attending football and cricket matches, and I never like to miss an opportunity. Also, I always look forward to the arrival of the ST. DUNSTAN'S REVIEW, which I am most eager to have read to me, as it never fails to bring back happy memories, and I shall never be able to express my thanks to Sir Arthur and everybody connected with St. Dunstan's for all that has been done for me.

"Wishing St. Dunstan's the same success in the coming year as in previous years."

C. H. Waters, a mat maker, living at Stratford-on-Avon, wrote:—

"It is just over twelve months since I left St. Dunstan's, and I am pleased to say I am well satisfied with my result. I get a ready sale for my mats and have quite a lot on order now. Quinton (Stratford-on-Avon) is only a small village, but I have people come for miles around, and I am glad to say all are well pleased with

my mats. I have made several hammocks during the summer months and also pig nets; these have been quite satisfactory.

"I am also interested in pig keeping; I fed two very nice fat pigs this last year, they both weighed about sixteen score each. I have also got two more small pigs to run along during the summer months.

"I have a large garden with fruit trees, and an allotment in which I can grow all my own vegetables."

E. Swingler, who left St. Dunstan's in 1916 to start work as a mat-maker at Tuxford, wrote recently to the head of the After-Care Department:—

"Just a few lines to let you know that I am getting on all right. I have received with pleasure the ST. DUNSTAN'S REVIEW every month while I have been living at Tuxford. I am at the present time making a large mat for a special customer near by and I have got orders for four more large mats. The After-Care Department Instructors have visited me on four occasions, and they have made me a good hand at mat-making. I received your price list on the new scale of charges."

O. Windridge, a joiner, who opened a shop at Wigston Magna, Leicester, wrote as follows:—

"Just a few lines to let you know how things are getting along. The business is going strong, and work keeps coming in just enough to enable me to make a nice living. I think it will always keep so, and if it does I shall not grumble.

"I have sent you some more trays and I hope they will reach you quite safely and without damage at all.

"I think the present which was given to Sir Arthur on Monday was a very nice one, and I should have liked to have been there, but I could not manage it at all as I was full up with work, and the people wanted the goods for Christmas; therefore, I had to stay at home."

### Bald Heads to Let.

**Q**UEER methods of earning a living are frequently coming to light in the Press and elsewhere. A gentleman, grave mannered and well dressed, was paid by the proprietors of a well-known Parisian theatre to sit every day in one of the most exclusive cafés of the city with his head shaved completely bald. But in the place of hair the man's head bore the name of his employer's theatre and the name of the play running there at the time, with an injunction to "see it at once." This, however, was barefaced robbery, for Booth Tarkington, the well-known American writer, describes a man in exactly the same position in one of his stories, and the idea was evidently "pinched."

Such manners of earning one's daily bread could only be followed by those hardened to public ridicule. But often a man or woman when in desperate straits for a meal will resort temporarily to equally strange methods.

For instance, in the Latin Quarter of Paris there are many little restaurants whose walls are covered with all manner of sketches, some done in grease paints, others in black and white or oils. Each of these sketches represents a hungry and penniless man, and was drawn by the

artist to pay for his meal. To trespass in this way on the good nature of the restaurant proprietor would seem to be a privilege of art students in the Latin Quarter of Paris.

New York's Latin Quarter is named Greenwich Village, and, like the student quarter of Paris, is given up to Bohemians, among whom are many "fakes." The Latin Quarter of Paris would not tolerate a bogus Bohemian, but Greenwich Village hardly knows the difference. In point of fact, it is a created Bohemia in New York, a show place for visitors from all parts of America, and so it abounds in professional freaks.

Thus, in the little restaurants you will find poets frantically scribbling (long-haired men and bobbed-haired weird women), Anarchists and Nihilists—freaks, in fact, of every description. Some may in reality be Bohemians, but it is safe to say that a large number are "fakes" and posers. Proprietors of restaurants have been known to pay these people to sit about and give their places the right tone.

—Answers.

LADY: "Are you the same man who ate my mince-pie last week?"

TRAMP: "No, mum. I'll never be th' same man again!"

## Departmental Notes

### The Braille Room

**W**E heartily congratulate the following officers and men on having passed their Reading and Writing Tests:—

*Reading:* D. F. Aldridge, E. Brown-foot, H. Bridgman, W. E. Cook, P. D. Jenson, W. J. Hare, J. H. Tindell, H. Roberts, A. Hazel, M. Burran, W. Castle, and F. W. Wenborn.

*Writing:* H. C. Boase, E. Gregory, A. F. Smith, G. Foster, R. H. Hardy, C. H. H. Ellis, W. A. Simmonds, Lieut. J. Campbell, J. W. N. McIntosh, A. Tillotson, Capt. H. C. Foxton, and E. T. Hughes.

D. P.

### Netting

**T**HE Teddybed stands are proving so successful that we are now sending out as well stands for the toy swings, which add greatly to their attractive appearance.

There is a growing demand for tennis nets, and as we are now provided with a machine for stitching the heavy top webbing, we are able to execute orders quickly. Will After-Care netters note that there is also an increasing demand for boundary netting and for rabbit nets?

G. H. W.

## Closing Festivities at "The House"

**A** WEEK of festivities brought the last term at "The House" to a close.

On Thursday, December 11th, the staff gave the men a tea in the Dining Room, and in the evening the officers acted a very successful play in the Outer Lounge, mentioned more fully elsewhere.

On Friday afternoon, Matron invited the staff to tea in the Outer Lounge. The room was very prettily arranged, with the cakes on little tables, which were decorated with violets and ivy leaves, and the staff did good justice to the wonderful fare provided by Matron.

On the evening of the same day the dance was kept up till 11.30. Shortly after 9 o'clock there was an interval, during which a dancing competition was held, the judging being kindly undertaken by Madame Genée. The results were as follows:—

Valse for quite blind men: 1st, W. Burchall and Miss Knight; 2nd, J. E. Gunn and Mrs. George. Valse for semi-sighted: 1st, H. Costigan and Miss Gammon; 2nd, J. F. Whitlam and Miss Ray. Maxina: 1st, W. Trott and Miss Gulliver; 2nd, G. Webster and Miss Pateman; 3rd, G. Richards and Miss Gillet; 4th, R. Giffan and Miss Douglas. The men had money prizes and the ladies boxes of chocolates. In addition Madame Genée presented Trott with a signed photograph of herself.

On Saturday evening the House Gipsies gave a very successful entertainment in the Outer Lounge. The performers were: G. W. Killingbeck, M. Doyle, W. Westall, H. Wells, W. Trott, T. Corcoran and W. Peters, and Orderlies F. Wise, E. Johnson, P. Lawrence, F. Sainsbury and W. Kinnaird. They were dressed as gipsies and grouped round a camp fire. Topical verses to some of the songs brought a storm of applause. Miss McCann was invaluable at the piano, and she, Capt. Williams, Orderly E. Johnson and Miss Johnson are to be congratulated on the success of the whole performance.

On Monday evening the staff and men had supper together. There were about 150 present, and three long tables were arranged in the Inner Lounge very prettily and covered with fruit and crackers. Sir Arthur came in just when the supper was finished and spoke a few words, referring to the closing of the House after nearly five years and to the disposal of the staff and men who had lived so happily together during this time. He dwelt on his appreciation of the work done by the staff and particularly mentioned Matron, whom he then presented with a double inkstand of a unique design, in silver, with the following inscription engraved on the lid:—"To Mrs. Holland, from Sir Arthur Pearson, a small token of sincere regard and appreciation of two years' good work at St. Dunstan's, December, 1919."

In thanking him, Matron proposed Sir Arthur's health.

After this everyone adjourned to the Outer Lounge, where there was a bran-pie, containing a present for each sister and each man. This was followed by games and dancing, and a very amusing evening was brought to a close with the singing of "Auld Lang Syne."

