

# ST. DUNSTAN'S REVIEW

For Blinded British Soldiers, Sailors and Airmen

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**THEIR MAJESTIES THE KING AND QUEEN.**

*Photographs by Speaight, Ltd., London.*

## By THE EDITOR

### The Coronation

**K**ING GEORGE VI and Queen Elizabeth were crowned on May 12th in Westminster Abbey with all the pomp and pageantry which has been associated with the Coronation ceremony for more than a thousand years.

It is only a little more than a year ago that we grieved for the loss of King George V, who had always been a devoted friend of St. Dunstan's since its inception, and now, if only from the personal and selfish point of view, we can rejoice in the succession of his son, our Patron.

Ever since the foundation of St. Dunstan's, when he was only in his early twenties, King George VI has shown the greatest interest in our work, although for some years it could not publicly be expressed since he was on active service with the Navy. At the Battle of Jutland, the King had to fight a double fight—against ill-health and the enemy. He was on H.M.S. *Collingwood* when the War broke out and in September, 1914, he had a serious operation from which he made a very slow recovery. Gastric trouble followed and he was invalided out for a time in the winter of 1915, but he managed to get back to his ship a few weeks before the Battle of Jutland, through which he went in the "fore-turret" of *Collingwood*. For several hours the ship was in the thick of the fight and engaged several of the German warships to good effect, before, under a friendly smoke screen, the German destroyers managed to get them away. Of that day the officer in charge of the turret said he could recall nothing out of the ordinary except perhaps that the King, then Prince Albert, "made cocoa as usual for me and the gun crew."

Following further service in the Navy, and various Empire tours after the War, the King was at last enabled to pay the personal visit to St. Dunstan's on which for so long he had set his heart, and February 27th, 1923—now more than fourteen years ago—was an occasion that will be remembered by nearly all of us when His Majesty came to Headquarters to unveil the Memorial Portrait to our Founder, Sir Arthur Pearson. There were official speeches on this occasion, but probably six words that were casually uttered by a St. Dunstaner when the Royal visitor was going round our workshops that day, convey a good deal more than any of them. "He's a jolly nice young chap," he said to a near-by mate. And as he was summed up by a St. Dunstaner then, so he would still be summed up, although he has had so suddenly and unexpectedly to succeed to such an onerous position.

Her Majesty Queen Elizabeth has always shown a steady interest in the work of St. Dunstan's, and this interest was confirmed by her consent to become the first Lady Member of the Old Bill Fraternity—a scheme established to encourage the sale of goods made by St. Dunstan's men. The enrolment form which she signed on this occasion, as Duchess of York, is reproduced on another page of this issue. On many occasions, both the King and Queen have gone out of their way to greet St. Dunstaners on public occasions, and have made a point of purchasing their goods at exhibitions throughout the country.

This interest of Their Majesties in St. Dunstan's has been reciprocated by St. Dunstaners all over the Empire, and for that reason alone, apart from our personal affection for them, their Coronation will for ever remain a proud memory.

On May 12th, in Westminster Abbey, representatives from every part of the British Empire assembled to pay homage to King George VI. Outside the Abbey, and along the Coronation route, men and women in their thousands waited to show their loyalty and affection for their King and Queen. In the Dominions and Colonies they waited too, following with the whole world the broadcast ceremony. The Crown is the bond of Empire, and the unity of the Empire has been strengthened beyond all possible doubt by the affection and loyalty of the people for their King.

### Coronation Eve at Headquarters

**T**HE Lounge and offices at Headquarters were turned into temporary dormitories and bedrooms on Coronation Eve when all those St. Dunstaners who had been lucky in the ballot for Coronation seats arrived for the great event.

Two rows of mattresses, each with a chair by its side, stretched from end to end of the Lounge and the big Secretarial Office. Each bed was numbered and as each man arrived, he was given a disc with a number which corresponded to one on his bed.

By 8.30 most of the party had arrived, in spite of a busless London, and then began one of the strangest and merriest gatherings ever seen at Headquarters.

It was to be an early night—"Lights Out" at ten—so from eight onwards, relays went into the canteen for supper. From then, until it was time to turn in, there was a grand opportunity for swapping yarns and a general reunion. Men met again who had not seen each other since their early training days. Sir Ian and Lady Fraser looked in often during the evening to welcome new arrivals, and the time flew by.

