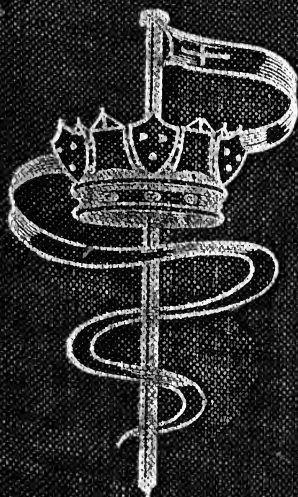


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Continent in a Man-of-War



The Log of H.M.S. PELORUS
1906-1909



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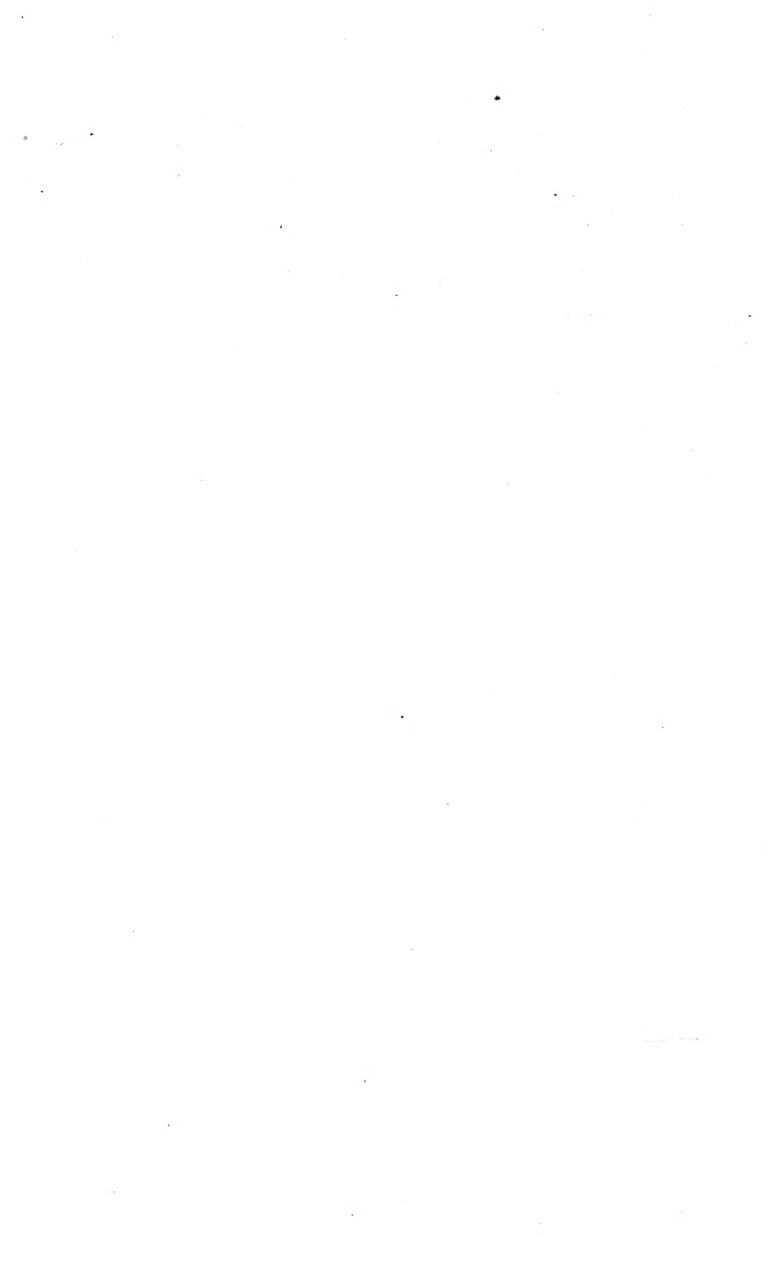
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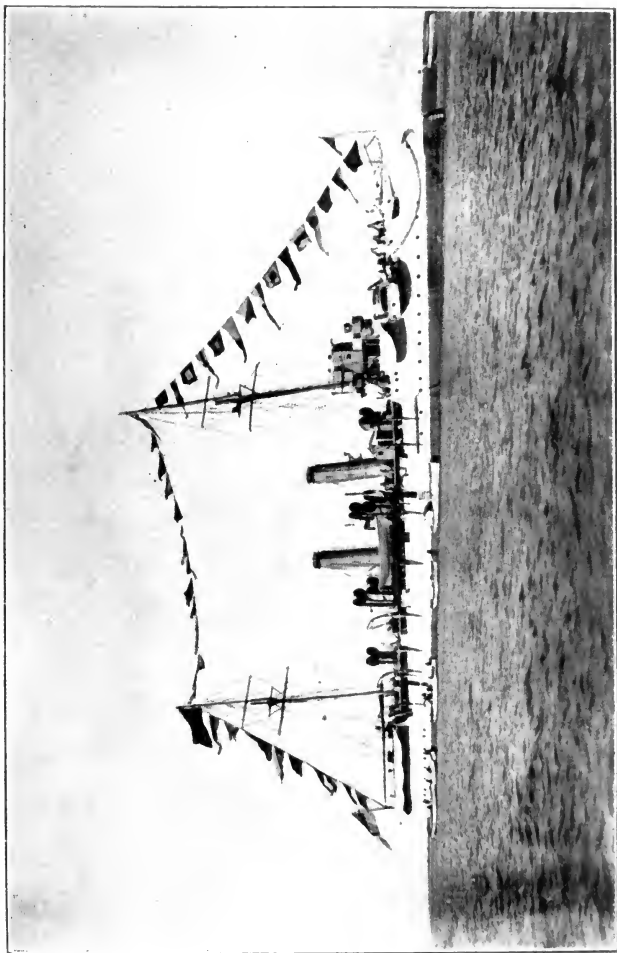


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THE "LOG" SERIES.

Across a Continent in
a Man-of-War





H.M.S. "PELORUS." SHIP DRESSED AT SIMON'S TOWN.

Across a Continent in a Man-of-War

Being the Log of Commission of
H.M.S. "PELORUS"

1906-1909.

With a full account of her cruise of
2,000 miles up the Amazon.

By E. E. HIGHAMS.



London :
THE WESTMINSTER PRESS (GERRARDS LTD.)

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1909.

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AUTHOR'S NOTE.

I am greatly indebted to Captain Tancred, Captain Craig and Officers, for their valuable assistance towards compiling this book, and to F. C. Handy, S.B.S., and others for the illustrations contained herein, and hope the publication may be the means of recalling many pleasant episodes to my comrades, and also our friends at the several ports it was our pleasant duty to visit during our commission on the Cape Station, and S.E. coast of America. I have used my best endeavours to achieve the object of the Log Series, and trust it will meet with your favourable appreciation.

E. E. H.

ERRATA.

For *Casper's* Institute and Lieut. *Casper*, pp. 46, read
Cooper's Institute and Lieut. *Cooper*.

For *Murzenburg*, pp. 65, read *Muizenburg*.

For *Recifer*, pp. 183, read *Recife*.

For *Sunday*, January 19th, 1909, pp. 188, read
Tuesday.

H.M.S. "PELORUS."

Cruiser, 3rd Class.

Built at Sheerness. Completed 1897.

Cost £154,315.

Displacement 2,135 tons.

Length 300ft. Breadth 36½ft.

Horse Power, 5,000 N.D. (7000 F.D.)

Speed, nineteen knots.

Coal Capacity, 517 tons.

Complement, 224 Officers and Men.

ARMAMENT—

Eight 4in. quick-firing Guns.

Eight 3-Pounder Hotchkiss.

Three .303 Maxims.

Two Torpedo tubes.



CAPTAIN CRAIG AND OFFICERS.

OFFICERS.

	Appointed to Ship.
<i>Captain</i>.....ARTHUR W. CRAIG.	Jan. 1, 1908.
<i>Lieutenant</i> .(G) NITHSDALE C. A. MOORE.	Oct. 13, 1906.
(N) JOHN F. FORD ANDERSON.	,, ,,
CHARLES H. JONES.	,, ,,
ROY N. SUTER.	,, ,,
HENRY J. M. M. CRICHTON.	,, ,,
<i>Eng. Com</i>.....EDWARD J. WEEKS.	,, ,,
<i>Eng. Lieut</i>.....NORMAN ROBERTS.	Jan. 23, 1907.
<i>Staff Surgeon</i> ..JAMES G. WATT.	Oct. 13, 1906.
<i>Staff Paym</i>.....GERARD A. E. WYLLYS.	,, ,,
<i>Assist. Paym</i> ...JOHN N. WITH.	,, ,,
<i>Gunner</i>.....JOSEPH ELLIOTT.	,, ,,
<i>Carpenter</i> .....FREDERICK W. WOOLCOCK.	,, ,,

SHIP'S COMPANY—SEAMAN BRANCH.

NAME.	NAME.	NAME.
A. J. Lamb	W. C. Norval	D. Farquharson
E. W. Clark	P. E. Barton	J. G. Keane
C. J. Hill	L. Needham	W. James
D. Stannaway	T. W. Garters	P. Curran
T. Gent	W. C. Cross	A. Smart
G. B. Evans	E. J. Stevens	C. F. Drew
T. Hennessey	F. G. Allen	A. Barnes
H. W. Long	E. G. Hucker	E. Algar
F. C. Way	T. S. Woods	W. G. Webb
W. Gregory	G. Dudley	J. Woodhall
A. G. Dawson	W. Thomas	H. Hughes
H. A. Smith	G. J. Burkett	C. H. Hill
F. Hoblin	H. Cross	W. Charlton
F. Briggs	C. Grabham	W. Danks
D. J. Donovan	W. H. Putt	E. Davey
E. E. Highams	J. Griffiths	W. E. Toogood
C. Bickford	R. W. Rowse	M. Allcock
H. W. Bishop	J. B. White	R. Chiswell
J. C. Wills	P. R. Martin	C. Evans
E. Tucker	A. D. Clark	F. Billings
J. Daly	R. D. Watson	H. Sidthorpe
J. Mallett	T. Harris	J. E. Sheppard
C. Chope	D. McEwen	A. Beamout
J. M. Hoyle	F. Mills	F. Barrett
F. E. Baiss	J. Colquhoun	M. Lynch
C. Jenkins	J. R. Currie	S. Venning
R. V. Keane	T. Dalzell	F. C. Hendy
B. Carroll	A. Macrae	R. Pigott
H. T. Day	J. A. Sharpe	B. C. Reed
G. L. Evans	J. Catrall	W. Phillips
T. H. Berriman	A. Graham	F. Callaghan
W. J. Isaacs	J. McNurtry	H. J. Moss
B. Bushead	J. E. Honer	G. Christie
E. F. Nolan	E. Jordan	W. E. Martin
R. H. Swiggs	J. Doodson	G. Rowe
E. R. Gater	D. Duffey	H. Spiller
J. C. McBride	J. Theakstone	G. Bartlett
F. C. Maber	A. C. Hogsden	A. Fuller
E. Woods	A. Penrose	C. Levy
J. Fitzgerald	S. Evans	

ENGINE ROOM BRANCH.