The Adjutant and the staff gave Matron a beautiful inlaid tortoiseshell and silver box, on which was inscribed, "To Matron, from her Staff, December, 1919," and with this was also given a bottle of lavender water.

Lady Pearson's gift to Matron was a handsome floral centrepiece; Miss Temperley gave an ornamental basket of hothouse and other fruit; Miss Davies a very pretty silk oval photograph frame; and besides these Matron received a silver note-case, a large purple leather needle-case and a gold brocade book-marker.

Some of the men gave her presents of their own handiwork:—G. Richards (one hand), a work basket with lid; P. Horan, a 3-foot wool mat; J. Pell, an early morning tea tray; Mr. Atkinson and the Joinery

Department, a boot-block; J. Rose (one arm), a work basket with lid; A. Lawlor (one arm), two 12-inch black wool mats for mounting on hassocks.

Sir Arthur gave Miss Whatley a handsome silver note block and pencil, on which was inscribed, "To Miss Edith Whatley, from Sir Arthur Pearson, a

### News from the Workshops

SIR ARTHUR PEARSON paid one of his visits to the Workshops on December 15th for the particular purpose of examining the work which has been executed recently by the men to whom he had been saying "good-bye" on completion of their course of training. He visited each department and afterwards made very encouraging references to the work in his speech to the men.

We have the pleasure of offering further congratulations to a number of men who have successfully completed their course and executed their test pieces of work with surprising ability.

Certificates of proficiency have been awarded to the following men during the month:—A. P. Archibald (joinery), P. J. Vorley (traymaker), H. V. Thompson (mats), G. Jackson (baskets), W. Macauley (mats), H. Riddell (boots), F. Jenkins (mats), F. J. Guiseley (clogs), R. McMullen (baskets), A. W. Blaker (boots and mats), P. C. Spurgeon (boots), G. Lawty (boots and mats), R. Atkinson (boots and mats), J. Bannister (boots), S. C. Loram (boots), F. Reason (boots and mats), G. F. Steels (boots), G. Farrell (boots), and J. Lawson (boots).

A good deal of sound work has been turned out in the Mat Department during the month. J. Elder, P. Maher, F. T. Bocock have made mats which are good in every respect. A special size mat of S. R. Gamble's and a bordered mat by T. Gavaghan well deserve special mention. R. E. Hill has to be congratulated on his brave and successful attempt, in spite of his badly-fractured right shoulder, which

token of appreciation for the devotion shewn by her to men blinded in the War. December, 1919."

The Adjutant and staff presented her with a beautiful tortoiseshell mounted silk bag with fittings, in which was inscribed, "E. W., from the St. Dunstan's Staff, 1915-1919."

leaves him little power, he turned out one mat of a high quality.

J. Smith, A. Forster and A. Wilkins are making improvement, and also J. Sibby. J. Patterson has been working well, and R. E. Robinson has a good all-round idea of the work.

We have been pleased to see T. A. Carter at work in the shop during the month. He has taken advantage of being here for medical treatment to keep his hand in with some bordered mats.

Interest has been centred in the Basket Department owing to the men preparing samples of their work to stock their shops. Each man has made one of all the shapes he has learnt while here.

R. Wenlock has made some nice round-arm baskets, and A. Tillotson's recent barrels have been very shapely. J. W. R. Ahred and W. R. French have shown great interest in the same type and G. Matrenin's round work baskets. E. J. Laker's square-arms and A. T. Gray's barrels have been awarded a good percentage of points.

Square linen baskets, barrels and a suit-case made by A. J. Porter are much admired, and G. W. Francis' progress on cane hampers is distinctly good. C. E. Beck has also done well with square work and has made a good start on ovals. A. Jenkinson has been hindered by ill-health, but shows great promise of developing into a good basket-maker.

We have received many good wishes for Christmas and sincere expressions of thanks from several institutions and

orphanages for whom we have been able to do a considerable amount of boot-repairing during the past term. It is very obvious that this is a considerable pecuniary saving to these charitable institutions, whose income is seriously affected by the rise of prices, and our men are glad to render this service to them, while at the same time gaining knowledge of their work.

W. J. Tuey has made a good start in the Boot Department, and H. O. Garrett and C. S. Johnson are careful men who have done very well for the time they have been at work. F. Waring has improved considerably with his edges and finishing and R. E. Lambert and J. J. Hiscock are making satisfactory progress and have a good idea of the work. A pair of men's heavy boots, with iron tips and studs, repaired by C. B. Baker, was very satisfactory.

The hard work and perseverance of G. F. Steels with both boots and mats is now having its effect in his greater confidence of success. W. T. Monaghan is also improving considerably in both trades. J. McFarlane and C. A. Luker show good progress all round, and J. Holinrake is overcoming his difficulty with the shape of heels.

A very difficult job was well tackled by C. F. Jones, and A. F. Smith rivets exceedingly well and turns out a good sound job.

The close of the term is a very suitable occasion to give voice to the high opinion we have of the pupil teachers in all the shops. The work is exacting and calls for a good deal of tact, patience and ability, and the success of these pupil teachers is shown by the constant demand which their comrades make upon them. It will be of interest to men who have left to know who the present pupil teachers are: in the Mat Shop: T. McCann, W. Paul, A. Jordan and E. Woodward; in the Boot Shop: C. E. Morgan, A. Gribben, J. H. Ham, D. Batchelor, J. Alvey and T. Horsfall; in the Clog Shop: H. Abbey; in the Basket Shop: A. Smith, F. Ashworth,

F. C. Harris, J. Taylor and W. Knox; in the Joinery Shop: R. Caven, W. V. Sargent, E. Thompson, G. Ralph and J. Pell.

### St. Dunstan's Variety Concerts

LAST month two excellent concerts were given by the officers and men, respectively, of St. Dunstan's in the Outer Lounge. At the former Mr. Millard sang two songs written and composed by people closely associated with St. Dunstan's. Mr. Ogg and Miss Florence Reeves also sang very charmingly during the first part of the programme; and an excellent impersonation was that of "Mme. Rossini" by Mr. Killingback. The second half of the programme consisted of a sketch. Mr. Bissett was a perfect French hotel proprietor in a wonderful make-up. Mr. Kerr was a dyspeptic colonel, heavy and peppery; Miss Morgan as his wife was a great success, and flirted and became hysterical with wonderful zest. Messrs. Hillard and Clark were a couple of continental crooks; then there was a curate, played by Mr. Steele, with a delicious little nervous laugh, and finally an indispensable waiter attached to the hotel acted by Mr. Hunt. The whole sketch was remarkably well done.

St. Dunstan's men arranged a very fine variety concert, which was admirably staged, and went with a swing and verve worthy of the Follies. There is plenty of talent in this line at St. Dunstan's, and the troupe need have no fear of comparison with professionals. C. E. Thomas has a fine tenor voice, and sang "Rosebud" and "Easter Flowers" with excellent taste. H. Gregg's "Memories" was also loudly applauded, while D. Gamble and P. Spurgeon rattled off comic songs in splendid style. The 'cello solo of S. Wright was perhaps the most popular item, if we except the topical chorus arranged by the Pierrots, which convulsed the audience with laughter. W. Pearce's recitations were excellent; A. Kauffman and T. Corcoran also contributed much appreciated items. The music was arranged by Miss Sybil Bald, and the Pierrots were kindly assisted by Miss Janie Blake and Miss Elsie Brown.

## Sports Club Notes

### TUG-OF-WAR.

THE final results of the Tug-of-War League are as follows:—The Bungalow Annexe were the winners of the Catch-weight; the College Annexe the Feather-weight and Light-weight

On December 15th, in the Outer Lounge, Sir Arthur kindly distributed medals to some of the winning Tug-of-War teams. Unfortunately, all the medals were not ready, amongst them being those awarded for Physical Exercises; these, however, will be distributed as early in the New Year as possible.