Ten o'clock came round all too soon, and it was "Lights Out." The beds on the floor caused a lot of mirth, and there was a roar of envy when a plaintive voice complained that a ruddy feather was sticking in his ribs, but at last everyone settled down, only too anxious to be up with the lark in the morning.

### The Day

There were to be two parties—one for places on Constitution Hill and the other for a position in the Mall. The men in the Mall party had to leave Headquarters at 5.15 a.m. and the others an hour later. The canteen staff, who had also slept at Headquarters, were astir early, and at 4.15 breakfast was ready for the first contingent.

Then it was time to start out. Every man and escort was provided with a haversack which contained sandwiches, fruit and—a brilliant idea, this—a can of beer. The arrangements for the comfort of each

man were complete in every detail. Even an air cushion was thoughtfully provided.

Both parties got well away in a bus and coach hired for the occasion, and reached their places on the route with the least possible trouble. The Constitution Hill party found their seats were park chairs on the very edge of the pavement, so that it was not even necessary to stand to watch the procession. The seats in the Mall were equally good, and St. Dunstaners here had the added thrill of watching the relieving of a Colour Party, which was stationed almost immediately opposite them.

The procession itself? We preferred to leave it to St. Dunstaners to give their own impressions, and on another page two of our men who were lucky enough to be there give their own account of the happenings of this unforgettable day.

At last everything was all over and we made our way slowly but happily back to Headquarters for tea, and a final gathering in the Lounge (almost restored to normal), to meet Sir Ian and Lady Fraser.

In the course of a brief speech, Sir Ian said he would like them to know that H.M. The King had specially expressed the wish that good seats on the route of the procession should be provided for disabled ex-Service men. (Hear, hear.) He was sorry that their wives could not be present, but had each man brought his wife they would have had to halve the number of St. Dunstaners in the contingent. As it was, only a minimum number of sighted escorts went, and they would be glad to know that these represented all branches of St. Dunstan's staff, chosen by ballot. They had been particularly glad to welcome some men from a distance who seldom visited Headquarters or the Brighton Home. He hoped they would come again. (Applause.) Later, Sir Ian proposed a vote of thanks to Mrs. Kemp and the Canteen Staff, who had given up their Coronation holiday to make such excellent provision for the visitors. He thanked also all who had taken part in the organization and the arrangements, and particularly Mr. Askew, who was responsible for the admirable planning and staff work which contributed so much to everybody's comfort. (Applause.)

## THE CORONATION PROCESSION

(By two St. Dunstaners who were there.)

THERE was a grey sky, a light mist with a stiffish breeze from the east, as we left Headquarters soon after 6 a.m. Emerging from the Park, we joined the stream of traffic in Marylebone Road; progress, as can be imagined, was rather slow. I was with the party whose seats were in Constitution Hill. Owing to police regulations we were obliged to make a detour, via Kensington, to Eaton Square, where the charabanc was parked, and we continued the journey through the Palace grounds, to our seats, which we reached shortly after seven. Already crowds of people were in their seats and as we marched down the centre of the road to our places we were given a rousing cheer.

Time passed very quickly and something was happening most of the time.

Every now and then, bursts of cheering would break out among the crowd, as some important personage passed in his private car to the Palace to join the procession. The weather all the time was behaving splendidly, and although there was an absence of sun, it was quite warm. Lunch-time arrived and we were provided with excellent rations. After lunch, things began to happen. The Service began, which we listened to through loud speakers. Towards the end of the Service, most of the detachments arrived to take up their positions for the Procession.

We felt one or two spots of rain at this stage, but it was a false alarm, the weather was still holding. Presently, in the far distance, we could hear a sound like thunder, gradually the noise came nearer



February 27th, 1923—King George VI, as Duke of York, at the unveiling of the Memorial Portrait to Sir Arthur Pearson, at St. Dunstan's. With him are Lady (Arthur) Pearson and Sir Ian (then Captain) Fraser.

and nearer, until with a deafening roar the head of the Procession marched under the arch into Constitution Hill on their way to the Palace.

Never shall I forget the cheering as the Procession proceeded on its way. What splendour! What pomp and pageantry mingled with a thousand years of history, as each unit of the Army, Navy and Air Force and detachments from the Dominions, India and the rest of the Empire were there to do honour to the King and Queen, as well as a practical demonstration of loyalty and unity to the Crown.

Above the din could be heard the rhythm of the horses' hooves, the jingle of the trappings as they tossed their heads, and the steady march of the troops in perfect measure to the stirring martial music of the bands. It was now that the rain started, "just a passing shower," someone remarked; unfortunately it took a couple of hours to pass and the harder it rained, the harder we cheered.