NAME.	NAME.	NAME.
G. Gilbert	A. Sircombe	G. F. Frost
W. J. Jones	R. Donnelly	D. Sliney
J. Rundle	A. Rogers	J. Piper
W. Milton	J. Williams	W. Hodge
J. Tector	S. Oliver	S. Walker
C. Neill	R. Warren	O. D. Sullivan
C. Johns	T. Spratt	E. Gillighan
V. Sands	J. Brodie	J. Mallet
T. Hind	J. Pidduck	G. Plumber
E. E. Chellew	J. Matthews	W. Harrington
J. Granville	J. Flynn	J. S. Barnes
R. J. Greene	A. Llewellyn	J. Connors
A. Chesterfield	J. Lennon	T. Kelly
P. Foley	J. Averson	J. O'Keefe
E. Brokenshire	M. Connolly	W. Stopps
F. C. Hill	W. Symons	T. Harold
G. Gardiner	J. McGuire	G. Woods
J. Blagden	E. Norgrove	N. Johnson
M. Blake	W. Abrahams	H. Warcing
W. Stoodley	W. Spence	F. Viner
P. J. West	J. Kearns	E. J. Hook
J. Brooking	T. McNicholas	W. Isaacs
E. McTaggard	R. Coggins	F. Budd
E. J. Joyce	E. Paddy	W. Sayer
G. Rundle	C. Morgan	A. Pates
P. Mc. Goey	M. Humphreys	J. Young
M. Brown	J. Calnan	H. Wright
J. Owens	E. Nyhan	J. Paternoster
W. Field	J. Long	E. Davis
W. J. Pope	W. Lewarne	
W. Tobin	G. Edgecombe	

MARINES.

NAME.	NAME.	NAME.
Sergt. F. Knight	Pte. R. Kettels	Pte. P. Ford
„ W. Parker	„ W. Johnson	„ J. Gray
Corp. S. Doming	„ P. McGovan	„ R. Magill
L.Cp. P. Hensman	„ H. Rutter	„ E. Wortley
Pte. F. Symons	„ A. Compton	„ W. Chambers
„ R. Hart	„ H. Harris	„ W. Grant
„ A. Withers	„ J. Sloan	„ S. Hockaday
„ F. Smith	„ H. Branston	

PREFACE.

THE LOG OF H.M.S. "PELORUS" should be of interest, not only to the officers and ship's company who served in her between 1906 and 1909 and their relatives and friends, but also to all who take an interest in our "First line of defence." Although it was not the fortune of the "Pelorus" to be engaged in warlike operations, she rendered more service to the Empire in shewing the White Ensign over a larger portion of the Southern hemisphere than usually falls to the lot of one of H.M. ships on foreign service; and in penetrating over 2,000 miles into the South American continent accomplished a feat which had never been previously attempted by a British warship.

A glance at the map will shew the immense area covered by the "Pelorus" during this commission, embracing as it does the greater part of the East Coast of Africa, Mauritius, the West Coast of Africa, St. Helena, the East and N.E. Coasts of South America from the River Plate to the Amazon, and the Amazon River to within a comparatively short distance of the West Coast of South America. The constant state of readiness of H.M. ships to "proceed

PREFACE

anywhere and do anything" at short notice is well illustrated by the South American voyage of the "Pelorus," which had reached St. Helena on the homeward voyage to pay off after two years' service on the Cape Station before anything was known of the subsequent movements, and the orders to proceed up the Amazon River were not received until some time after the arrival of the ship at Buenos Aires.

In view of the large amount of steaming through pilotage waters, the greater part uncharted, it is interesting to remember that the name of the ship is derived from a pilot who was employed by Hannibal in crossing from Carthage to Sicily. It is stated that Hannibal, suspecting the capacity and honesty of Pelorus, removed his head, but subsequently found that he had unjustly doubted the pilot, and gave him a magnificent funeral, naming also a cape in Sicily in his honour Cape Pelorus.



CAPTAIN CRAIG, OFFICERS, AND SHIP'S COMPANY.

Across a Continent in a Man-of-War.

CHAPTER I.

*H.M.S. "Sirius." — Our Passage Out. —
Crossing the Line.—Death of a Stoker.
—Arrival at St. Helena.*

MONDAY, 17TH SEPTEMBER, 1906.—The day is a dull one at Devonport when the nucleus crew on board H.M.S. "Sirius," 3rd class cruiser (Captain Lowther-Crofton, R.N.) is stirred into unusual activity as the men, detailed some few weeks previous, flock on board from the Barracks, "Cambridge," etc., to bring us up to full strength for service in H.M.S. "Pelorus" on the Cape of Good Hope Station. At 3.30 p.m. all had arrived with their bags, hammocks, chests, and other impedimenta necessary to the naval man, which are quickly stowed in their allotted places and the men told off for their various parts of ship, messes, etc.; after which the decks are cleared up and stations read, and fire and

other stations exercised. Special leave is then granted to the watch until 6.30 a.m. Most of the men you may be sure take advantage of this and sleep on shore, the evening on board being spent very quietly until pipe down at 10 p.m.

Tuesday, 18th.—The forenoon is passed in getting things into their allotted places and exercising the stations necessary before going to sea, such as collision stations, closing watertight doors, etc. In the afternoon we prepare for sea, taking on board the various stores and mails, amid the usual bustle and activity prevailing on such an occasion. The Captain having paid his visit and returned from Admiralty House, the buoy is slipped and we proceed out of harbour. We clear the well-known break-water at 4.45 p.m. and proceed in S.S. westerly direction at 12 knots, the weather being fine with a fairly good Channel swell. As may be expected, the unaccustomed motion of the ship caused not a few, especially the younger members, to lose their equanimity and suffer the usual qualms of *mal de mer*, but on the whole a fairly good night is spent, the sea boats' crews being exercised as the watches are changed.

Wednesday, 19th.—At 9.15 a.m. we were assembled at divisions, and after the usual inspection and rounds, divine service is conducted by the Captain. Stations are then read for general quarters, which are afterwards exercised and the guns' crews re-organized as necessary. The hands are then employed at odd jobs up to 4 p.m., when, after going to evening quarters, the lower-deck is cleared and three warrants read, one marine and two stokers being deprived of badges for breaking leave previous to our leaving Plymouth. We then exercise collision quarters, getting the mat out on the port-side, time taken 7 mins. 30 secs. The ordinary seamen and boys are then taken to physical drill, which caused a good deal of chaff among the older hands, this being the first time many had seen the new-system drill.

Thursday, 20th.—At the usual time we go to divisions and divine service, then go to small arm drill. This is carried out as a rule every week, and consists of a series of exercises with rifle and bayonet, each company being taken by its respective officer. The afternoon being fine and hot, the men take advantage of the make and mend given and have a snooze in the tropical sun, with

the exception of the numerous jewers (men who do tailoring), who could be seen with their machines and chattels at odd jobs. At 4 p.m. physical drill is given to boys and ordinary seamen.

Friday, 21st.—The day being fine, the bedding is aired and afterwards laid out at divisions and inspected by the Captain, this, of course, being necessary at various times to ensure cleanliness. After the bedding is again stowed, the hands are employed refitting ridge ropes, etc., for the various awnings which we shall later have to spread as a protection from the sun. The watch is called after dinner and employed as necessary until evening quarters, which being over, we exercise stations for abandon ship, an evolution which concerns every individual unit, each having a boat to which he would repair and a certain amount of stores to provide, such as biscuits, bully beef, water, etc., as time and circumstances would permit should such an emergency occur.

Saturday, 22nd.—The routine for the day, which is a thorough cleansing, is duly carried out, the decks being first scrubbed with sand and then washed down by hoses, run fore and aft, driving all before them ; in fact, it is

a regular water carnival until about 10.30, when the decks are dried up and canvas deck-cloths spread over them ; the guns are then cleaned, being treated to an extra polish for Sunday. After dinner the rifles, bayonets, cutlasses, etc., are cleaned and a thousand and one odd jobs executed until evening quarters. The Saturday evening is passed very much the same as in private life, which is always considered something out of the ordinary, each one shaving and preparing his clothes, etc., for the morrow, the barbers haircutting, cook getting dinners made, etc., the whole joining in some well-known music hall chorus to the strains of a mouth-organ, played generally by the Cockney, an instrument at which he excels.

Sunday, 23rd.—At 9.30 a.m. the ship is inspected by the Captain and the hands muster by the open list, this being carried out once a month to enable the ship's pay ledger to be checked. As each man passes the table at which the Captain stands, surrounded by the officers of the various branches, he calls his number, rating, badges, and other items by which his pay is accrued, everyone, with the exception of those sick and on duty, participating in this function. Church is then

6 Across a Continent

rigged on the poop and divine service carried out, conducted by Eng.-Lieut. Weeks. In the evening the sea-boats are lowered and hands piped to bathe, of which you may be sure not a few took advantage. The boats being hoisted, we again proceed on our course, land being sighted at 7.30 p.m., which proved to be the Canary Group, Las Palmas being our first port of call.

Monday, 24th.—At 7 a.m. we alter course and proceed into harbour and drop the port anchor and tie up stern to buoy and prepare for coaling. At 8 o'clock we fire a salute of 21 guns, which is returned, and the various visits paid by Consuls and officials. The hands start coaling at 9.30, 210 tons being taken on board at an average of 45·3 tons per hour, after which the decks are washed down and leave given to petty officers.

Tuesday, 25th.—All hands are employed throughout the day cleaning ship after the coaling, with the exception of O.S. and boys, who are taken to seamanship instruction by P.O. Stannaway. In the evening a cricket match is arranged and played with some of the British residents, which resulted in a win for the latter by 21 runs, leave being granted to the port watch from 4 until 10 p.m.

Wednesday, 26th.—Small arm companies exercised until 10 o'clock, when O.S. and boys go to instructions and the remainder employed about ridge ropes, etc. After dinner we again prepare for sea, special leave being given as yesterday. The officers were guests to a dinner and dance given at the British Embassy.

Thursday, 27th.—We weigh at 6.30 a.m. and proceed at 12 knots for Sierra Leone. Bedding is aired and awnings spread during the forenoon, a make and mend being granted at 1 p.m. In the evening prepare for and exercise action, and stations are read; when the evolution was carried out, the men were complimented by the Captain on the performance, after which the hands are piped to bathe.

Friday, 28th.—Weather fine at sea. At 9.30 we exercise general quarters and fire stations, after which the hands are employed as requisite about ship, the watch being called in afternoon and engaged at odd jobs. After evening quarters the hands go to "physics" for fifteen minutes and then exercise man and arm ship. This is an evolution much the same as general quarters, except that the torpedo tubes' crews are employed at

the searchlights, the object being to repel attack by torpedo craft, which would invariably be made under the cover of darkness. It came on rough in the night and we had to ease down a bit owing to the heavy seas which washed us fore and aft.