### SATURDAY SPORTS.

Whilst speaking of the Sports, Sir Arthur said he heartily congratulated H. Northgreaves on having won the monthly prize offered by himself for the best all-round athlete at the Saturday Sports. Sir Arthur said he considered that Northgreaves' was a splendid performance as the competition was most searching.

The following were the highest scorers:—H. Northgreaves, 460; G. J. Farrell, 325; H. M. Stell, 255; P. D. Jenson, 255; W. Castle, 240; F. Carter, 220; W. T. Scott, 210.

There were very good attendances at the Saturday Sports last term, the average number of entries being about two hundred. During the term, the following events and competitions were arranged:—100 yards sprint; 100 yards pair race; long jump; skipping competition; putting and bowling the weight; climbing the rope; football competition; Victoria Cross race; egg and spoon race; wheelbarrow race; cigarette race; relay race; driving competition, etc., etc. The Sports will re-commence early next term, when it is hoped a new Football League—a six-a-side competition, will be run. We hope the boys will continue to give their active support to these Sports.

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No doubt all the rowing men, past and

present, will be very grieved to hear that our Vice-President and Rowing Coach, Mr. Calcutt, passed away at the house of his sister at Averning, Gloucestershire, on Monday, December 15th. We are more grateful than we can say to Mr. Calcutt for all his devoted work for the men of St. Dunstan's. He will never be forgotten by St. Dunstan's sportsmen. We offer our very deepest sympathy to his sister, Miss Calcutt, on the irreparable loss she has sustained. A very beautiful wreath, supplied by Gerrard's of Regent's Street, was sent by St. Dunstan's.

The following was the inscription:—  
"With deepest sympathy and affectionate gratitude for devoted work, from Sir Arthur Pearson, The Men and Staff of St. Dunstan's Hostel for Blinded Soldiers and Sailors, Regent's Park, London."

J. D. V.

### Clara Butt's Victory Concert

MADAME CLARA BUTT'S Concert at the Royal Albert Hall on December 9th was a great occasion. It was given in aid of St. Dunstan's After-Care work, and was honoured by the presence of their Majesties the King and Queen, Princess Mary and Prince Henry. This, together with the nature of the concert, produced a scene of enthusiasm difficult to describe in words.

The huge hall was packed, and the orchestra was filled with the gorgeous gold and red uniforms of the massed band of the Brigade of Guards. An immense choir filled the stage, consisting of all the leading members of the musical profession, including Mme. Albani, Miss Maggie Teyte and Miss Edna Thornton. In fact it could best be described as a "Prima Donna" choir.

Madame Clara Butt sang Kipling's "Have you news of my boy Jack?" and the "Soldier's Return," the verses of the latter being alternately sung and recited by Madame Clara Butt and Lady Tree.

"Here's a Health Unto His Majesty" was given by Mr. Kennerley Rumford, and a violin solo was played by Mr. Bronislaw Huberman.

But the Grand Descriptive Fantasia, "The British Army," by Jullien, produced the greatest enthusiasm. The dawn, the patrols, the alarm, the attack, the arrival of reinforcements, the sound to arms, the charge of the Guards, the final onslaught, and victory were portrayed musically in marvellous manner, and the Highland pipers marched playing through the Hall, the pipes screaming out their fierce defiance till a khaki ring was formed around the glowing scarlet of the orchestra.

Madame Clara Butt also sang "Land of Hope and Glory," and when she had finished a tiny aeroplane sank to the platform bearing to the great singer a magnificent bouquet of pink flowers.

### Travellers' Tales

SNAKES are certainly an annoyance, but the snake, though high-spirited, is not quarrelsome; he considers his fang to be given for defence, and not for annoyance, and never inflicts a wound but to defend existence. If you tread upon him, he puts you to death for your clumsiness, merely because he does not understand what your clumsiness means; and certainly a snake, who feels fourteen or fifteen stone stamping upon his tail, has little time for reflection, and may be allowed to be poisonous and peevish.

American tigers generally run away—from which several respectable gentlemen in Parliament inferred, in the American War, that American soldiers would run away also!

The description of the birds is very animated and interesting, but how far does the gentle reader imagine the campanero may be heard, whose size is that of a jay? Perhaps 300 yards. Poor innocent, ignorant reader! Unconscious of what Nature has done in the forests of Cayenne, and measuring the force of tropical intonation by the sounds of a Scotch duck!

The campanero may be heard three miles!—this single little bird being more powerful than the belfry of a cathedral

ringing for a new dean—just appointed on account of shabby politics, small understanding, and good family! . . . . It is impossible to contradict a gentleman who has been in the forests of Cayenne; but we are determined, as soon as a campanero is brought to England, to make him toll in a public place, and have the distance measured.

The toucan has an enormous bill, makes a noise like a puppy dog, and lays his eggs in hollow trees. How astonishing are the freaks and fancies of Nature! To what purpose we say, is a bird placed in the woods of Cayenne with a bill a yard long, making a noise like a puppy dog, and laying eggs in hollow trees! The toucans, to be sure, might retort, to what purpose were gentlemen in Bond Street created? To what purpose were certain foolish, prating members of Parliament created? pestering the House of Commons with their ignorance and folly, and impeding the business of the country? There is no end of such questions. So we will not enter into the metaphysics of the toucan . . . .

The sloth, in its wild state, spends its life in trees, and never leaves them but from force of accident. The eagle to the sky, the mole to the ground, the sloth to the tree; but what is most extraordinary, he lives not *upon* the branches, but *under* them. He moves suspended, rests suspended, sleeps suspended, and passes his life in suspense—like a young clergyman distantly related to a bishop.

Sidney Smith.

AT a fancy dress ball held by the servants of Mayfair and Belgravia at the Artists' Rifles' Drill Hall, Euston Road, on Thursday night, 4th December, Sergt. H. Spencer, of St. Dunstan's, who lost his sight and an arm in the War, very fittingly impersonated Lord Nelson, and, needless to say, he was a great success.

❖ ❖

AMATEUR GOLFER: "The day I get round these links in less than a hundred, I'll give you a shilling."

CADDIE: "Thank ye, sir. It'll come in handy in me old age."



## "Through St. Dunstan's to Light"

**T**HROUGH ST. DUNSTAN'S TO LIGHT" is a remarkable book which tells of the personal experiences of a Canadian soldier during the War. On June 7th, 1917, Private James H. Rawlinson, of the Canadian Forces, was out before dawn with a working-party "somewhere in France," when the ominous droning of an enemy aeroplane was heard overhead. In answer to its signals the enemy guns opened up with a terrific fire, which continued for about three-quarters of an hour. The little party was congratulating itself upon the fact that they had passed through the ordeal unscathed when suddenly a 5.9 inch shell fell short. For Rawlinson the dawn never rose, for "I felt a sting in my right temple," he writes, "and then the world became black."

Through all the pain of body and mind which followed—during the jolting and bumping of the journey to the Casualty Clearing Station, the sojourn at the hospital at St. Omer and at Boulogne, where his right eye was removed, Rawlinson never seems (outwardly at least) to have lost courage. "No matter how windy one is," he writes, "it would never do to let the other fellow know it, at least not while you are wearing the uniform of the Canadians." It was Capt. Towse, V.C., of Boer War fame, who first told him that he was blind for life. He describes how he received the news while at Boulogne: "I gathered myself together as best I could under the circumstances and said, 'That's a h— of a thing to tell a guy.'" The Captain praised his soldier-like bearing under misfortune, and asked him a string of questions concerning himself. "While the Captain was questioning me I heard a rapid, clicking sound following each of my answers. The noise fascinated me, and I made bold to ask him what it was. 'It's a Braille machine,' he replied, 'I am taking down your answers.'" He then began to explain its use, and gradually it began to dawn upon the sufferer that the world of usefulness was not closed to the blind.