The various coaches of the Prime Ministers rumbled on and then came the crowning event of the whole Procession: the King and Queen resplendent in their robes and crowns, bowing in acknowledgment to the greetings of their loyal subjects; it was at this point that our little contingent, bareheaded and standing, cheered their Majesties as only St. Dunstaners know how to cheer. Queen Mary, too, as she passed was given a special greeting. So the great pageantry moved on. The Life Guards, always picturesque, the five Brigades of Guards, and so on until finally the end was reached.

It is almost impossible, except for the Royal Coach, to pick out any special event: all was magnificent and spectacular but behind all this magnificence, one felt there was something far deeper than outward show. The whole Empire was paying homage to the Crown, and all that it stood for—Unity, Freedom and Liberty.

MICHAEL DOYLE

THE dawn broke grey and misty—"the 12th" had come at last, but "shouting" not "shooting" was our object.

The atmosphere seemed charged with excitement, there was no confusion; after an early reveille and breakfast, my party,

the second, which had lain abed but not slept longer, boarded our faithful motor-coach and about 6.20 a.m. set out. At that early hour most of the roads were busy, the main roads were choked with traffic and police control was exercised to the utmost to prevent traffic jams.

Our route was devious and the pace slow, but eventually, via the gardens of Buckingham Palace, we reached our destination and seats in Constitution Hill. The many marshals who piloted us in the final stage of our journey, though somewhat harassed, were courteous and helpful. By 7.30 a.m. we were in our places and the long wait for the centre of attraction, the Coronation Procession, began. It was not expected until about 4 p.m.

Sound organization at Headquarters had seen to our comfort in viands and an "air cushion," the latter certainly softening the waiting time. Seats and stands around us slowly but surely filled up and the time passed steadily for us as there was much doing, what with the passage of troops, mounted and motor police, and other functionaries connected with the proceedings.

The crowds about us were very good-humoured and gave little or no trouble, in fact the First Aid man beside us complained that he had had nothing to do—the nip in the air may have been in some measure responsible for this.

Early on we heard cheering and two cars, bearing the Princess Royal and her sons, and the Queen of Norway, passed. All this time detachments of various Youth Organizations, including some Boy Scouts from West Africa, all black as ink and smiling broadly, were passing to their seats.

A great cheer was raised for the Chelsea Pensioners as they hobbled to their section. From time to time loud-speakers blared forth information, giving directions, instructions and orders. There was much excitement when the Cavalry and Infantry troops taking part in the procession passed us, on their way to take up their respective positions.

So far the sun had failed to appear. A visit from him would have been very welcome. The children opposite us did not mind his absence and enjoyed themselves to the full, cheering everyone and every incident that took their fancy. Some-

where up the Hill a party of Boy Scouts entertained the crowd with songs.

The service from the Abbey was broadcast to a quiet listening audience, and when the booming of the guns in St. James's Park told us that the apex of the ritual had been reached, the King had been crowned, we settled down to wait for the procession. About 3.30, just as the procession hove in sight, the rain made its appearance, but did not damp our ardour. A burst of cheering from the crowd heralded the approach of the procession. A glorious spectacle it was. There was a truly jubilant air about the music of the bands, the crowd was wild with enthusiasm and cheered the King and Queen, the little Princesses, Queen Mary and other notable people to the echo. Mr. Baldwin, the Prime Minister, was loudly acclaimed, and the St. Dunstan's party raised a special cheer for our old friend, "Bossy" Phelps, who was present in his role of King's Barge-Master.

The procession moved all too quickly, it was impossible to take in all the glittering and varied uniforms of the numerous

units. Perhaps the most striking were the Canadian "Mounties," but for splendour it was difficult to choose. It was strange to see the Field Artillery without horses, and soulless tractors pulling the guns, a great contrast to "K" battery of the Royal Horse. All the troops made a brave show, and received a great ovation from the crowd, whether they were Navy, Army or Air Force.

When the Royal Coach, a most wonderful creation in gold and glass, attended by the pikemen, came into sight the cheering knew no bounds, people shouted and shouted and shouted again, cheering and singing, a truly wonderful reception for the new Monarch and his Queen.

The great procession had passed. We were all tired but happy and will long remember the Coronation of King George VI and Queen Elizabeth. "DUNVEGAN."