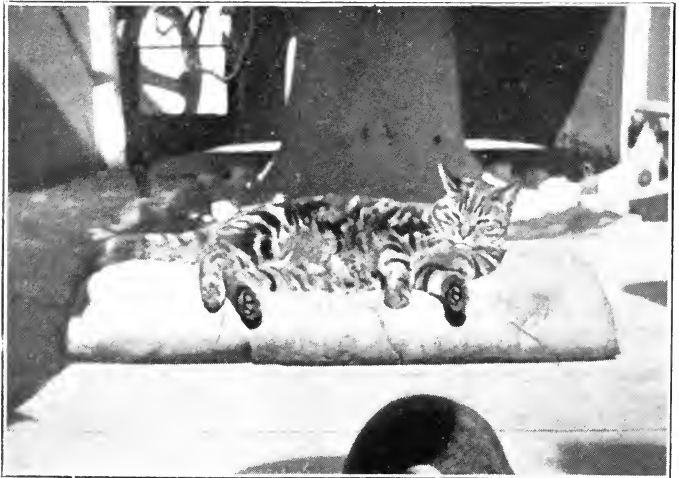
Saturday, 29th.—Weather continues dull with very heavy sea, and nothing much in the way of work was able to be carried out, and we were glad when it eased a little, which it did towards evening. An impromptu sing-song got up by a few helped to relieve the monotony prevailing for a few hours. At 6 p.m. Cape Verde Islands are passed.

Sunday, 30th.—Rounds, divisions, divine service as usual. At 11.30 a.m. an accident occurred in the engine-room. Owing to motion of ship a stoker (W. Cross) fell amongst the engines and was badly jammed and cut about body and legs; he was carried to the sick berth unconscious but improved much during the day. After tea the targets are prepared for firing on the morrow.

Monday, October 1st.—The weather being fine we get out the target and carry out 1-in. aiming during the forenoon, followed after dinner by 4.7-in. and 3-pdr. practice. At 4 p.m. we again get in target and proceed on



GROG.



JIM, THE SHIP'S PET.

our course at 12 knots. Warrants are read, and two men sentenced to five and three days' cells.

Tuesday, 2nd.—All hands employed as requisite. Meantime the officers had a bit of sport with their guns, firing at several large sharks which followed us for several miles. At 2.30 p.m. we alter course and proceed into Sierra Leone and anchor five shackles, where we were soon surrounded by native boats with fruit and other merchandise for sale, and the usual "Heave I dive" boys, so called on account of their ability at diving, being capable of bringing anything thrown into the water to the surface. They cause a good deal of amusement, especially to the passengers on the big liners, from whom they earn a fairly good living from the coins thrown them. In the evening we prepare for coaling and give special leave to the watch until 9 p.m.

Wednesday, 3rd. — Several visits were paid to the Captain by shore officials. Hands employed coaling, of which 230 tons are taken aboard at an average of 47·8 tons per hour, after which the decks are washed down and leave granted to the watch until 9 o'clock. We take on 12 Kroomen for

service in Simons Town dockyard, where they are employed about coal, etc. They speak fairly good English and are very clean and smart in appearance. Of course, they do not live amongst us, but have an allotted place on the booms.

Thursday, 4th.—Hands employed cleaning ship, etc. ; weather very hot and showery. The British Consul paid a visit to the Captain at 10.30 and on leaving is saluted with 13 guns. After dinner we prepare for sea, weighing and proceeding at 6 p.m. at 12 knots for Ascension Island.

Friday, 5th.—Hands are exercised at general quarters and carry out divisional drill, after which the day is spent very quietly, owing to Leading Stoker M'Goey being taken very bad with double pneumonia, this bringing our total of sick up to 13, mostly cases of slight fever.

Saturday, 6th.—Usual routine for the day is carried out until 4 p.m., when preparations are made for crossing the line. The functionaries of the ceremony (men who had previously crossed) having donned their robes of office, troop aft to the poop, headed by Neptune and his bride, where they are received by the Captain and officers, and the

fun commences. The barber takes up his position at a small platform rigged on the break of the poop, at the end of which is a chair in which the victim sits directly over a bath of water. The barber's stock-in-trade is a razor about 3ft. long and a bucket filled with a mixture of soft soap, flour, soot, and a few other ingredients reduced to a lather by water. This is applied by a large whitewash brush on the victim's face, filling both mouth and eyes; the razor is then brought into play, followed by a sharp cant backwards into about 4ft. of salt water, where the victim is treated to a good ducking by the bears amid roars of laughter. The ceremony lasts until about 6.30 p.m., all showing their appreciation by three hearty cheers.

Sunday, 7th.—A very wet and dirty day, the ship washing down fore and aft, through which we had to ease down to nine knots; no rounds or divisions, but divine service held on fore mess deck. The weather eased a bit in the evening, so speed was again increased to 12 knots.

Monday, 8th.—We sight the Island of Ascension at 7.30, and altering course, proceed into Clarence Bay, and anchor four shackles and land M'Goey to hospital. We

receive our mail from the SS. "Charlotte," of Goola, which is still lying here laden with coal. Hands are employed as necessary about ship, O.S. and boys at instructions; no leave being given the evening is passed fishing, a good many being caught.

Tuesday, 9th.—Hands employed about ship as necessary; got out diving gear into cutter and surveyed moorings, etc. In the afternoon we got in three large turtles, for which the island is famous, one being for the Admiral. Gave leave to petty officers until 6 p.m., the hands preparing for sea. At 8.0 p.m. we weigh and proceed for St. Helena.

Wednesday, 10th.—At sea, weather rainy, sea rough. Exercise small arm companies until 10 o'clock, when the guns' crews are taken to drill; O.S. and boys at seamanship. Watch called in afternoon and employed as necessary; evening evolution, fire stations and physical drill.

Thursday, 11th.—Hands employed as necessary in forenoon; make and mend granted at 1.30 p.m. Evening evolution, out collision mat. It is with sorrow that I have to record our first death. Stoker A. Williams went on watch to all appearances

quite well, and was employed getting coal from the upper to lower bunkers, but being rather long away was, of course, missed by his watch mates who, on going into the bunker, found him lying on his back as they thought in an unconscious condition. He was quickly conveyed to the sick berth, where the doctor was soon in attendance, but found life extinct. His body was placed under a screen to await post-mortem examination on our arrival in port.

Friday, 12th.—Hands employed in carry-out the usual Friday's routine, nothing of any note occurring, except that a certain amount of gloom seems to pervade everyone as they watch the carpenter and staff at work on the coffin, and the gunnery instructor putting a company of men through the funeral exercise, getting them in trim to pay the last respects to our deceased shipmate, who leaves a widowed mother and sisters to mourn his loss, the deepest sympathy being extended to them from all.

Saturday, 13th.—Sighted St. Helena and anchored in James' Bay at 7.50 a.m. We found the "Pelorus" anchored here anxiously awaiting our arrival, looking spick and span in a new coat of paint. A post-mortem was

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held on A. Williams, who was found to have died from an ulcerated heart. The hands are employed coaling, of which we took on board 250 tons at an average of 43·5 tons per hour, after which the decks are washed down and leave given to petty officers.

Sunday, 14th.—Funeral of A. Williams took place; he was buried with full naval honours. Hands employed during forenoon cleaning ship; leave given at 1.30 p.m. SS. "Arundel Castle" called and took mail.

Monday, 15th.—Hands getting chests and other stores to "Pelorus." Paid money at 1.30 p.m., and gave leave to the watch until 10 p.m., this being our last evening in the "Sirius."

CHAPTER II.

We turn over to "Pelorus."—"Sirius" leaves for Home.—An Accident.—Drills.—Simons Town.—King's Birthday.—Lord Selborne's visit.

Tuesday, October 16th.—At 8 o'clock we were mustered into our boats with bags, hammocks, etc., the men in the "Pelorus" doing the same, and when all was ready were taken in tow by steam boats and took over our respective ships, the paying off pendant being transferred to the "Sirius." The whole was carried out in a quiet and orderly manner and a credit to all concerned, for by the time dinner was piped it appeared to one and all as though nothing out of the ordinary routine had taken place. The afternoon is passed in various drills, such as fire and collision stations, which being performed satisfactorily, leave is granted at 4 p.m. to starboard watch, the weather being fine and hot.

Wednesday, 17th.—The day is passed

16 Across a Continent

in carrying out various drills, mustering the gunnery and torpedo ratings at guns, tubes, etc., and making the necessary arrangements to meet the requirements of the ship, the usual leave being granted in the evening.

Thursday, 18th.—We are busy getting 60 tons of fuel aboard, after which we washed down and prepared for sea, leave being granted with a make and mend from 1 p.m.; in the evening we sent a mail to "Sirius," which prepared for sea.

Usual routine until 10 a.m., when we both weighed and proceed to sea, the ships' companies manning and cheering as we steamed in opposite directions, she bound for home to enjoy a well-earned leave, and we to join our fleet at Simons Town. Exercise general quarters at 11 a.m., and at 4 p.m. the lifebuoy is dropped and sea boat exercised.

Saturday 20th.—At sea, weather wet and dirty. Usual routine for the day carried out.

Sunday, 21st.—Hands mustered by ledger at 9.30, after which divine service is held on poop, conducted by Captain. During the afternoon C. Hill, Stoker P.O., had centre finger of right hand cut off and another badly smashed in port engine room where he was employed.



BEST GUN'S CREW FOR COMMISSION.

Hogsdon, H. B.
Balss, A. B.

E. Highams, P.O. 2.
(The Author).

Dudley, A. B.
Currie, A. B.

Monday, 22nd.—The day is given up to drills, which we, of course, must look forward to for a few months, being necessary in a new ship to all concerned to attain efficiency. Physical drill for O.S. and boys in evening.

Tuesday, 23rd.—Weather dull with heavy swell, which caused a little discomfort owing to ship rolling so heavily, it being hardly possible to keep one's legs. Nothing much in the way of work was done until the evening when stations for man and arm boats is read and physical drill carried out.

Wednesday, 24th.—To-day the starboard battery are taken to divisional drill, and 1-in. aiming is carried out, a target being dropped for this purpose. O.S. and boys at wire splicing instruction. In the evening a rather unusual evolution is carried out, that is, prepare for towing, at which we were employed until after 6 p.m.

Thursday, 25th.—Small arm companies exercised during forenoon in heavy marching order; make and mend in the afternoon. At 4 o'clock we go to evening quarters and physical drill. Passed a large Castle liner later in the day.

Friday, 26th.—Weather very dirty, with a very heavy beam sea, causing the ship to

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roll badly, so that stations only for general quarters took place, it being impossible to clear the guns away; nothing much could be done, and it would be hard to find a more monotonous day than was spent unless one could fall asleep, which was improbable under the existing circumstances.

Saturday, 27th.—As the day breaks land is sighted, and we get in touch by wireless with the flagship. At 12 o'clock we steam into smooth water, for which we were extremely thankful after having spent such an uncomfortable night. As we were proceeding in, the "Pearl," in tow of large steamer, was going out, having been sold out of the Service; it brought to my mind many happy times spent whilst serving in her in the West Indies. At 12.30 we picked up moorings in Simon's Bay and saluted Admiral J. Durnford in the "Crescent," and the Captain then paid a visit to the Admiral and is saluted with seven guns, the officers of flag and "Forte" paying visits. The mail being sent aboard is served out and eagerly perused for news, this being our first mail since leaving Plymouth. Leave given to watch from 4.30 p.m. until 6.15 a.m.