Captain Towse then told him all about St. Dunstan's.

Rawlinson was next sent to St. George's Hospital, and from there to No. 2 London General Hospital. Here he made the acquaintance of the man whom he describes as "one of the geniuses of the present age, who spends his life working not with clay or marble, or wood or metal, but with human beings, taking the derelicts of life and moulding them into useful vessels. My meeting with Sir Arthur Pearson," writes Rawlinson, "occurred in the following manner: The ward door was open; suddenly from the direction of the door a cheery voice exclaimed, 'Are any new men here? Where's Rawlinson?' I answered, 'Right here, sir, but who are you?' 'Well, Rawlinson, and how are you getting along? When do they figure on letting you get away from here? You know, we are waiting for you at St. Dunstan's.'" Rawlinson had already heard a great deal about Sir Arthur, but he says that the being conjured up by his imagination fell far short of the real man. "He did not come to your bedside commiserating with you over your misfortune. We talked and smoked, the baronet and the private soldier, both blind, but both completely ignoring the fact. During our talk darkness seemed to vanish, and I saw a great light—the battle could be won, and I would win it."

While still in hospital Rawlinson started to learn Braille. No. 2 General Hospital was a sort of preparatory school for St. Dunstan's and the adjutant from one of the St. Dunstan's establishments came to read the newspapers and talk with the men who would reside in his Annexe. Rawlinson resolved to take up stenography and typewriting as his profession. He passed his typewriting test in less than three weeks. There follows an animated picture of work and play at St. Dunstan's and a tribute to the spirit of the establishment as exemplified in the bearing of men and women alike during the air-raids. The

closing chapter, which he calls "The Point of View of the Sightless," is extremely interesting. Rawlinson tells us that since he has been sightless, two things have deeply impressed themselves upon his mind. The first is that no person with sight can or ever will be able to see from a blind man's point of view; the second, that no one who can see can ever understand or gauge a blind man's capabilities or limitations. "The man who has been blinded in battle has seen life—and death for that matter—stripped of all its frills and flourishes. His mind and viewpoint have been enlarged and broadened by his life in the Army. He sees life from an angle that is denied the sighted. To be made into a wage-earner he must be handled rightly. He must not be 'molly-coddled;' to do so would be to leave him a burden to himself and to his friends. He must not be made to feel that he is an object to be set in a corner where he can hurt neither himself or others." Rawlinson speaks of the need for individual treatment of each blind man—a treatment so well meted out at St. Dunstan's. "Tact, patience and perseverance are the essentials for re-making a man who has lost his sight into what he desires to be—a being capable of earning a living and producing results in the world. For the attainment of this end two things are necessary—confidence and independence. Once he (the blind man) has learned these, he has won half his battle—a hard battle, how hard he alone realizes." That these two qualities were acquired by the writer is proved by the fact that he was very often deputed to give a welcome to the men "who were feeling rather harder than was thought necessary the darkness that enveloped them."

The writer is now back in Canada, earning his own living. He is able to take dictation in Braille shorthand at the rate of 120 words per minute and then transcribe his notes on any typewriting machine just as speedily as a sighted typist. And he never operated a typewriter before he became a student at St. Dunstan's!

"What I am," he writes in conclusion, "I owe to St. Dunstan's. I feel towards

St. Dunstan's—and so do all the boys who have passed through her halls—as does the grown man for the place of his birth. She is home for me. I was born again and nurtured into a new manhood by her, led by her from Stygian darkness to mental and spiritual light, and my heart turns with longing to her. At times, separation from the genial atmosphere of this paradise of the sightless, from contact with the dominating, kindly presence of Sir Arthur Pearson and his noble assistants, weighs heavily upon my spirits. But there is work to be done here in Canada, and in a humble way I am able to continue the good work done at St. Dunstan's; if not in a militant way, at least by example; taking my place among the producers, toiling daily with hands and brain."

### The Generosity of Mr. "Pussyfoot" Johnson

**I**T will be recollected that Mr. "Pussyfoot" Johnson, the temperance crusader from America, recently had the misfortune to lose his eye as the result of a student's rag. Mr. Johnson bore his mischance with commendable patience and courage, and crowned his pluck and good nature by presenting to St. Dunstan's the sum of £333 0s. 6d. which the *Evening News* had raised as a tribute to him.

This act of graceful sympathy has been appreciated by everyone, notwithstanding any difference of opinion they may have with regard to Mr. Johnson's mission in this country, and the fortitude Mr. Johnson has shown is worthy of all praise.

Mr. Johnson's remarks in a recently written letter with reference to his loss should be noted:—"In a time like this the question of eyes seems quite important to me. It breeds reflection. . . . When it comes home to me what it means to lose one single eye, I am overwhelmed with thankfulness that I have been permitted by God's good will to contribute in some measure to the ending of a traffic in my country whose business it was to blot out each year not less than 60,000 pairs of eyes."

## St. Dunstan's Christmas Fair

THE Christmas Fair at the Central Hall, Westminster, organised by Captain Guy Nickalls, in aid of St. Dunstan's, was a great success.

The Fair was opened by Lady Pearson on December 22nd, and remained open until Christmas Eve.

Lady Pearson's opening speech was as follows:—

"I have come here to-day as the proud bearer of a message from our blind soldiers and sailors, and to open this Fair so ably organised for their benefit.

"The message conveys their appreciation and most happy wishes for all who are so generously and kindly helping at this Fair.

"It also conveys their deepest gratitude to all those who have so splendidly helped in the last five years to give them, under Sir Arthur's guidance, that complete training which alone can bring back to them their independence.

"I should like here to tell you that upon this point of independence Sir Arthur is taking no risk. He means, as far as in his power lies, to make secure the future of all those who in their country's darkest hours gave for all of us their own light.

"And yet neither Sir Arthur nor *they* will agree that they are *altogether* in the dark. Although the eyes may be closed, the mind in most cases remains very alert, and this has, I am proud to realise, given Sir Arthur the chance by his own example of bringing those handicapped in the same way as himself back to the interest and happiness of leading a useful and *almost* a normal life.

"To fulfil his wish to secure the future of these men who have been trained at St. Dunstan's, numbering, I regret to say, over 900 to-day—we still have as many as 520, with many more actually waiting their turn to be trained—he still needs a very substantial addition to the After-Care Fund which exists to provide material and general supervision for those who

have learnt to be blind, but who, you must remember, are still severely handicapped.

"For this reason I ask you all, in my husband's name and in my own, to spend all you can here to-day, and to persuade your friends to bring or send their Xmas gifts to bless and ensure the happiness and success of all who have passed through St. Dunstan's.

"I now have much pleasure in declaring this Fair open, and wish it the utmost success."

Every kind of seasonable article was on sale at the Fair at the beautifully decorated stalls, in the charge of leading actresses, V.A.D.'s, "Wrens," and other ladies, and trade was very brisk. There were many attractive side shows, and Mr. George Robey, ever to the fore in a good cause, auctioned a number of articles with his accustomed success, one turkey going for five guineas.

What with the gaiety and festivity of the scene, the band and the dancing, the colour and display, everyone seemed to enjoy the fun of the Fair to the full, and in the true Christmas spirit.

TOM: "Hulloa, John, you look down-hearted. What's the matter?"

JOHN: "I don't know. I can't get a girl to speak to me at all. When I see you with yours, I feel jealous. You might tell me how I might fall in with one?"

TOM: "Yes, old man, it's easy. Go out on a dark night, and the first bit o' skirt you come across, 'click' with it."

"Righto! I'll remember."

Next day the two friends met again.

"Halloa, John, who gave you that black eye?"

"Oh, I followed your instructions last night and 'clicked' with a Gordon Highlander!"