∴ Three prizes of ten shillings were offered for the best descriptions of the Procession, and these have been awarded to M. Doyle, of London, W.I., and J. M. Colley, of Luton, whose entries appear above, and to W. Strachan, of Motherwell, whose account, good as it was, could not be printed as it was twice the length asked for.



St. Dunstan's, Brighton, decorated and floodlit for the Coronation.

## Brighton News

WHILST those of our comrades who had been lucky in the draw for seats on the Coronation processional route were, with the help of their escorts, enjoying that colourful and spectacular pageant, we in Brighton were not behind in making the most of that historic occasion. After attending a service held in the open at Preston Park, we arrived back in time to listen to the broadcast of events on the route and in the Abbey.

At dinner we drank the health of Their Majesties in good red wine. A special Coronation supper and dance on Thursday night was a most enjoyable affair, and a special word of congratulation and thanks are due to those responsible for the decorations on the front of the house, tastefully bedecked with flags and bunting and flood-lit, it made as pretty a picture as any and looked most effective.

## The Broadcast

THE Coronation of King George VI and Queen Elizabeth was broadcast step by step as it took place, to every part, not only of the Empire but of the world, and all St. Dunstaners who listened to the wonderful series of broadcasts will appreciate the tremendous difference that wireless had made to all, and especially to those without sight. Time and again references have appeared in the REVIEW to what might almost be called the transformation in the life of the blind community effected by broadcasting, and it has been emphasized in the most remarkable way during the last two years, first by the broadcast of King George V's Jubilee celebrations, then by the most moving broadcast of his funeral ceremonies, and now, more than ever, by those of the Coronation.

One has only to think of the Coronation which took place soon after the Boer War only thirty-five years ago, to realize the enormous changes that broadcasting has made in such public ceremonies. At King Edward VII's Coronation, the film was only in its infancy, and wireless had not even been dreamed of. To-day broadcasting has entirely revolutionized these great public ceremonies which do so much to bring together a King and his people.

## The Battlefields

In consequence of the large number of applications to join the pilgrimage to the battlefields, starting on Saturday, 24th July, arrangements have been made to increase the party by nine.

The inclusive charge for this tour is £5. 17s. 6d., payable in advance. Full particulars appeared in the January issue of the "Review."

Will all St. Dunstaners desirous of making the trip communicate with Mr. Swain who will accompany the party.

## St. Dunstan's Camp

The Stratford Camp will be held from June 29th (Tuesday) to July 7th (Wednesday). Camp fee, 27s. 6d.

Please let me know as soon as possible if you are thinking of coming. No entries can be received after **June 15th.**

A. SPURWAY.

*The Vicarage, Titchfield, Hants.*

## Coronation Items

S. McLeod, of Cricklade, was highly commended in the local competition for shop decorations.

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Mrs. Batten, wife of S. Batten, of Bridgwater, won a cake stand, certificate, and cash voucher for one of the best decorated houses in Bridgwater. Besides her house decorations, her garden was laid out with red tulips, white daisies, and forget-me-nots and in window boxes were forget-me-nots, daisies, and geraniums.

## Overseas St. Dunstan's Loss

We heard with the deepest regret of the further loss sustained by E. Denny, of South Africa, and his wife. Their son, Leslie, whose death occurred on 16th May following an operation, was a corporal air mechanic in the South African Air Force. He was buried, with full military honours, at Roberts Heights Military Cemetery, Pretoria.

Denny has been in this country for the last twelve months undergoing training, but he returns to South Africa shortly. It has been a sad visit for Mrs. Denny. In the last year she has lost her father, her youngest brother, and now she and Denny have been told of the death of their son.

## "In Memory"

Private CORNELIUS CLARKE  
(Leinster Regiment)

WITH very deep regret we have to record the death of an Irish St. Dunstaner, C. Clarke, of Cork.

Although, of course, Clarke lost his sight as a result of his service in the Great War, he did not, as in the case of several Irishmen, come under our care until several years later—namely, in 1928. He was then too old to take up any serious training. He had not been well for some time, but the news that his last illness had taken a serious turn came unexpectedly. Mr. Macauley was able to see him before his death, which took place at his home on the 2nd April.

A wreath from Sir Ian and his comrades at St. Dunstan's was among the flowers. Clarke was a single man, and we extend sincerest sympathy to his relatives, and also to Miss Murphy, who nursed him very devotedly during the last few months of his life.