Sunday, 28th.—Rounds and inspection at

divisions by Captain, after which divine service is held on the poop, conducted by the Chaplain of the "Forte," Roman Catholics and Wesleyans being landed. Sent several cases to hospital; leave given from 1.30 p.m., the men aboard making the necessary arrangements for coaling.

Monday, 29th.—Hands employed until 4 p.m. taking aboard 210 tons of coal, at an average of 40 tons per hour. We had to knock off several times on account of the downpours of rain; washed down in the evening and gave the usual leave. Our Captain went to hospital, having had a run of bad health for some time.

Tuesday, 30th.—Hands employed during forenoon cleaning up after coaling. In the afternoon we got up and returned small arm ammunition sent by the military authorities from St. Helena, who are to be withdrawn under the Haldane Scheme. Weather fine, with bracing S.E. wind, which blows for weeks at a stretch here, anchor watch having to be kept during the night.

Wednesday, 31st.—The watches were taken at various light drills during the forenoon, such as out kedge anchor, diving gear, and fire engines, after which the O.S. and

boys are taken to instructions, gunlayers and sight-setters at the dotter and other aiming appliances, and the torpedo-men fitting illuminating circuits until 4 p.m., when leave is given to watch until 6.15 a.m.

Thursday, November 1st. — The weather being fine, "A" Company is landed for drills in charge of Lieut. C. H. Jones, returning aboard at 11.30; G.L. and S.S. at aiming appliances. The Admiral paid a visit and had a walk around the decks, being well pleased with the appearance of the ship and men, he writing a memo. to that effect. During the dinner-hour monthly money is paid and soap and tobacco issued, 2lbs. of the former being allowed to men on foreign service and enough of the latter to meet the requirements of each man (for which they, of course, pay), after which a make a mend is granted with leave from 1.30 p.m.

Friday, 2nd.—The weekly general quarters is carried out at 9.15, after which we carry out fire and collision stations; the hands being then employed about the ship for the remainder of the day. Physical drill carried out and leave given until 10 p.m. This is a station order for Friday, and adopted for the purpose of having the men on board early for cleaning ship.

Saturday, 3rd.—Weather fine, with S.E. wind; routine for the day adhered to; leave given at 4 p.m.; anchor watch kept during the night.

Sunday, 4th.—At divine service chaplain of the "Crescent" officiated. Usual leave given from 10 p.m. Lot of fish caught in the evening, mostly snook. One man landed a toad fish, which are very common here; they are a small specie, all colours of the rainbow, and when taken from the water blow themselves out to an immense size, and, if eaten, cause death within a few minutes. Anchor watch kept from 8 p.m.

Monday, 5th.—General drill; out bower anchor and man and arm boats in forenoon. At 1 p.m. general leave is granted to watch until 9 a.m, on Wednesday, the watch aboard being employed as requisite.

Tuesday, 6th.—Watch on general leave; watch aboard employed cleaning and painting. O.S. and boys going to instructions. Weekly mail arrived; physical drill in evening.

Wednesday, 7th.—Watch returned from leave; usual routine in forenoon. At 10 p.m. the other watch is granted leave until 9 a.m. Friday; O.S. and boys at instructions; weather fine, with S.E. wind.

Thursday, 8th.—Hands employed cleaning down aloft, drawing stores, etc. ; leave given to O.S. and boys until 7 p.m.

Friday, 9th.— This being the King's birthday, the ships are dressed rainbow fashion with flags, and present a very pretty spectacle, the day being a fine one with very little wind. At 12 o'clock a salute of 21 guns is fired. Leave is granted at 10 a.m. by the Admiral, who was included in the birthday honours, getting a K.C.B. No work was done from the time leave was granted. An impromptu concert was got up, and a nice enjoyable day spent by one and all.

Saturday, 10th.— Usual routine during the forenoon ; ship's side painted after dinner. Two first and two second-class petty officers made.

Sunday, 11th.—Weather showery ; dress No. 2. Usual rounds, etc., by Captain ; divine service conducted by the chaplain of the "Forte" ; leave given to watch from 1 p.m.

Monday, 12th.—Carried out general drills, out stream anchor, clear for action, and away all boats, after which the G.L. and S.S. are taken to the various aiming appliances, O.S. and boys to instructions, remainder

being employed at painting, etc., until 4 p.m.

Tuesday, 13th.—Hands are engaged provisioning, with the exception of the torpedo men, who are busy fitting the illuminating circuits in preparation for the visit of Lord Selborne, who is laying the foundation stone of the Selborne Graving Dock on the 15th.

Wednesday, 14th.—Landed a party of men under arms from each ship for drill, who are to form a guard of honour, the whole being in charge of Lieut. Ponsonby, of the "Crescent." Torpedo men about circuits.

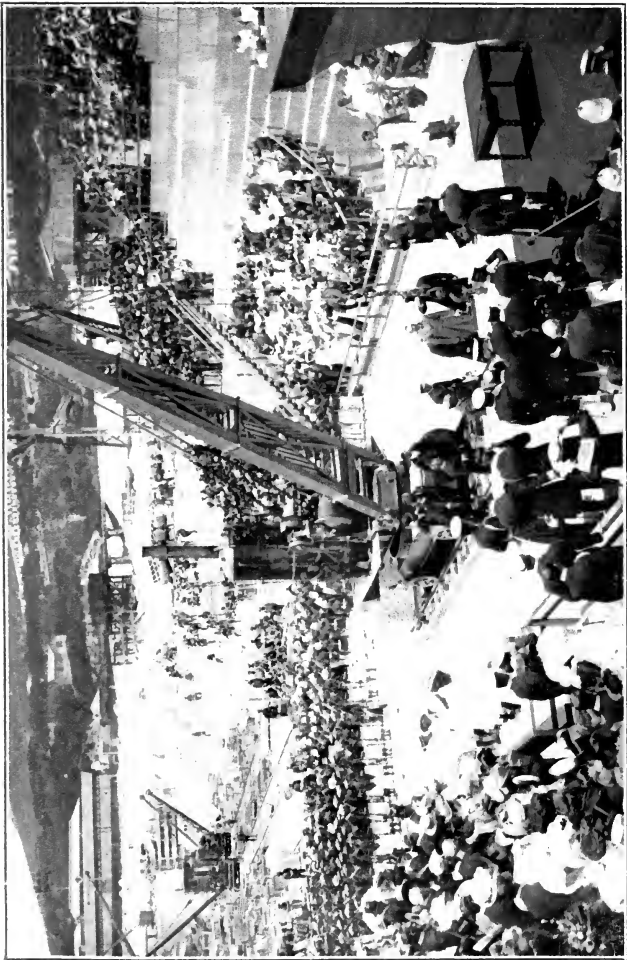
Thursday, 15th.—A lovely day with a slight breeze, dress No. 1 and hats. At 10.30 the guard of honour and men for lining the streets are landed and take up their positions to await the arrival of the train, the ships at the same time dressing with flags. At 11.30 the train conveying his Excellency the Earl of Selborne steamed into the station, which was tastefully decorated with bunting, and a salute is fired from the flagship to denote his arrival. After being received by Admiral Sir J. Durnford, K.C.B., and Mr. A. Brooks, representing Sir J. Jackson, Ltd., he was driven to the works, where he first inspected the guard of

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honour and then laid the foundation stone, the ceremony being of a very impressive description. His Lordship then departed for Cape Town by special train, another salute being fired as the train steamed away. The men returned aboard at 12.45 p.m. and a make and mend with leave was given. In the evening the fleet was illuminated until 11 p.m., a memo. being sent from Admiral Durnford commending all on the able and efficient way in which things had been carried out. The following cutting from the *Cape Times* will show with what interest the ceremony was viewed by the inhabitants :

NEW GRAVING DOCK AT SIMON'S TOWN.

Simon's Town was gay with bunting of all sorts on the occasion of the laying of the foundation-stone of the Selborne Graving Dock by the High Commissioner, the Earl of Selborne. Both the Town Council and the citizens laid themselves out to make the scene as brilliant as possible, and all along the main streets flags fluttered in strings or from flagstuffs and windows. Near Admiralty House visitors by Cape Town trains passed under a fine triumphal arch, upon which rested the model of a cruiser. Passing the Town House one saw the arrangements made for the evening's illuminations, many hundreds of fairy-lamps being hung all over the facade. The Town Council were responsible for the triumphal arch, the streamers of flags across the main street, and the decorations of the Town House.



EARL SELBORNE LAYING THE FOUNDATION STONE OF THE NEW DOCK.

Never was a function favoured with better weather conditions, although the wind was in the merriest of moods and tried its hardest to pluck the hats from the heads of visitors. Still, the breeze tempered the sun and made the heat of the noonday bearable. Most of the guests entrained at Cape Town by the 9.50, which stopped at several stations along the route. In the brilliant sunlight and with the wind sufficiently boisterous to bring a while snarl to the face of the sea, Simon's Town looked its best. Away in the middle distance one saw lovely Roman Rock, with a continuous circle of foam about its base. Anchored close in were the "Crescent," flying now the Vice-Admiral's flag, the "Pelorus," and the "Forte," all dressed in flags. It is a good twenty minutes' walk from the railway station to the graving dock, and the procession that filed along St. George's Street was a very lengthy one. Many of the visitors, however, drove off to the function in carriages and Cape carts, while here and there tooting motors navigated their odiferous way among wayfarers and vehicles. The path to the scene of the function was laid with cinders, and all along to the graving dock entrance bluejackets, with fixed bayonets, were stationed at regular intervals on each side of the line of route.

Long before the appointed hour for the ceremony, the public who had no permits to the dock itself took up positions of vantage on the parapet. One saw Europeans, Indians, Kaffirs—a gathering representing the greater part of the human race—crowding every bit of available space.

The magnitude of the work which is being carried out by Sir John Jackson, Ltd., under the general supervision of Mr. Albert Brooks, the firm's representative in South Africa, and Mr. D. Macfarlane, the Government superintending engineer, showed up finely in the brilliant light. One saw at the pier point the enormous "Titan" and "Goliath" cranes,

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capable of lifting enormous weights, the great sea wall, the basin, and then the Graving Dock itself, with its tiers of granite steps.

A miniature grandstand had been erected facing the great block of Cornish granite, which the travelling crane would swing into position at the commencement of the ceremony. Behind this bluejackets and marines, the latter in blue and red tunics and white ducks, were drawn up as a guard of honour, the band of the "Crescent" playing popular music.

Punctually at twelve o'clock Lord Selborne, accompanied by His Excellency the Governor (Sir Walter Hely-Hutchinson, G.C.M.G.), Vice-Admiral Sir John Durnford, K.C.B., Lady Selborne, Lady Gwendolen Cecil and Mrs. Marjoribanks, entered the dock. The white ensigns broke out from their flagstuffs; the guard stood at the salute, and the band struck up the National Anthem.