*Tit-Bits.*

## Church and Catholic Chapel Notes

### Church Notes

MAY we offer our congratulations and best wishes to Peter Yuile, of the House, and Alfred Thomas Turrell, of the College, on their confirmation by the Lord Bishop of London, at St. Paul's Cathedral, on Saturday, December 13th?

We will re-commence our confirmation classes early next term, and I hope all men desirous of confirmation will give me their names.

Our final service this term on Sunday, December 14th, was in every way inspiring. The chapel was well filled with men, sisters, and staff, and the singing of the joyous Christmas hymns was very cheering. Mr. Kessell most kindly assisted in the service by reading the Lesson.

We are most grateful to our Organist, Mr. Kingston-Stewart, for his continuous help each Sunday. His delightful music is a tremendous help towards the success of our services. May we also extend our gratitude to the Chapel Sisters—Miss Redfern, Miss Cook, and Miss Phillips—for all their splendid work in seeing to the cleanliness of the chapel. They will be greatly missed next term.

The Choir have worked hard and well, and the brightness of the singing at our final service was an eloquent testimony to their abilities. Our best thanks are due to Sisters and men who have attended both practices and services so regularly, and we will look forward to having them all back in their places next term.

*J. E. W.*

### Catholic Chapel Notes

THE second anniversary of the opening of the chapel was celebrated on Friday,

December 12th. It will be remembered that the opening ceremony was performed by Cardinal Bourne in 1917, and the first anniversary commemorated by the visit of Bishop Keating, Principal Chaplain to the Forces, while this year we were able to welcome Fr. Bernard Vaughan, the renowned Jesuit preacher. Fr. Bernard arrived early in the afternoon, and visited every part of the Hostel, expressing great admiration and astonishment at all he saw. He had a cheery word for all, and thoroughly enjoyed his experience. Afterwards he had a conversation with Sir Arthur, the outcome of which was the promise of a lecture this term. At 5.15 we proceeded to the chapel, where Fr. Bernard gave an inspiring discourse to a crowded congregation. Benediction concluded the ceremony and a very memorable visit.

The Lourdes pilgrims arrived home safely on December 28th, after a delightful stay in the town, which more than compensated for the discomfort experienced on the journey.

Mrs. Creagh and Miss Drage, of the Bungalow, have kindly undertaken the duties in the chapel vacated by Misses Knight and Morrogh. *P. H.*

### Births

RODGERS, A. C., son - - Nov. 4, 1919.  
LILLEY, G., daughter - - Dec. 7, 1919.  
COCKERILL, J. D.,  
daughter - - - - - Dec. 8, 1919.  
THORPE, W. H., son - - Dec. 10, 1919.  
THOMPSON, J., daughter Dec. 11, 1919.  
BACK, A. W., son - - - Dec. 22, 1919.  
TAYLOR, H., son - - - Dec. 23, 1919.  
PLUNKETT, J. E., daughter Dec. 24, 1919.

In our last issue, the notice "S. E. Tarry, son, November 11, 1919," should have been "S. E. Tarry, daughter, November 11, 1919." We much regret this error.

### Marriages

ON Monday, December 8th, W. E. Bamber was married, at St. Marylebone Church, to Miss C. A. Lindfield.

On Saturday, December 13th, J. Walch was married, at Blackburn Road Congregational Church, Bolton, to Miss E. Waddicar.

On Tuesday, December 16th, D. Batchelor was married, at St. Marylebone Church, to Miss E. Mitchell.

On Wednesday, December 17th, S. Batten was married, at St. Marylebone Church, to Miss E. S. M. Dennis.

On Thursday, December 18th, P. White was married, at St. Marylebone Church, to Miss E. Weaver.

On Thursday, December 18th, F. M. Smith was married, at St. Marylebone Church, to Miss E. Elliott.

On Thursday, December 18th, C. M. Johnson was married, at Holy Trinity Church, Marylebone, to Miss M. Rhind.

On Saturday, January 3rd, A. W. Ballard was married, at Nottingham, to Miss N. Young.

### Baptisms

ON Sunday, December 7th, Edith Lilian, daughter of Frederick Trendall, was baptised in the St. Dunstan's Chapel.

On Sunday, December 14th, Robert Deans, son of Peter Yuile, was baptised in the St. Dunstan's Chapel.

### Short Legs—Long Life

A NUMBER of experiments are being carried out to discover what type of human being lives longest. It appears that, on the average, short-legged men and women live considerably longer than long-legged individuals. The length of the leg is regarded in comparison with the length of the body. A short man may have long legs, and *vice versa*.

The long-legged man, in many cases, has a poorly developed chest. Long men are very inclined to be weedy and are far more liable to common ailments, like colds, than short men. The latter almost always have a better blood circulation, and are more capable therefore of warding off disease.

Sandow belongs to the short-legged type, and he was one of the strongest men in the world, while most successful runners and dancers are long-legged, and seldom live to a ripe old age.

Most of the peasants of Europe, who are extremely hardy, are comparatively short-legged. Out of a hundred men over fifty, chosen at random, no fewer than ninety-five belonged to the short-legged type.

Professor Dreyer found that Oxford undergraduates were among the fittest class in England, chiefly due to their early surroundings. Surroundings, in fact, make an enormous difference to anyone's chances of life, and to their store of vitality. In the course of his experiments, for example, the Professor discovered that Boy Scouts, on the account of the excellent life they lead, were nearly equal in vitality to Oxford undergraduates, and were 15 per cent. stronger than boys of a similar class who were not Boy Scouts.

### Wireless-Controlled Planes

WHEN recently interviewed at Amsterdam, M. Fokker, the Dutchman who figured so prominently in German wartime aviation, stated that in 1916 the German army authorities asked him to make a cheap airplane, capable of flying about four hours, to be steered by wireless and to carry a huge bomb. It was intended to send these machines aloft in groups, to be controlled by one flying man. They had lost faith in big guns. Fokker says he prepared the plans, but the German War Office decided to make the machines in government factories, with the result that they bungled along for months. Then in the summer of 1918 they gave a huge order for wireless-controlled airplanes to M. Fokker, and he was just ready to manufacture them in wholesale quantities when the armistice was signed.

CAPTURED THIEF (to policeman): "Well now, that's funny. I was just thinking about yer not 'arf a minute before yer came along."

## Caravans of the Air

PROSPECTS AND POSSIBILITIES OF CIVIL AVIATION

THE first year of peace has produced some striking records of Civil Aviation, and by kind permission of "The World's Work," we are able to give some most interesting extracts from an article in that magazine by Mr. Frederick A. Talbot, dealing with the prospects and possibilities of civil aviation:—

It is safe to assert that but for war commercial aviation would not have attained the position it has achieved in 1919.

War having asserted the safety factor possessed by the machine, it is not surprising, says Mr. Talbot, that commerce at the first opportunity, should have been induced to regard with favour the new means of locomotion. The advantages offered by the way of the air are many. In the first place it is the only medium of travel, with the exception of the submarine, having free movement in the three dimensions. It renders possible the establishment of routes, at present hopelessly impracticable, in the commercial sense, to road, rail, or sea. It offers the shortest and most direct cut between two points, and, finally, is far away the speediest vehicle of transport yet devised.

But to the community, and also to commerce, the all-important factor is that of safety. Fortunately there are some definite facts to guide us in estimation of this factor. During the six months May 1st to November 1st, 1919, 30,000 passengers were carried over short "joy," trips, without a single mishap being recorded, by the Avro biplane.

We have another equally effective record of performances under actual commercial conditions. As is well known, May 1st ushered in the era of civil aviation. On that day was inaugurated the daily passenger-carrying service between Paris and London which has been maintained regularly ever since, with, up to the time of writing, only a few interruptions. These were entirely attributable to "unfavourable weather conditions" and not to any failure upon

the part of the machine. During the first 162 scheduled flights, 149 out of 64 days during this period the weather was officially described as unfavourable. The maintenance of the service achieved the object of the indefatigable advocate of the possibilities of the aeroplane in commerce—Mr. Holt Thomas. His perseverance has brought its due reward—the recognition of the flying machine by both the French and British Governments as a vehicle for the conveyance of mails.