PATRICK WALSH  
(2nd Leinster Regiment)

It is with very much regret that we have to report the death of another Cork man, P. Walsh, also of the Leinster Regiment.

Although he was discharged from the Army in 1917, after having been wounded early in the War, it was not until 1932 that Walsh came under the notice of St. Dunstan's. He was never very fit, and at first it was only possible for him to do wool rug making. Later on, when he became a little stronger, he took up mat-making at which trade he worked for some little time before his last short illness. The news of his death, which occurred on 11th April, came very unexpectedly. He died in hospital, where he had been for a week or two, and he was buried in Douglas Cemetery, Cork. The wreath from Sir Ian and his comrades was placed on the grave by Driscoll, of Cork, another St. Dunstaner and a friend of Walsh's. Many ex-Service men from Cork were also present at the graveside.

Walsh leaves a widow and nine children, some of whom are very young, to whom we extend our heartfelt sympathy.

Corporal JAMES LAMBERT EASON  
(Royal Engineers, 25th Anti-Aircraft Company)

We deeply regret to have to report the death of J. L. Eason, of Liverpool.

Enlisting in the very early days of the War, Eason was eventually discharged with very defective vision. He did not come to St. Dunstan's, however, until 1924, when he took a full course of Braille shorthand and telephony. On completion of his training, he returned to Liverpool, his home town, where he was employed as a telephone operator up to within a few weeks of his death.

Eason never really recovered from the death of his wife, which took place only a comparatively short time before his last illness, and within a few weeks of giving up his post on account of ill-health he died in hospital. His death took place on 17th February, 1937, and he was buried at Yew Tree Cemetery, Liverpool, near his wife. A wreath from Sir Ian Fraser and his St. Dunstaner comrades was among the wreaths.

We extend our deepest sympathy to his relatives, and particularly to his son and daughter-in-law.

### Birth

PEARCE.—To the wife of W. J. S. Pearce, of Hendon, a son.

### Deaths

We offer our sincere sympathy this month to the following:—

DAY.—To H. Day, of Luton, whose father passed away on 6th May.

DENNY.—To E. Denny, of South Africa, now in England, and his wife, who have suffered yet another bereavement by the death in South Africa of their son, Leslie.

ELLINSON.—To the wife of W. Ellinson, of Warwick, who has recently lost her mother.

FEARN.—To the wife of E. Fearn, of East Kirkby, who has suffered a further loss in the death of her sister.

FLETCHER.—To G. Fletcher, of Marple, whose mother, with whom he lived, passed away on 28th April.

HILL.—To H. E. Hill, of Devizes, and his wife, who lost their son, Tom, on the 22nd May, after a very short illness.

JONES.—To B. F. Jones, of West Greenwich, who lost his wife on 4th May.

MOELLER.—T. G. J. Moeller, of Dagenham, whose step-mother has recently passed away.

PALMER.—To the wife of H. Palmer, of Thornton Heath, who lost her brother on 10th April.

RHEES.—To G. Rhees, of Pimlico, whose wife died on 20th April.

TEMPERTON.—To C. E. Temperton, of Hull, who has suffered a further loss in the death of another brother on 11th May.

### Marriage

ROSS-SAGAR.—On 15th May, at All Saints' Church, Habeigham, Burnley, C. Ross, of Padiham, to Miss Annie Sagar.

## Insurance Scheme Concession MINISTRY OF HEALTH AND THE WAR-DISABLED.

IN connection with the Widows', Orphans' and Old Age Contributory Pensions (Voluntary Contributors) Bill, now in Committee, Mr. R. S. Hudson, Parliamentary Secretary to the Ministry of Health, has given an assurance to Sir Ian Fraser and a deputation from St. Dunstan's which waited upon him at the House of Commons, that Wounds and Disability Pensions which by Section 16 of the Finance Act, 1919, are not reckoned in computing income for any of the purposes of the Income Tax Acts, would be left out of account in the assessment of income for the purpose of determining eligibility for entrance to the new Insurance Scheme.

Commenting upon this Sir Ian Fraser said: "This means in effect that practically all blinded soldiers, and for that matter other severely disabled soldiers, who are not already insured and are under the prescribed age, will in future be able to become insured, for very few indeed have private incomes and earnings exceeding £400 per annum. We have long felt that there should be a Government Scheme which would aid the severely

disabled soldier to make some provision for his widow in the event of his death from natural causes, and rejoice that this will now be the case. In my opinion all disabled soldiers who are eligible should join as soon as the Act is passed, for owing to the age of these men on entry, the benefits represent extremely good value for the contribution."