After a short service, conducted by the Archbishop of Cape Town, his Excellency then laid the Foundation Stone, which measured 3ft. by 4ft. by 2ft. 10in., and bore the following inscription, cut into a polished part of the granite: "This stone was laid on November 15, 1906, by His Excellency the Right Hon. the Earl of Selborne, G.C.M.G., High Commissioner for South Africa, First Lord of the Admiralty, 1900-1005."

At night the town was crowded. The Municipality and the Admiralty authorities, with the co-operation of the townspeople, had arranged a brilliant scheme of illuminations. The bay presented a magnificent spectacle, the battleships being outlined with electric lights, while the Admiral's flag on the "Crescent" was shown in a blaze of light. In the town the central feature was the Municipal Office, the front of which was covered with tiny and vari-coloured lights. Away up on the hill, at the sanatorium, was a fine device of a crown and the letters "E.R."

Friday, 16th.—Hands employed drawing stores for the various departments, torpedo men unrigging the illuminating circuits, usual physical drill, and leave at 4 p.m. Some men sent to hospital with pneumonia. SS. "Heath Glen" arrived with stores for dockyard.

Saturday, 24th.—This has been an uneventful week, "ship's routine" predominating. To-day, at 7 a.m., general fire stations were carried out in dockyard, 20 men from each ship were landed to work the various fire engines and escapes, which is done at different times in case of an outbreak whilst the ships are in port. Captain returned from hospital, being again fit for duty. Weather fine, usual leave.

Sunday, 25th.—Hands mustered by ledger, dress No. 3, after which divine service is held, conducted by Chaplain of "Crescent." Usual leave from 1.30 p.m.

Monday, 26th.—Carried out general drill by signal: let go bower anchor and weigh by hand, and pull around fleet; after which the hands are employed as necessary until 4 p.m., when the usual leave is given to watch. Times for let go anchor and weigh by hand:—

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	Let go.		Weigh by hand.
"Pelorus" ...	9 secs. ...		19 mins. 9 secs.
"Crescent" ...	13 ,, ...		19 ,, 15 ,,
"Forte" ...	18 ,, ...		20 ,, 18 ,,

Tuesday, 27th. — Exercised small arm companies from 9 till 10, after this we exercised close watertight doors, which proved satisfactory. In the afternoon we prepared for coaling, giving leave from 4 until 10 p.m.

Wednesday, 28th.—The lighters came off at 6 a.m. and by 7 o'clock we were up to our eyes in coal dust and patent fuel; we finished about 4.30 p.m., having taken on board 260 tons at an average of 43.5 tons per hour. A pint of beer is issued to each man, the expense being defrayed from the canteen funds; the decks are then washed down and leave given. During the day our steam cutter came to grief whilst lying in the Cambet, the "Forte's" boat running in to her stern owing to a swell which sets in after a good S.E. wind, but she was quickly hoisted and afterwards repaired.

Thursday, 29th.—Hands employed during forenoon in cleaning ship after coaling. A make and mend with leave to both watches was given on account of Admiral and Lady Durnford's silver wedding being celebrated to-day.

CHAPTER III.

A trip.—Walfish Bay.—Erecting beacons.
—A steam trial.—Poultry for Christmas.
—Smoky again.

Friday, 30th.—Proceed to sea at 9.45 a.m. Hands employed getting up and bending fore and aft sail. One watch is vaccinated.

Saturday, December 1st.—At sea, weather fine with a heavy beam sea and wind. At 9 a.m. we set fore and aft sail, which kept us a bit steady during the day, but this being taken in at evening quarters a very uncomfortable night is spent owing to the roll of ship, which demolished every bit of crockery on the mess decks, upset stools, &c., with an awful clamour, through the din of which sleep was impossible, all hands being glad at the first appearance of daylight.

Sunday, 2nd.—Weather about as yesterday; set fore and aft sail, speed and course as yesterday. Routine as usual, divine service

held on the poop, weather more settled towards evening when speed is increased to 12 knots. Another stoker taken bad with pneumonia, this bringing our total of sick up to eleven again.

Monday, 3rd.—Went to general drill, the remainder of the day being passed as necessary until 4.30 p.m., when course is altered and we proceed into Walfish Bay and anchor four shackles, when the torpedoes are got up and tested and monthly money paid. We are lying about four miles from the settlement, which consists of about eight houses and a German and English store, the whole presided over by an English resident magistrate, supported by one of the Cape Mounted Police. The inhabitants are mostly Hottentots, who derive a living by catching and drying fish, of which the place abounds, this being exported by steamer to Cape Town and other places. There is nothing except sand to be seen for miles, and, to make matters worse, no fresh provisions, such as bread and meat, can be obtained ; but I could recommend it to anyone requiring peace and quiet after a London season, as good fishing and shooting (flamingo, etc.) can be got free.

Tuesday, 4th.—One watch with Captain and officers are landed with the necessary stores for surveying and erecting beacons at 7 a.m., and were employed ashore the whole day. The weather was fine in the forenoon, but after dinner a heavy wind and sea came up, which caused a good bit of inconvenience as regards getting aboard again, as there is no proper landing place, the boats having to be run up on the beach, and one boat had her bows stove in during the operation. No leave is given.

Wednesday, 5th.—Hands employed ashore as yesterday until 4 p.m., when a seining party is organised, and returned at 6.30 p.m. with a good catch of fish, which are served out to the messes for consumption. In the meantime a stage had been got ready on the poop, which was tastefully decorated with flags and lights, for a little joviality in the way of a concert, which started at 8 o'clock. An excellent programme was rendered, under the able management of Mr. Rayner, Eng. Lieut., who also gave a couple of comic songs, which were loudly applauded. An enjoyable evening was brought to a close at 11.15 by the whole company singing "The King."

PROGRAMME.

Song	...	...	"Fol de Rol"	...	Mr. Rayner
Song	...		"The cook that cooked"	...	Doodson
Song	...		"May I come home"	...	Withers
Recitation	...		"The Spanish Don"	...	Spiller
Song & Dance			"Ostrich Feather"	...	Lamb
Song			"A picture no artist can paint"		Hoblin
Song	...	...	"The old clown"	...	Highams
Song	...	...	"The London tramp"	...	Hogsden
Gramophone Selections	...	...		...	Spratt

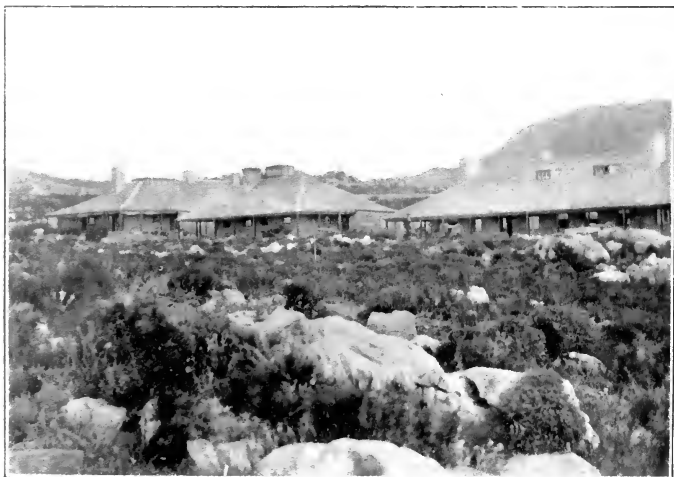
Ten minutes interval.

Song	...	...	"Jenny"	...	Highams
Song	...		"Stalls and boxes"	...	Chiswell
Song	...	...	"Slap dab"	...	Hoblin
Song	...	...	"Mr. Dooley"	...	Mr. Rayner
Song & Dance	...		"Bear Malone"	...	Donovan and Beaumont
Song	...		"The singer was Irish"	...	Hogsden
Song	...	...	"Pictures of life"	...	Aurison
Song	...		"Farewell to Ireland"	...	Baiss
Song	...		"Like to go halves"	...	Gent
			"The King."		

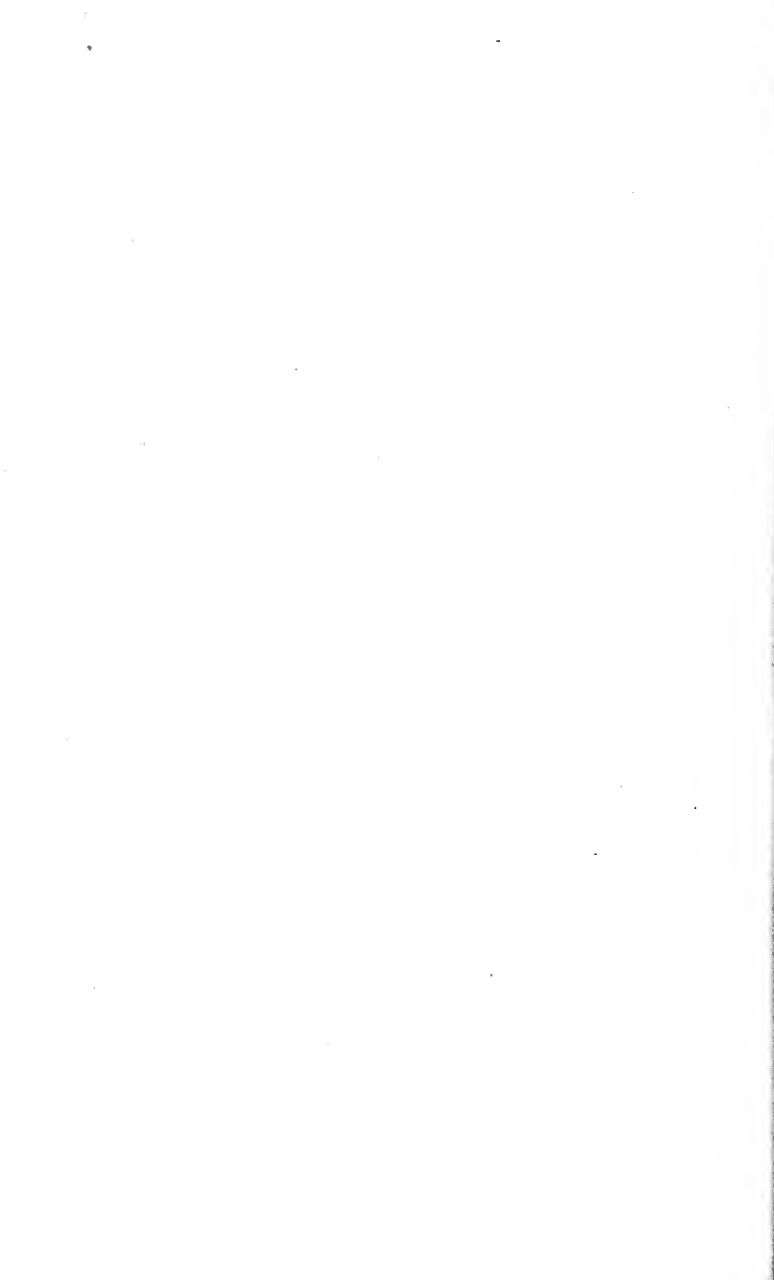
Saturday, 8th.—The torpedo staff carried out sweeping and creeping for quarter. The object of this practice is to find an enemy's mines or cables and destroy them, this being done by guncotton charges which are towed by boats through the water or along the bottom attached to a grapnel, which, on catching hold of anything, the charge is exploded by a battery in the boat and carries away the cable or explodes the mine as the case may be. A good number of fish are



WALFISH BAY!