Again, two Handley-Page machines—liners of the air—were converted from bombers, as which they had been built, into passenger carriers, and were attached to the Peace Conference. They were reserved for the conveyance of officials between London and Paris. These two craft, christened "H.M.A.L. Great Britain" and "Silver Star," during a single month carried 700 passengers without the slightest untoward incident.

This type of machine has accomplished many other notable flights, notably that from Ipswich to India *via* Egypt, including an 800 miles' leap over the waters of the Mediterranean, a non-stop flight with six passengers over the 800 miles from Marston to Biarritz.

But the commercial possibilities of the aeroplane were undoubtedly first demonstrated by those who sought to introduce the new system of locomotion into these islands with the Farman biplane ultimately merged into a new and essentially British model known as the "Bristol." Various types were constructed for war purposes, ranging from the fast "Bristol Scout," with its speed of 140 miles an hour, to the mighty "Bristol Triplane Bomber," the two craft named being among those which, from their reliability and high efficiency, won the highest distinction upon the battlefield.

The "Bristol," however, was an established success before the war. Indeed it may be said to have pioneered civil aviation, especially the monoplane.

The stock of monoplanes ruled out of court as a fighting unit in the early days of the war which the authorities had on hand, were presented to the Chilian Government. It was with the "Bristol" monoplane that the Andes were first bridged by an aeroplane, Lieut. Cortinez, crossing the towering Cordilleras at a height of 20,000 feet.

This machine was selected as the type for the establishment of the first regular mail service which was inaugurated between Santiago and Valparaiso. The two centres are only some seventy miles apart as the crow flies, but the railway link, which is somewhat circuitous, is about 115 miles, and demands three hours, owing to the somewhat prolonged stop at Llay-Llay Junction.

But the aeroplane which has created the greatest sensation during the past year is the "Vickers-Vimy," undoubtedly the "Victor of the Sky." It was built to carry out a specific military purpose—the aerial bombardment of Berlin. It was the last craft to be entered for the aeroplane flight across the Atlantic and was the first, and only, machine to cross the 1,880 miles of salt water separating the British Isles from the New World. It may also be said to represent the top-notch of British constructional prowess and the selection of materials, the factor of safety being high. It has frequently demonstrated, and in no uncertain manner, its passenger, freight, and mail carrying potentialities, notably upon the occasion of the railway strike.

So far as Great Britain is concerned the opportunities for commercial aviation are decidedly limited. The country is served with an excellent system of railways, the express service of which, under normal conditions, is probably the envy of every other country. But the distances are short. A flight from John o'Groats to Land's End is less than that from New York to Chicago. Accordingly, there is little elbow room for development, more particularly when we remember that the bulk of the mail, freight and express traffic, is handled from point to point direct, and, so far as the more essential industrial and business centres are

concerned, can be handled during the night. Therefore, it is only as a link between Britain and the Continent that aviation can be said to possess any attractive possibilities, and it would seem as if here there are decided limitations. Express mail carrying is the most obvious duty for such a speedy vehicle, and the first recognised move in this direction is that between Paris and London.

The acknowledgment of the aeroplane as a mail carrier, by such a conservative department as the British Post Office, constitutes a tribute to the safety and reliability of the machine, and to the way of the air. We may rest assured that our authorities would have steadfastly refused to acknowledge this highway had there been the slightest risk of mail being lost. One of the Paris-London machines came to grief in mid-Channel. Although the machine itself was lost through foundering, both passenger as well as pilot and the parcels aboard were saved. This was due to the fact that the machines are now fitted with a floating gear which is capable of keeping the machine afloat for an appreciable time after alighting upon the water, and which in this instance established its complete reliability.

To the aerial passenger disaster need have no terrors. The parachute has been completely re-designed and re-modelled to ensure greater positiveness of action and to give enhanced safety. In its present form it may be described as the life-boat of the air. The container for the parachute is firmly fixed to some point on the machine. In case of emergency the traveller merely dons the harness as if it were a marine lifebelt, and when all is made fast jumps overboard.

The speed at which the machine is travelling does not matter in the slightest. Directly the pull upon the container occurs the parachute first extends and then falls clear. The passenger may be sucked forward an appreciable distance by the machine, and may even be thrown into an extraordinary position relative to the parachute, but within a few moments the forward momentum is lost and the life-saving device assumes the vertical position above the passenger, who comes

to earth at a uniform fall of 15 feet per second and without being subjected to any spinning or "roasting-jack" movement during his descent. The impact with the earth or water is so slight as to be scarcely noticeable, while the parachute can be discarded within a few seconds.

We have not yet been able to decide definitely the precise rôle which aviation is destined to play in our complex industrial, commercial and social life.

The railway is generally accepted as being the herald of progress. Its provision is regarded as indispensable to the unlocking of a new territory. Life, settlement and the development of local resources are considered to be impracticable until the steel-way has penetrated the district concerned. As a result we find railways being built into new territories years before they can ever hope to earn sufficient revenue to defray the cost of their axle grease. Years of unprofitable operation must be shouldered.

Now a revolution has been wrought. The immense unlocked tracks of Africa, Asia, North and South America and Australia are no longer dependent upon the coming of the steel steed. The general condition, the topographical features, courses and characteristics of waterways can now be spied out by means of the aeroplane. By means of the aerial vehicle operating from strategically disposed bases upon the fringe of the new territory more complete knowledge concerning the unknown can be gleamed in safety and over more thousands of square miles within a few days than can possibly be gathered during years of perilous and patient exploration under contemporary conditions.

The *modus operandi* is extremely simple. The aeroplane will be manned with a surveyor equipped with one of those wonderful photographic recorders born of the war. The pilot will know precisely how far he can penetrate the land beyond, and if extra effort or endurance upon the part of the machine is desired, additional fuel tankage will be provided so far as the balance of loading capacity of the machine will permit.

The camera will be the recording eye. The modern instrument is a marvel of ingenuity and reduces the somewhat mystic photographic art to an uncanny, precise and simple action. There is no need to worry about focussing or exposure. The one is constant while the other is invested with considerable latitude. Generally speaking an exposure of about 1/130 second will meet the situation.

Armed with the pictorial information thus gained, which can be studied at leisure, the surveyor can analyse the country involved, and prepare maps, rough perhaps, for the guidance of the pioneers.

When the settlers have become established the flying machine still has valuable missions to fulfil. It will become their primary link of communication, and by virtue of its high speed enable the most remote settlers to keep in intimate touch with distant towns and cities.

Under the conditions which are now presented the construction of a new railway may safely be delayed. Its provision can be deferred until the country has been developed to a stage ensuring sufficient traffic, both local and through, to support it.

Recently evidence has been forthcoming which tends to prove this possible sphere. China is a country of incalculable possibilities and illimitable resources. But study the map and it will be found that the fringe of settlement and development is exceptionally narrow, being confined for the most part to belts along the coast and the navigable water-ways constituting the channels to the interior. The country has not yet been railwayised, and to provide it with an adequate network of steel would involve the investment of many millions, while years would elapse before such roads could possibly earn enough to support them. Railway building in China, despite the density of the population, is identical with that in every other new country. Several years must elapse before the paying period is reached.

It would seem as if the Chinese Government and other pioneers of progress in the country have appreciated the significance of this handicap, and that its adverse

features may be successfully overcome by turning the flying machine to advantage.