Sir Ian's successful representations were made while the Bill was passing through the Committee stage. The Bill has yet to receive its Third Reading and to go to the House of Lords. It is anticipated that it will become law during the next few weeks. Immediately this is the case full particulars will be addressed to all St. Dunstaners whom it concerns.

## The Coronation Honours

ST. DUNSTANERS will learn with pleasure that the King has conferred a Knighthood upon Major F. W. C. Fetherston-Godley, Chairman of the National Executive Council of the British Legion.

Another friend of the blind included in the Coronation Honours is Mr. W. H. Tate, Member of the Advisory Committee on the Welfare of the Blind, who has been awarded an O.B.E.



Another photograph taken on the occasion of the King's visit to St. Dunstan's. His Majesty is on the left of the group.

## Engine Named "St. Dunstan's"

AN interesting ceremony took place at Euston Station on Saturday, April 17th, when a new L.M.S. locomotive was christened "St. Dunstan's" after our organisation.

The engine was drawn up on No. 1 Platform, and a guard of honour composed of St. Dunstaners, headed by the band of the Marylebone branch of the British Legion, took up their positions on the platform, awaiting the arrival of Mr. E. J. H. Lemon, Vice-President of the London Midland and Scottish Railway Company, and Captain Sir Ian Fraser, who was to unveil and christen the engine, with the official party. This included Lady Fraser, Colonel Eric Ball, senior member of our Council, and Mrs. Ball; Mr. E. E. Mavrogordato, a member of St. Dunstan's Council, and Mrs. Mavrogordato; Miss Hamar Greenwood, a member of the Council, and Mr. W. G. Askew and Mrs. Askew.

Introducing Sir Ian, Mr. E. J. H. Lemon said that their railway, like St. Dunstan's, stood for service. Saint Dunstan was a craftsman. The men who made the engine were craftsmen, and St. Dunstan's was turning out craftsmen.

A brass replica of St. Dunstan's badge had been fixed to the side of the engine,

and before unveiling this, Sir Ian said: "I represent 2,000 men who were blinded in the War. We might be called the two battalions of blinded soldiers. Though not a regiment in the military sense of the word, we are bound together by the same ties of loyalty and comradeship as the regiments in which we served during the War.

"I would like to thank the porters and train crews of the railways for the kindly personal service which they always give to blinded people, and I should also like to thank the directors and managements of British railways for the facilities which they have given to blinded persons travelling on their railways."

Sir Ian then unveiled the badge and christened the engine, "St. Dunstan's."

The engine which has been given our name is one of a group of passenger engines known as the "Patriot" class.

When these engines were built during the period 1930-1934, they were generally referred to as either "Rebuilt Claughtons," or "Baby Scots," as the new locomotives were a smaller edition of the "Royal Scot" engines which were then the largest passenger locomotives on the system.

These engines are used on main line express passenger services, included in which are the popular two-hour trains between Euston and Birmingham.

## The OLD BILL Fraternity

### ENROLMENT FORM

I consent to become a member of The Old Bill Fraternity and undertake to purchase from St. Dunstan's, goods made by war-blinded men to the minimum value of 5/- (plus cost of delivery) annually. To pay an initial membership fee of 6d. and in the event of my having to resign, to provide a substitute member. In fulfilling these conditions it is my desire to show appreciation for the sacrifice made by the Nation's war-blinded, and I will assist by interesting others in the objects of the Old Bill Fraternity.



"PUT IT THERE MATE" →

M.H.R.H. The Duchess of York  
145 Piccadilly

Please state title or whether Mr., Mrs., or Miss.

Queen Elizabeth is the first Lady Member of the Old Bill Fraternity—a scheme to help the sale of St. Dunstan's goods. Above is a reproduction of the enrolment form which Her Majesty signed as Duchess of York.

## A Pilgrimage to Poperinghe

T. H. TUXFORD, of Redditch, was one of a party of Toc H members which recently made a pilgrimage to the old Talbot House at Poperinghe. Here is his own story:—

Our party, numbering thirty-four, met at Victoria Station at 9.30 p.m. on the 23rd April, where we were issued out with our little books of tickets. Then we began to get to know each other, for we were from all parts, from the south of England to North Wales.