THE SANATORIUM, SIMON'S TOWN.



caught as a result of the explosion, which stun those in the vicinity, these being easily caught by hand nets, so that as well as being instructive a good amount of sport is derived.

Sunday 9th.—In the evening the awnings are furled, shell got up and targets prepared for firing, officers going on shore to play tennis at the magistrate's house.

Monday, 10th. — After breakfast the markers and signal men are landed and kedge anchors got out astern to swing ship when required, and at 10 o'clock started the firing, five rounds from each 4in. gun. The idea was to calibrate the guns, the fall of the shot being taken by the marking officer on shore, after which the necessary alterations are made to the sights themselves. This is necessary at various times owing to the guns getting worn and not rotating their projectiles as designed. After dinner we got under weigh and carried out torpedo practice, anchoring again at 3.30 p.m., as near the settlement as the water would allow, for coaling. In the evening the men are allowed on shore for a couple of hours' recreation, a football match being arranged between the Seamen and Marines, at which the

former proved victors by three goals to nil. A stoker caught a young shark which measured 5ft. 7½ins.

Tuesday, 11th.—In the afternoon we prepared for coaling, the seedie boys being landed to fill the necessary lighters. In the evening the sale of the late A. Williams' effects took place, the bidding proving keen, each piece as it was held up by the M.A.A. being eagerly contested for. The sale resulted in a sum of £13 5s. being realised, which will be forwarded to his relatives.

Wednesday, 12th.—The Captain went ashore and put the finishing touch to our labours by securing a plate on the largest beacon, suitably inscribed: "Erected by H.M.S. 'Pelorus,' 1906."

Friday, 14th.—We got under weigh at 7.30 a.m. and proceed to sea *en route* for St. Helena Bay, and by 9 a.m. are bowling along at full speed, everything being battened down as a fairly heavy sea is running and water flying all over us, nothing much being done on deck.

Monday, 17th.—Prepared and laid out targets by 7.30, when breakfast is piped, which appeared to one like a picnic, as fresh provisions had been obtained. After

having been on salt junk and biscuit for about three weeks, all can realise with what gusto the bit of bread is consumed, the canteen server being nearly at his wits end by the great demand made upon him for the various luxuries, such as bacon, eggs, etc. At 8.30 we weighed and carried out in aiming practice, which proved on the whole very satisfactory, the gunlayers making a good percentage of hits, after which we had two runs of torpedoes at 1,000 yards range, when the targets are got in and we proceed to Saldanha Bay at 10 knots, where we anchor at 7.30 p.m. and receive our mail, leave being given to petty officers until 10 o'clock.

Tuesday, 18th.—In the afternoon leave is given to caterers of messes to enable them to purchase the necessary poultry for Christmas, as these can be got here fairly cheap. The men returned at 7.30 loaded with turkeys, fowls, geese, etc., one Irishman actually upholding the tradition of his race by bringing aboard the proverbial Dennis (pig), over which you may be sure there was a good deal of amusement. Leave given to P.O.s until 10 p.m.

Wednesday, 19th. — Hands employed

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throughout the day refitting boats' gear and preparing for sea, to which we proceeded at 5.30 p.m. at eight knots. At 10.30 p.m. we are suddenly aroused by the bugle calling night quarters. Most of the hands being asleep, the usual exclamations, both amusing and otherwise, could be heard. A rush is made for our clothes, which in many cases had changed owners in the darkness, nearly all the lights having been put out for the occasion. The evolution is duly performed and searchlights burnt, which, throwing their rays along the coast-line, presented a very pretty scene to the eye.

Thursday, 20th.—At 7.30 a.m. we alter course and proceed into Simons Bay and take up our usual moorings. The Captain paid a visit to the flagship, from which we got four of our men from hospital. In the afternoon we prepare for coaling, and give the usual leave to watch from 4 until 10 p.m.

CHAPTER IV.

*Our First Xmas.—In Dock at Durban.—
A Boat Race.—Biera.—Sports at Sea.—
Zanzibar.*

Friday, December 21st.—A fine day. The lighters are secured, and at 6.30 a.m. we start to coal, and in less time than it takes to tell are surrounded by a fog of coal-dust which is raised as the bags are brought to the deck with a thud, this being continued until 5 p.m., when the decks are washed down. The men having carried out their ablutions, were glad to retire, having had a good day, taking on board 400 tons at an average of 44'4 tons per hour. No leave given.

Saturday, 22nd.—The usual water carnival commenced at 6 a.m., getting off the effects of yesterday's performance, and by 4 o'clock we are looking a fairly respectable ship, and once again ready for anything which may chance to come our way. The flagship is holding her quarterly gala on board, and presents a very pretty scene in the harbour.

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On the fore-castle there is a capstan rigged as a roundabout, where the youngsters are disporting themselves, and whose laughter can be plainly heard. Between the fore and mainmast an aerial car is running to and fro, and on the quarter-deck two chutes are rigged up, where the gentlemen and the more intrepid of the fair sex are amusing themselves and being entertained by their hosts, the Captain and officers, who are very popular in Simons Town, and whose association and hospitality will be sadly missed at the termination of their commission. In the evening a dance is given, all officers being invited.

Monday, 24th.—A stand off is given after dinner to make the necessary preparations for the morrow, a large assortment of luxuries being brought from shore, including greenstuff for decorating the ship, gathered by a party of volunteers who went ashore for this purpose. The usual leave given to watch until 6.15 a.m.

Tuesday, 25th (Christmas Day).—A typical day for Christmas in the colonies, the sun shining forth in all its glory. After the usual divisions and divine service had taken place, the final touches are given to the decorations and decks tidied up. At 11.30 the Captain

and officers start their tour of inspection, headed by the inevitable funny party, tasting here and there of the puddings and various delicacies held out to them by the caterers of the messes, amid the cheery greetings and compliments passed to each other on this occasion. The dinner is then partaken of and the grog issued, also an additional pint of beer to each man, after which the day is passed in singing songs, etc., general leave being given to anyone desiring to go on shore, of which not a few took advantage. A dance in the evening brought our first Christmas from home to a conclusion, a very enjoyable day being spent by everybody.

Wednesday, 26th.—At 9 a.m. an unforeseen evolution took place in the shape of a landing party in heavy marching order. The evolution having been duly performed, the whole party returned aboard at 12.30 p.m., after a good climb over Red Hill, which had done nearly everyone a great deal of good. At 1.30 a make and mend is granted, with general leave to the watch. Two more cases of pneumonia occur, which are dispatched to hospital for treatment.

Thursday, 27th.—Routine as usual, hands being employed drawing stores, etc. Another

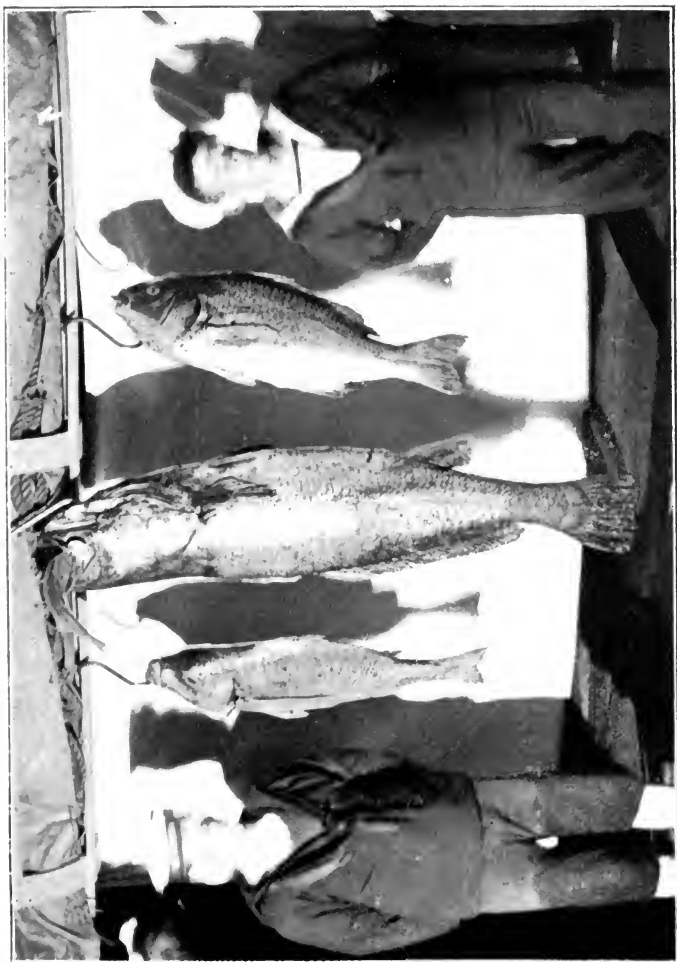
stoker sent to hospital with the same complaint (pneumonia), over which a court of enquiry is held by medical officers of fleet and the ship thoroughly inspected.

Saturday, 29th.—We slipped moorings at 7.45 a.m. and proceeded to sea at 10 knots. Sighted a large sailing ship with topmasts carried away, but requiring no assistance. Evening evolution exercise sea-boat.

Monday, 31st.—At midnight the usual custom of striking 16 bells takes place, amid the usual clatter of pots and pans previously tied together by some fun-loving individuals to signify the dawning of another year.

Tuesday, January 1st, 1907.—New Year's Day was not a very happy one, being spent at sea in not the best of weathers, as a good sea is running, causing the usual heavy roll with the deck wet fore and aft. The hands are employed as requisite until the evening, when the fore and aft sail is unbent and stowed away, which takes the place of an evening evolution.

Wednesday, 2nd.—We arrive at Durban at 7.40 and pick up a buoy in mid-stream, where we are soon surrounded by coal lighters, and in less than an hour after entering the harbour are up to our eyes in coal-dust again.



A GOOD CATCH.

We finished by 1 p.m., having taken aboard 180 tons. The decks are then washed down and leave given to the watch until 7 a.m. The harbour itself presents a very busy scene, the wharves being full of large steamers discharging their freights of coal, etc.

Thursday, 3rd.—We are employed getting ship into the floating dock, and after the latter is raised the hands are employed cleaning the ship's sides and bottom, over which a good deal of amusement is caused by the capsizing of pontoons on which the men are working for the express purpose of having a swim, the water being delightfully warm. At 4.30 p.m. the usual leave to watch is given.

Friday, 4th.—The day is spent in cleaning ship's bottom and refitting in general. The weather is very unsettled, rain coming down in torrents at intervals. The usual leave given in evening. The S.S. "Kildonia Castle" sailed, by which we sent mail.