The most comprehensive aviation programme ever assumed by any country is that recently undertaken by the Vickers organisation in co-operation with the Chinese Government. The arrangement in question involves the expenditure of a round £2,000,000 and represents the largest individual outlay yet incurred in connection with civil aviation enterprise. It involves not only the supply of a fleet of aeroplanes necessary to fulfil the designed duty, but also the establishment of aerodromes, as well as repairing and overhauling facilities for the maintenance of an elaborate aerial service.

The precise character of this undertaking has not yet been revealed. Months will be occupied in the completion of the construction of the essential permanent buildings. But it is obvious that it is the intention of the Chinese Government to cover the country with aerial routes, and to maintain thereon a frequent service of fast machines capable of carrying passengers, mail and light freight, and that the same will operate in conjunction with the railways and steamboat communications, acting as connecting links and feeders to the latter and communicating with the rich interior.

### Secret History of the Tanks

EXTRACTS FROM THE NOTE BOOK OF SIR ALBERT STERN

THE history of the pioneer work in connection with tanks and their construction is revealed in an article by Sir Albert Stern, K.B.E., C.M.G., in the *Strand Magazine*. Before he fought the enemy he had to fight the War Office, in order to obtain recognition for tanks as implements of warfare, and the struggle, as related by Sir Albert Stern, was long and involved.

"In November, 1914," writes Sir Albert Stern, "I wrote to Mr. Churchill, First Lord of the Admiralty, offering to provide and equip an armoured car, with crew complete, and was given a commission in the R.N.V.R.

The assumption of the bold enterprise, involving an outlay of two million sterling, is a striking tribute to British effort, and the profound impression which the production and performance of British flying machines have made upon the progressive official Chinese mind. We have heard much during late years of the pending awakening of the Chinese giant, but how many among us ever imagined that the pending comprehensive opening up of the country would be assumed by way of the air? Is the mystic East about to assert its legendary supremacy of knowledge and wisdom in such a bold manner as to endeavour to forge ahead of the West in one big, spectacular and decisive leap?

From whatever point of view the opening year of the history of Civil Aviation may be regarded, it must be conceded that striking success has been achieved. The wheels of progress in the new realm of transportation have been set going and in no uncertain manner. The commercial possibilities of the aeroplane sense have been conclusively established. It now remains for development to be prosecuted diligently along those channels which experience has already emphasised as being profitable, as well as to seek others which, so far, have not yet been defined.

"Major Hetherington, our transport officer, had distinguished himself in the early days of airships. He was young and always full of new ideas. He had a great knowledge of motor-cars, though not an engineer, and there was no new invention which he would not eagerly take up and push forward. After discussion among certain officers and civilians about the uselessness of armoured cars except on roads, and the great strides that had been made in light armour-plate as protection against the German 'S' bullet, Major Hetherington got the Duke of Westminster sufficiently interested in the idea of a landship to invite Mr. Winston

Churchill to dinner. Mr. Churchill was delighted with the idea of a cross-country car. He then set up a committee to study the question, and Mr. Eustace Tennyson d'Eyncourt, C.B., the Director of Naval Construction, was appointed chairman on the 24th of February, 1915. It was to be known as the Landship Committee.

"At this period no Government department would provide any office accommodation for us, so on June 21st, 1915, I took an office at my own expense at 83, Pall Mall, and installed in it my entire organisation, which consisted of myself and Mr. Percy Anderson, at that time a petty officer in the Armoured Car Division. A controversy raged on this subject for six months between the Admiralty, the Ministry of Munitions and the Office of Works.

"On July 2nd, Squadron 20 of the Royal Naval Armoured Car Division, later to become famous as the 'wet-nurse' of tanks, was placed for this work, under the direction of Mr. d'Eyncourt.

"A number of experiments were made, and in August Mr. Tritton, of Messrs. Foster & Co., of Lincoln, and Lieutenant Wilson had started to draw out a machine on the same lines, but of stronger material and better design. On August 26th, Mr. Tritton, Lieut. Wilson and I viewed the full-sized wooden model of this machine. It was known as the 'Tritton' machine and later as 'Little Willie.' On the same day we discussed fresh requirements which we had just received from the War Office. They asked that the machine should be able to cross a trench 5 ft. wide with a parapet 4 ft. 6 in. high. Lieutenant Wilson and Mr. Tritton thereupon started work on a type designed to do this. It would, they told me, require a sixty wheel.

"The contour of this sized wheel became more or less the shape of the underside of the new machine, which was called first the 'Wilson' machine then 'Big Willie' and, finally, 'Mother.'

"This machine, to all intents and purposes was, and remains, the heavy tank of to-day—the Mark V.

"The first tank 'Mother' was finished on January 26th, 1916, and Col. Sir Maurice Hankey arranged for Mr. McKenna, Chancellor of the Exchequer, to travel down

to the Hatfield trials. After the trials Mr. McKenna said that it was the best investment he had yet seen, and that if the military approved all the necessary money would be available.

"Mr. Balfour, amongst others, took a ride in the tank, but was removed by his fellow Ministers before the machine tried the widest of the trenches. This was a trench more than 9 ft. wide, which Lord Kitchener wished to see it cross, but which it had never attempted before. As Mr. Balfour was being removed, feet first, through the sponson door, he was heard to remark that he was sure there must be some more artistic method of leaving a tank.

"On February 8th, His Majesty the King visited Hatfield, when a special demonstration was arranged. He took a ride in the tank, and said afterwards that he thought such a weapon would be a great asset to the army possessing a large number.

"Other people were also very anxious to obtain tanks, but not the kind we were building. The secret of our work was very well kept on the Ministry of Munitions, not even the Inquiry Office being in possession of the true facts. This had its disadvantages, however, and caused us unnecessary work, for very frequently we had enquiries from enthusiastic manufacturers of gas, oil and water tanks who were anxious to secure orders in their own particular lines.

"Colonel Swinton, who was acting at this time as Assistant Secretary to the Committee of Imperial Defence, was entrusted with the task of raising and training a corps to man the tanks, and a camp was taken at Thetford, in Norfolk. It was kept a great secret, and the whole ground, several miles in extent, was surrounded by armed guards.

"It was decided that in September tanks should go to France. The tanks at Thetford were entrained at night and taken by rail to Avonmouth. There they were shipped to Havre, taken to a village near Abbeville, and from there sent up to a point fifteen miles behind the line.

"The tanks were already in France and waiting to go into battle, but the secret

had been well kept—how well was shown by a thing that happened on the very morning in September when I was leaving for the Somme for the first tank action.

"A Civil Servant, an Assistant Secretary, came to see me on this eventful morning, just as I was starting. He told me that as my department was of no real importance, since he had no knowledge what it was, he had arranged that during the next Sunday all my papers and drawings were to be moved out into a small flat in a back street opposite the Hotel Metropole.

"This was no time to argue; my train left in a few minutes. I told him decisively that the department could not move, as it was concerned in matters of the greatest national importance, and would require before long a very large building of its own. This had no effect on him, so I gave instructions to one of my officers in his presence to put an armed guard on my office while I was away, and to resist any attack. Should the Assistant Secretary try force, he should be arrested, taken to Squadron 20's headquarters at Wembley, tied to a stake for twenty-four hours, and the reason carefully explained to all and sundry, especially newspaper reporters. Fortunately for him he kept quiet!

"On the following Sunday, Sir Douglas Haig appeared in front of General Butler's officers and congratulated Colonel Swinton and me. He said: 'We have had the greatest victory since the Battle of the Marne. We have taken more prisoners and more territory, with comparatively few casualties. This is due to the tanks. Wherever the tanks advanced we took our objectives and where they did not advance we failed to take our objectives.' He added: 'Colonel Swinton, you shall be Head of the Tanks Corps; Major Stern, you shall be Head of Construction of Tanks. Go back and make as many more tanks as you can. We thank you.' Immediately after my return we were ordered to build a thousand tanks.