The boat train steamed out of Victoria at 10, arriving at Dover at about midnight, where we boarded the ferry-boat. Here the stewards did their utmost to make us comfortable for the crossing to Dunkirk. This effort was quite successful where the three lads from the town where needles are made were concerned, for they had a nice creamy Guinness before they finally turned in for the night. Arriving at Dunkirk, our friend the steward gently awakened us with a nice cup of tea, and a small glass of something which we emptied into the tea just to save wasting it. We were then quite brave enough to pass the Customs, and a ride in a charabanc to Poperinghe.

The thing that struck me most in Dunkirk was the top of the charabanc. Just the same old cobble-stones, and sitting in the back seat was the cause of this.

A warm welcome awaited us on arrival at the old house, where rooms were allotted to us, and a much needed wash and shave enjoyed. A few yards from the house was the hotel where we sat down to a real English breakfast. We did a complete tour of the old house and held a short service in the chapel, which, by the way, is at the top of the house. Four flights of stairs and then up a ladder.

The next two hours before lunch, were spent in a quiet walk around Poperinghe, and I can tell you it was hot, although I was being pushed about in a wheel-chair. An estaminet loomed close handy, so we decided it would be far better, if we spent our available time in a little real relaxation, to ensure the preservation of our energies with which to face the afternoon's programme. The relaxation lasted just three minutes, for alas, at the end of that time, thirty of our party had found our whereabouts, and Madame was busy playing all the old wartime songs on her radiogram.

We lunched at the hotel, and then it was decided to walk to Ypres, visiting cemeteries on the way. The first we called at was not far from Poperinghe, and is the smallest British Cemetery on the whole of the front. Two more were also visited before we came to Vlamertinghe. At this point our blokes were becoming leg-weary, so it was decided to train the remainder of our hike. By this means we were able to arrive at Haig House, the headquarters of the British Legion, Ypres, in good time for tea. After tea we were quite ready for another walk, this time around the battlements by the canal, a visit to the Cathedral, and to Menin Gate.

At 8 p.m. we went back to Menin Gate, for "Light." This ceremony took place immediately after the sounding of Last Post, and St. Dunstaners who are members of Toc H will be pleased to know that the only St. Dunstaner

with the party received the honour of presiding over that ritual.

The "chara" came up in a short time, and we just rode back to Poperinghe, and called it a day. Did we sleep? I ask you?

After nine hours of sublime unconsciousness, my hand found my braille watch, which told me it was time to show a leg. At practically the same time my two pals came to the same conclusion with regards to the necessity of putting a jerk into it. A hot and cold shower bath, together with a very close shave, enabled us to present ourselves at the breakfast-table with schoolgirl-like complexions.

Breakfast over we all congregated in the library at Talbot House to discuss the route, and to find out any special places of interest, which any of the party wished to visit.

I will now give a very rough sketch of the ground we covered in the hope that it will revive at least some memories and be of interest.

Now we are off. Taking the road through Lissenhoek on to Reiny Siding, we halted a few minutes before proceeding to Westoutre via Mont des Cats. At all the cemeteries we stopped, in the hope of finding a grave that would put the mind of some poor soul at home at rest.

Passing Kemmel Hill, through Kemmel, on to the Pool of Peace and Lone Tree Crater, we eventually came to Hill 60.

We decided that before climbing the hill it would be common sense to explore our luncheon boxes. The driver of the "chara" was an ex-service man, so of course he did not need to be told where to park his old bus. He managed it just outside the door so with the help of my pal and my other leg, no time was wasted in getting inside this little place.

In a short time the blokes wanted to start their climb and see what there was to be seen at Hill 60. Here I have a confession to make. As I felt quite comfortable I stayed where I was until the crowd returned about an hour later. That hour went very quickly.

Once again into the "chara," and on to Sanctuary Wood. Here Light was taken over the grave of Gilbert Talbot. A very impressive ceremony.

The next long halt was at the Canadian Memorial, "Tyne Cot." This was almost the end of our tour so it was back to Ypres for tea. This over, most of us sallied forth to visit the points of interest, including several churches. Madame in charge of Haig House interested me so much in her collection of postage stamps, that I bought 120 Fr. worth, which my boy, who suffers acutely from that mania, thinks are absolutely "it." On second thoughts I am sure a walk would have been more beneficial to me.

From Ypres, the old "chara" soon got us back to Poperinghe, where we indulged in a real wash and brush up before sitting down to a very good dinner, and nutriment from bottles which were wired up.