Sunday, 6th.—At 9.30 we mustered by the ledger, after which divine service is held on the poop, conducted by a clergyman from shore. In the afternoon the ship is thrown open to the public, and the usual leave given until 7 a.m.

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Monday, 7th.—Two seedie boys had their feet badly hurt through a falling stage. Usual leave to watch at 4.30 p.m. A race having been arranged with water police our crew go away for practice.

Thursday, 10th. — Hands employed as necessary until 11.30 a.m., when the dock is sunk and we are taken by tugs to our buoy in the stream.

Saturday, 12th.—In the afternoon a shooting match between a team of ten of our men and a team of naval volunteers took place, and resulted in a win for the N.V. team by 39 points. At 4 p.m. the boatrace previously arranged with the water police is pulled off over a course of about two miles, the police proving the victors by about three lengths, after which a smoker is given to the ship's company at the police quarters, at which an excellent programme is rendered and a very enjoyable evening spent. General leave given to the watch and part of other.

RESULT OF SHOOTING MATCH.

Bisley Rules: At 200, 500, and 600 yds.; seven rounds at each range; a sighter allowed; 10 men to fire, best 8 to count.

NAVAL VOLUNTEERS.

Name.	200	500	600	Tl.
Coleman ...	25	31	21	77
Poole ...	35	31	30	96
Hoare ...	30	18	26	74
Dutrie ...	29	25	27	81
Lindup ...	25	27	21	73
Stracham ...	20	20	4	*44
Marchill ...	28	27	29	84
Jennings ...	22	29	20	60
Hulston ...	25	17	23	65
Fraser ...	19	10	10	*39
	258	235	211	693
		*Counted out		83
				610

"PELORUS."

Name.	200	500	600	Tl.
Lamb ...	32	30	30	92
Evans ...	22	27	18	67
Gent ...	21	26	19	66
Hill ...	17	28	18	63
Callaghan ...	25	28	19	72
Isaac ...	19	18	20	*57
McBride ...	19	20	25	64
Jenkins ...	29	27	19	75
Gray ...	25	26	31	82
Glanville ...	21	11	4	*36
	230	241	193	674
		*Counted out		93
				561

Monday, 14th.—At 9 o'clock we slipped buoy and proceeded to Beira at 10 knots,

where we arrived at 8.45 a.m. the following day and moored, after which the sheet anchor is placed and the hands then employed as necessary. The usual visits were paid and returned by Captain. Make and mend was granted at 1.30 p.m., but no leave was given except to officers.

Friday, 18th.—Exercised small arm companies until 10 a.m., when training class was taken to 4-inch gun drill and boys to seamanship instruction, the rest of hands painting, etc. The British Consul paid a visit to our Captain and was saluted with seven guns. In the afternoon the ship was thrown open to the public, a few coming on board. No leave was given; weather fine and hot with a heavy swell, the galley having her bows stove in while lying at the boom.

Saturday, 19th.—Weather fine; took in 80 tons of coal and then usual routine was carried out until 4 p.m., when leave was given to petty officers till 10 p.m.

Monday, 21st.—Unmoored and proceeded to sea at 7.30 a.m. at 10 knots. Gunlayers and sightsetters were taken to the various aiming appliances and training classes at drill during day. The watch was called at 1 p.m. and employed as necessary.

Friday, 25th.—At sea since the 21st. At 4.15 p.m. we altered course and proceeded into Zanzibar and anchored in front of Sultan's palace, where a salute of 21 guns was fired and visits afterwards paid by Captain. Leave was given until 8 p.m. There is no all night leave given here except to seedie boys, who are granted as much leave as possible. A good deal of fun was caused over these latter, as they are mostly natives of this place, with wives, some having two or three, who were soon alongside and gesticulating wildly as they recognised faces that were familiar to them, some of the boys not having been home for two or three years!

CHAPTER V.

Gunlayers' Tests.—Boat Racing.—Annual Musketry.—Coaling again.—We leave Zanzibar.

Saturday, January 26th.—At 8 a.m. the ship was dressed with flags, rainbow fashion, and at 12 o'clock a salute of 21 guns was fired in honour of the Sultan's birthday. In the afternoon the British Vice-Consul paid a visit to the ship and was saluted on leaving with 13 guns, after which the usual leave was granted until 8 p.m., and bathing party landed at Casper's Institute. This is a building erected in large spacious grounds, having a cricket and football pitch and a bandstand, where the Sultan's band plays select music twice a week and is greatly patronized. It was built in memory of Lieut. E. Casper, R.N., who lost his life on this coast in the slaving days, and greatly deserves the patronage of all who visit this place. The "Forte" arrived at 4 p.m. and hoisted Senior

Officer's flag, and in the evening the officers of both ships were entertained at the Consulate.

Monday, 28th.—Weather fine and hot; dress, flannel, pants and white hats. The hands are employed getting targets ready and laying out buoys, etc., for our gunlayers' test; the ship weighed and steamed over course of buoys to find out if all was correct and then anchoring again. In the evening the usual leave was given and football and other parties landed at Institute.

Tuesday, 29th.—Hands employed getting 120 tons of coal on board during the forenoon. After dinner the decks were washed down; a party with navigating officer sent to secure buoys and targets. Weather hot with tropical showers at intervals. Usual leave, etc., in evening.

Saturday, February 2nd.—Got under weigh at 9 a.m. and carried out preliminary practice, two rounds from each 4-inch gun, and returned to anchorage at 10.30. In the afternoon a sailing race over a course of about seven miles resulted in our 2nd cutter, sailed by Mr. Wyllys, coming in a good first, second place being taken by the E. T. Company. In the evening a Soccer match was

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alike are quite different: WAY being associated with vowel movement e.g. "I go my way" — weigh with weight — If you bring up with two anchors you may weigh one

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played with "Forte," our team winning by 3 goals to 1.

Monday, 4th.—The day is fine and water fairly smooth ; in fact, an ideal one for our gunlayers' test, which is duly carried out. We got under weigh at 8 a.m. for this purpose, the judges and markers being supplied from the "Forte." Fourty-seven rounds were fired from the eight 4-inch guns, with a total of 33 hits, the Captain and officers being well satisfied with the percentage made, which was as follows :—

Gunlayer.	Gun.	Rounds.	Hits.	Merit.
E. Clark, A.B.	...II. Stbd...	7 ...	6 ...	1st
E. Highams, P.O. ₂	...II. Port...	8 ...	5 ...	2nd
D. Donovan, L.S.	...III. ,, ...	7 ...	5 ...	3rd
W. Stannaway, P.O. ₁	I. ,, ...	6 ...	5 ...	4th
C. Hill, P.O. ₁	...III. Std...	6 ...	5 ...	5th
T. Kattels, Pte. R.M.	IV. Prt...	6 ...	4 ...	6th
G. Smith, ,,	...IV. Std...	6 ...	3 ...	7th
W. Long, P.O. ₁	... I. ,, ...	1 ...	0 ...	8th

P.S.—W. Long's gun misfired after the first round, and another run was not allowed.

The ship anchored again at 4 p.m., and leave was given to the watch.

Tuesday, 5th.—Weather fine, we got under weigh at 8.45 a.m., and after laying out targets, carried out practice with 3-pndr. guns ; after which our two gunnery instructors fired 6 rounds from 4-inch guns, making 3



A SING - SONG.



RANGE PARTY.

hits apiece. We anchored again at noon, and sent a party to unrig 4-inch targets, leave being granted at 4 p.m.

Wednesday, 6th.—We get under weigh at 8.45 a.m. to carry out 3-pndr. prize-firing, at which not a very good percentage was made; after which we proceeded to anchorage and unrigged targets, leave being given at 4 p.m.

Friday, 8th.—Hands awakened at 4.30 a.m. by the bump of several lighters filled with patent fuel against the side. These being promptly secured, at 5.30 we start filling our bunkers, getting in 380 tons by 5 p.m. The day being intensely hot, several of the men were badly burnt about the face and arms by the tar out of the fuel, which is beastly stuff to handle in hot weather. In the evening the decks were washed down, no leave being granted.

Saturday, 9th.—In the evening a couple of races were pulled over a course of three miles, our galley (6 oars) winning by six boats' lengths and our 12-oared cutter by three lengths; after which officers and men from the "Forte" were entertained to supper and a concert, which finished at 11 p.m., a good programme being rendered and a pleasant evening spent by all.

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Tuesday, 12th.—In fine weather, starboard watch landed at 6 a.m. to carry out annual course of musketry, the watch on board being employed at various drills, etc. The range party returned at 4 p.m., and after physical drill, leave is given and recreation party landed.

Wednesday, 13th.—Range party as yesterday. Hands on board employed getting in provisions, etc. In the evening a Soccer match with the Eastern Telegraph Company was played on the Institute Ground, the Sultan's band being in attendance, and after a very fine game the E. T. Company proved their superiority by winning 2 goals to 1. A stoker was sent to hospital suffering from malarial fever, we now having 15 sick, 12 of whom are confined to their hammocks.

Sunday, 17th.—“Forte” sailed at 8 a.m. for a trip to Sychelles, in fine weather.

Saturday, 23rd.—Nothing of any importance occurred during the last few days. This afternoon a cricket match took place with a team of the town, and resulted in a win for the ship by 36 runs. A sailing race was organised with E. T. Co. over a seven-mile course. The boat of E. T. Co. was a good first, our 1st cutter, sailed by Mr.

Wyllys, being second, five boats having entered.

Sunday, 24th.—Hands mustered by the open list for the reading of characters for the previous twelve months, after which divine service was held, conducted by the Captain.

Friday, March 1st.—Range party landed at 6 a.m., hands aboard employed refitting boats, falls, &c., until 4 p.m., when the usual leave is given and recreation party landed. Captain and officers gave a dinner party, 42 guests being entertained. The range party finished and returned at 6 p.m., the shooting showing a very good and satisfactory result, the highest score being 258 points, made by C.P.O. Lamb, G.I.

Saturday, 2nd.—The weather fine, but intensely hot. We get orders to the effect that the gunlayers' test is to be annulled and one under new conditions is to be carried out, so the hands are employed getting ready the necessary targets and buoys laid out, which was finished about 4.30 p.m. and leave given.

Monday, 4th.—A concert is given aboard the "Forte," to which our ship's company and officers are invited, a pleasant time being spent and an excellent programme rendered.

Tuesday, 5th.—G.L. and S.S. employed

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at the various aiming appliances and guns' crews at loader, &c., until evening, when leave is granted and bathing and recreation parties landed. The Governor-General paid his visit to the "Forte" and is saluted on leaving with 17 guns.

Wednesday, 6th.—We get under weigh at 9 a.m. and carry out gunlayers' test, finishing at 4 p.m. and anchoring; after which the torpedoes are tested and leave given to watch.

RESULT OF SECOND GUNLAYERS' TEST.

	Rounds.	Hits.	Bulls.
1. E. Highams, P.O.2.....	8	7	4
2. G. Smith, Pte.	5	3	2
3. A. Clark, A.B.	4	2	2
4. D. Donovan, L.S.	6	5	1
5. C. Hill, P.O.1	6	2	1
6. A. Kettels, Pte.	7	3	0
7. W. Long, P.O.1	7	1	0
8. D. Stannaway, P.O.1 ...	7	0	0

Note.—The averages are rather lower than before owing to very bad luck. Clark, A.B., had a miss-fire after the fourth round, and Smith after the fifth round.