"The mere tactical record of what the tanks did at Flers and Guendecourt gives no idea of the moral effect of the first appearance of this new and strange weapon. It astonished and terrified the enemy. It astonished, delighted and amused its

friends. War correspondents vied with each other to find the vivid, unexpected word that would do justice to its half-terrible, half-comic strangeness (and yet give away no secrets), and the humorists of the battalions sharpened their wits on it. They communicated their gaiety, through their letters, to the people at home. The jolliest, most fantastic of them all was a letter from a soldier to his sweetheart, which appeared in the newspapers at the time. It could not be left out of an article on tanks:—

"'They can do up prisoners in bundles like straw-binders, and, in addition, have an adaptation of a printing machine which enables them to catch the Huns, fold, count, and deliver them in quires, every thirteenth man being thrown out a little further than the others. The tanks can truss refractory prisoners like fowls preparing for cooking, while their equipment renders it possible for them to charge into a crowd of Huns, and, by shooting out spokes like porcupine quills, carry off an opponent on each. Though "stuck-up" the prisoners are, needless to say, by no means proud of their position.

"'They can chew up barbed wire and turn it into munitions. As they run they slash their tails and clear away trees, houses, howitzers, and anything else in the vicinity. They turn over on their backs and catch live shells in their caterpillar feet, and they can easily be adapted as submarines; in fact, most of them crossed the Channel in this guise. They loop the loop, travel forwards, sideways, and backwards, not only with equal speed, but at the same time. They spin round like a top, only far more quickly, dig themselves in, bury themselves, scoop out a tunnel, and come out again ten miles away in half an hour.'"

After successfully surmounting innumerable difficulties Sir Albert Stern, as is well known, eventually carried his point, and the success of "Tanks" became known to the whole world. It can safely be said, in fact, that to this success is due the fact that the war did not drag on for another year. The tanks formed the iron tip of the last Allied successful onslaught, and final overthrow of the enemy.

## The One-man Torpedo

[We re-print the following interesting article from a recent issue of the *Scientific American*.]

**D**URING the progress of the recent war the torpedo began to assert itself as possibly the most important element among the many means of attack and defence. It transformed the policy of Admiral Jellicoe from a close blockade off the German coast to a distant one from the British coast; and in the great trial of strength, at the battle of Jutland, it was the torpedo that dominated the tactics of the battle in some of its most important phases. A great portion of the thought and energy which have been expended on the world's navies has been given over to finding the most efficient means of using the torpedo. This terrific little engine of war, with its speed of thirty to forty knots and its explosive warhead carrying from 300 to 500 pounds of T.N.T., has brought into existence more kinds of naval material than the long-range, high-powered gun itself. It was the *raison d'être* of the small torpedo boat of thirty to forty years ago; of its successor, the destroyer; and of that latest of sea terrors, the submarine.

The present story deals with yet another highly meritorious attempt to provide a means by which the torpedo may be brought within striking distance of enemy craft.

A very large proportion, probably over ninety per cent., of the torpedoes that miss the mark do so because they are fired at too great a range. Long-range firing is necessitated by the destructiveness of modern artillery and the high speed at which warships now travel. If once sighted a destroyer comes under such a storm of projectiles that, in spite of her speed, she cannot close in to point blank-range for firing her torpedoes. The low submerged speed of the submarine, as compared with high speeds of most surface ships, makes a close approach by her impossible, too, and, like the destroyer, she finds it necessary to fire at ranges

that bring hitting the mark down to a matter more of good luck than good shooting.

The little craft that forms the subject of the present article aims at four important points: low cost, rapid construction, good speed, and invisibility. A unique feature is the fact that Mr. W. B. Shearer, the inventor and designer, has succeeded in building a boat with minimum freeboard and but forty feet in length, capable of carrying a modern torpedo on a displacement totaling no more than 8,500 pounds. Its small size and light weight are due to the strikingly original feature that it carries no torpedo tube. This results in saving a tonnage about equal to that of the torpedo itself. Instead of a massive torpedo tube from which it is fired, the torpedo occupies the forward half of the boat, and is contained within a chamber which, by opening a valve, is flooded preparatory to firing the torpedo. The bow of the boat forms an hinged gate, opened and shut by a rod operated from within the conning-tower. In attacking, when the boat is approaching the desired range, the torpedo chamber is flooded, thus reducing the freeboard and with it the visibility. In firing, the gate at the bow is raised, and by means of a latch operated from conning-tower controls, the torpedo engine is started, and the torpedo expels itself by its own propellers, and drives straight to the mark. Immediately after firing a powerful pump, with a capacity of 900 gallons per minute, expels the water from the torpedo chamber in 45 seconds, and the boat in this light condition turns to escape at a speed of twenty-eight miles per hour.

The Shearer torpedo boat is divided longitudinally into three compartments. The forward eighteen feet consists of the torpedo chamber. Then follows the cockpit, with a pair of diminutive conning-towers or peep-holes, placed side by side; and aft is the engine-room, containing a 200-horse-power Van Blerck engine that



### The One-man Torpedo—Continued

runs at 1,500 revolutions per minute. The under-water hull is unlike anything that has preceded it in the way of high-speed boats. The cross-sections are governed by the necessity of conforming to the circular form of the torpedo, and at the same time providing a sufficient planing effect to favour high speed when the boat is under way. A cross section of the forward half of the boat is accordingly in the shape of a flattened U.

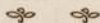
The flat dock above the torpedo chamber is hinged along one side, and is opened up to receive the torpedo, which is hoisted into place by tackle. The torpedo is so seated within the boat that when it is discharged it passes freely out on a course coinciding with the longitudinal axis of the boat. This arrangement avoids shock, with its tendency to upset the gyro control.

It will be evident that the value of this new type of torpedo craft lies in its invisibility—there is, indeed, great difficulty experienced in detecting its approach until it is in point-blank range for its torpedo. It comes as near to possessing the invisibility of the submarine as is possible in a surface vessel. At full-load displacement, when the torpedo chamber is flooded preparatory to discharge of the torpedo, the freeboard is but six inches at bow and stern. At half-load displacement, with the torpedo in place and the chamber free of water—the condition in which final approach to the enemy is made—the freeboard is eighteen inches at the bow and four inches at stern. At light displacement, after the torpedo has been discharged and the compartment freed of water, the freeboard is twenty-seven inches at bow and two and a half inches at stern. The speed of the final approach in the submerged condition is about fourteen miles per hour.

The plans for the boat were divulged to our Navy Department in 1917, and during the war the little craft was held as

one of the war secrets. The plan was to launch at the enemy a great fleet of these craft, which were to be built secretly in England. The attack was to be made simultaneously on all the hostile naval bases, including those in the Adriatic. The slight cost and extreme speed of construction would make it possible to build quickly a large fleet, and the plan of action would be to launch the boats at the enemy in great numbers, with the expectation that though some would be put out of action, a large number would be certain to come through and score upon the enemy ships.

The boat has been made the subject of several naval reports, and that of March 8th, 1918, stated that during a night test the boat approached within 1,000 yards of a ship, under the latter's own searchlight, before being picked up. The report also shows that it is capable of climbing over booms, crossing mine fields, and entering harbours with slight chance of detection. A larger boat of the type, fifty-eight feet in length and double the horse-power, carrying accommodations for two men, and with higher speed and wider radius of action, has been designed; and from it even better results are expected.



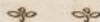
A PAPER under the sanguine title of "General Knowledge" was recently set to an intermediate Welsh Girls' School. Here are some precious answers:—

"A *Soviet* is the little cloth we use on our laps at the dinner table."

"*Mona Lisa* was a ship sunk by the Germans."

"*I.L.P.* is the title of a book, "Illustrated Love Poems."

"The *uses of the skin* are for modesty and high Jean."



BETTY: "Tony, will you please not sing while I'm gargling? It puts me off."

*Punch.*