We left Poperinghe for Dunkirk at 10 p.m. to catch the midnight ferry-boat for Dover. It was rather a dirty crossing, and my party were fortunate in having such a clear conscience, which, I suppose, was responsible for us enjoying such a good sleep.

There was a hearty welcome for us at St. Dunstan's, and I must say, "Thank you, Headquarters," from those three Toc H men.

T. H. T.

# SPORTS CLUB NOTES

## 15 Mile Walk

THIS event took place on Saturday, April 17th, from North Wembley, and once again we were the guests of the Natappro Club. We are indeed fortunate in the excellent accommodation which this Club provides for us. The day, however, was not one of the best.

Mr. Pike got the competitors away to a good start, and A. Brown immediately took the lead, with J. Jerome right on his heels. At five miles these positions were maintained, with T. ap Rhys lying third, closely followed by H. Boorman, H. Gover, G. Fallowfield, W. Trott, J. Coupland, H. Giles, A. Craigie, W. Castle and T. Rouse. At ten miles a very cold wind sprang up, but in spite of it every competitor completed the trying course. The final placings were:—Section A—A. Brown first in 2.11.55, J. Jerome second in 2.16.21 and H. Gover third in 2.23.37. In Section B, T. ap Rhys was first in 2.20.2, winning Dr. Bridges' handsome cup, H. Boorman being second in 2.28.9 and A. Craigie third in 2.34.12.

After the race, tea was served in the Clubhouse by lady members of the Natappro Club. Miss Hamar Greenwood, who came on after the unveiling of the L.M.S. engine, gave thanks to everyone who had helped, and Mr. Pike then presented the prizes, speaking in glowing terms of our men's performances on such a day. T. ap Rhys replied on behalf of the St. Dunstan's sportsmen, as usual combining brevity with wit, and so ended the last walk of the season.

A journey home in a trade van that has no cushions and is not too well sprung,

hardly encourages good singing, but after that Cup has been passed round a few times, I would back our lads against all comers!

W. A. T.

## Sports Meeting

At the General Meeting at Headquarters on Tuesday, the 27th April, it was agreed to hold the **General Sports** on Saturday, June 19th, at 2 p.m. and the Regatta at Putney on Wednesday, July 14th, at 1.30 p.m.

Entries for Sports Day cannot be received after **Monday, 7th June**. Please help us by entering your name and applying for tea tickets early.

Programme:—

1. Children's Handicap Race. 35 yards. Girls and Boys under 6 years.
2. Girls' and Boys' Handicap Race. 50 yards. Six years and under 9 years.
3. Girls' and Boys' Handicap Race between 9 and 12 years. 60 yards.
4. Girls' and Boys' Handicap Race between 12 and 15 years. 80 yards.
5. Ladies' Surprise Race.
6. Three Legged Race. One Lady and one Gentleman.
7. Egg and Spoon Race.

Events for St. Dunstaners:—

8. Inter-club Cup Competition.
  1. Throwing the cricket ball.
  2. Putting Weight.
  3. Single Jump.
  4. Treble Jump.
9. 75 yards Sprint, A and B Section.
10. Throwing the cricket ball, A and B Section.
11. Putting the Weight, A and B Section.
12. Throwing the football, A and B Section.
13. Single Jump, A and B Section.

## 15 Mile Wembley Walk Result

Competitor.	Actual Time. hr. min. sec.	Handicap Allowance. min. sec.	Handicap Time. hr. min. sec.	Handicap Position.
A.				
A. Brown ... ..	2 11 55	Scratch	2 11 55	6 Fastest Time
J. Jerome ... ..	2 16 21	1 30	2 14 51	8
H. Gover ... ..	2 23 37	11 30	2 12 7	7
W. Trott ... ..	2 24 38	13 45	2 10 53	3
G. Fallowfield ... ..	2 25 9	15 0	2 10 9	2
H. Giles... ..	2 30 12	19 15	2 10 57	4
J. Coupland ... ..	2 30 49	19 45	2 11 4	5
J. Rouse ... ..	2 34 2	24 0	2 10 2	1
B.				
T. ap Rhys ... ..	2 20 2	2 15	2 17 47	3 Fastest time and Dr. Bridges' Cup
H. Boorman ... ..	2 28 9	10 45	2 17 24	2
A. Craigie ... ..	2 34 12	20 45	2 13 27	1
W. Castle ... ..	2 42 15	20 30	2 21 45	4 Takes 3rd Prize

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