Friday, 8th.—Lighters came off at 6 a.m. and we took aboard 200 tons of patent fuel in four hours, at an average of 50 tons per hour. In the afternoon we washed down and prepared for sea.

CHAPTER VI.

Leave Zanzibar.—A rough passage.—Lord Selborne at Port Elizabeth.—Simon's Town again.

Saturday, March 9th.—At 9 a.m. we weigh and proceed to sea in company with the "Forte" for Durban. At 10 a.m. we started full speed trial and were soon forging ahead of our companion, which is a somewhat older boat and, of course, slower. We finish full power trial at 6 p.m. and continue at 3-5ths speed.

Sunday, 10th.—At sea. We finish our trial at 10 a.m. and ease down to await arrival of "Forte," who came up to us about 3 p.m., when we both continue on our course at 10 knots. During the night our dynamos gave out and we had to resort to the good old-fashioned candles.

Monday, 11th.—We stopped at 8 o'clock and the "Forte" lowered her sea boat and sent letters aboard and then proceeded into

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Mozambique, we continuing on our course at 10 knots.

Friday, 15th.—Proceeded into Durban at 9.30 a.m., and after picking up buoy are employed refitting until 4 p.m. W. Crase, A.B., was sent to hospital with consumption.

Saturday, 16th.—The "Forte" arrived from Mozambique and picked up buoy at 4.30 p.m.

Monday, 18th.—Both ships employed coaling, 400 tons being taken aboard each ship, the "Forte" finishing at 6 p.m. and we at 8 p.m., after which the decks are washed down, no leave being given. The coaling average worked out as follows: "Forte," 8 hours, 50 tons per hour; "Pelorus," 10 hours, 40 tons per hour.

Thursday, 21st.—A race arranged with the Water Police was pulled off at 4 o'clock over a course of three miles, the Police winning by two lengths.

Friday, 22nd.—At 9 o'clock we clear for action and carry out divisional drill until 10 o'clock, when the gear is replaced and collision mat got out on port side, which being performed satisfactorily, ten minutes stand easy is given. The remainder

of the day is passed as usual. SS. "Carisbrook Castle" sailed at 1 p.m., in which Engr.-Lieut. Rayner took passage to England, he having been relieved by Sub-Lieut. Roberts.

Sunday 24th.—Slipped the buoy and proceeded at 10 knots for East London, the weather turning out very bad towards evening, with a heavy sea running, which tore a couple of ventilators out of the fore-castle, buckled the bars of the breakwater doors, and sprung the fore and aft bridge, so we were forced to ease down to about four knots, a very uncomfortable night being spent.

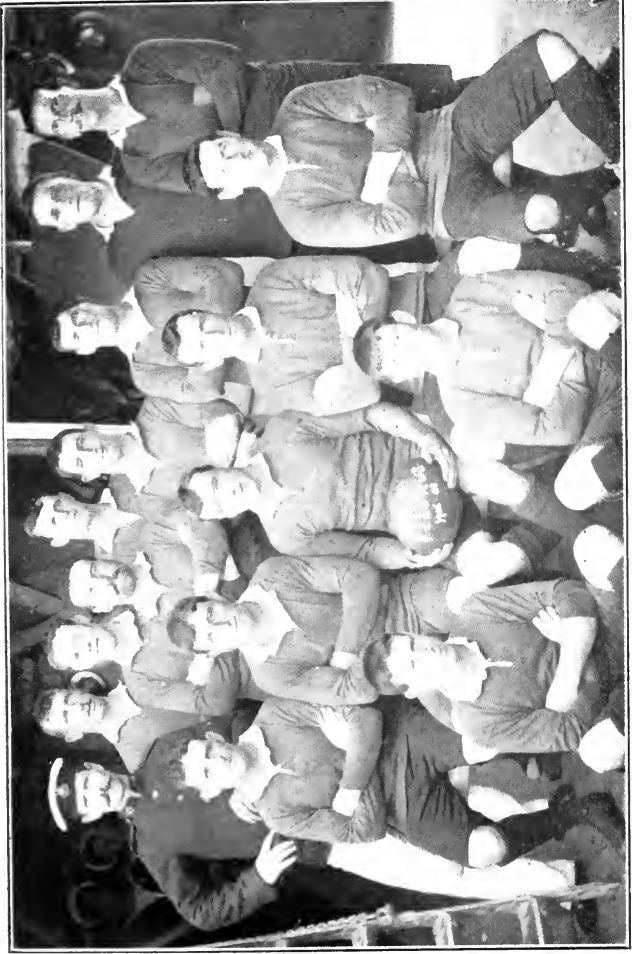
Monday, 25th.—At sea, with very bad weather, which eased a bit towards the afternoon. At 5 p.m. we arrived off East London, and after taking a pilot aboard, proceeded into Buffalo River and tied up head and stern to buoys. Whilst getting out the ladder the gang-board was lost and buoyed for recovery by divers, who succeeded in finding same the following afternoon.

Thursday, 28th.—The weather being fine the Captain and galley's crew land early and take up position on the hills outside the town to act as defending force against an attack by the battalion, which landed in drill order and

blank with one maxim gun at 8.30 a.m. The assault is duly carried out to the entire satisfaction of the Captain, the men returning aboard at 1 p.m. in excellent spirits after a nice march and forenoon's drill. After the arms are cleaned and stowed a make and mend, with general leave, is granted to the watch.

Friday, 29th. — The usual routine for Good Friday carried out, divine service held and general leave granted at 1 p.m. The ship was thrown open to the public, and, it being a holiday, we were soon swarmed with visitors of both sexes. Some of the fair ones got up a dance in the waist, suitable music being rendered by some of the men with banjos and mandolines, and our M.A.A. had a no easy task getting the ship clear of our visitors at 6 p.m.

Saturday, 30th.—Hands employed cleaning ship during the day, and we were again open to visitors in the afternoon. Our Soccer team arranged a match with Westbank, the latter winning by two goals to one. A shooting match also took place with the Kaffirian Rifles and Border Light Horse, our team running both very close for first place. Bisley rules, seven shots at 200, 500, and 600 yards,



RUGBY TEAM, 1906-8

a sighter being allowed at each range, ten men to fire with best eight to count, the shoot to be a three-cornered one. The scores were as follows :—

Border Light Horse	best 8	639 points
Kaffirian Rifles ...	„	623 „
H.M.S. "Pelorus"	„	607 „

Sunday, 31st.—Divine service held on the poop, accompanied by the band of the Kaffirian Rifles, who kindly volunteered their services and afterwards gave several choice selections of music, the ship being surrounded by boats full of interested spectators. The usual leave was given at 1 p.m.

Monday, April 1st.—Usual routine until noon, when leave is granted to port watch to attend sports arranged by the ladies and manager (Mr. Warner) of the Seamen's Institute. These were held on the sea front, each event being keenly contested. A display with maxim guns was afterwards given, the town band being in attendance, and the proceedings were enlivened by a couple of clowns (Messrs. Highams and Hoblin). There was a good attendance of the general public, whose ardour and interest in the sport of the men was fully appreciated,

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three ringing cheers being given at the termination of the events. The prizes were afterwards presented at the Institute, where an excellent tea was provided and a concert held, several of our men taking part in the programme, which brought an enjoyable day to a close.

Tuesday, 2nd.—Our Rugby team played a team from Westbank, which resulted in a draw, nothing being scored. In the evening the pipers of the Kaffirian Rifles came off to the ship and entertained officers and men until 10 o'clock.

Wednesday, 3rd.—In the afternoon the ship was thrown open to visitors and a football team landed, who played a match with the Town United, the result being a draw.

Thursday, 4th.—Weather showery. Hands employed cleaning and painting during forenoon. A make and mend, with the usual leave, was given at 1 p.m. and the ship thrown open to the public. At 3 p.m. the German cruiser "Bussard" arrived and made fast to wharf, the customary visits being paid by Captain and officers, and a salute of seven guns exchanged.

Monday, 8th.—After dinner we prepared for sea, slipping the buoy at 4 o'clock and

proceeding at 10 knots. The lifeboat is exercised as an evening evolution.

Tuesday, 9th.—Altered course and proceeded into Port Elizabeth and anchored at 7.30 a.m., the weather being fine and hot.

Wednesday, 10th.—Usual routine until 9 o'clock, when the men previously told off cleaned in No. 1 dress, and were then conveyed ashore by tug to form a guard of honour to receive Lord Selborne, who arrived by train at 10 a.m. for the purpose of opening the Agricultural Exhibition here. He was received at the Town Hall by the Mayor and officials, and after inspecting the guard and complimenting them on their smart appearance, they returned on board.

Thursday, 11th.—Training class at drill; gunlayers, etc., exercised at the various aiming appliances, and rest of the hands employed as usual until 4 o'clock, when we prepare for and proceed to sea at 10 knots. At 8 p.m. the watch manned and armed ship and at 10.30 p.m. we exercised night quarters, the searchlights being burnt for half-an-hour.

Saturday, 13th.—Got in touch by wireless with flagship, and at 8 o'clock we again alter

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course and proceed into Simon's Bay and anchor, it being too rough to pick up usual moorings, this being done later in the day as wind abated. Hands employed cleaning ship throughout the day; six men were landed to hospital.

CHAPTER VII.

Admiral's Inspection.—Our Galley comes to Grief.—New Flagship.—“Crescent” and “Forte” leave for home.—Doings at Snooky.

Sunday, April 14th.—Hands are employed getting the ship in apple-pie order for Admiral's inspection, touching up here and there with unusual vigour until 4 p.m., when leave is granted. Several men returned to ship from “Crescent” who had been left behind in hospital.

Monday, 15th.—A lovely day for an inspection. The final touches being given to decks, etc., the hands are piped to clean in No. 1 dress at 9 o'clock, and in less than half-an-hour are fell in at divisions to await the arrival of the Admiral and staff. The Commander-in-Chief is received at 9.45 with the usual salute. In the first place, he inspects the ship and divisions, after which the hands muster by the ledger. The men then clean in a white suit, and after falling in again, the port watch muster bags and star-

board watch hammocks. After inspecting them the Admiral takes his departure for lunch, returning on board again at 2 p.m., the men in the meantime going to dinner and preparing for drills. The drills being finished the Admiral leaves at 4 p.m., being fully satisfied with our cleanliness and efficiency, a memo. to this effect being afterwards received and read by the Captain to the ship's company. In the evening the usual leave was given to the watch.

Tuesday, 16th.—At 9 a.m. the Gunnery Lieut. of flagship comes on board and inspects guns, etc., and we then man and arm boats, after which the hands are employed cleaning and painting store and provision rooms in readiness for replenishing the same. A general survey was held at the hospital, and we had three of our ship's company invalided home.

Wednesday, 17th.—Handsemployed during the forenoon getting up cable for survey and refitting in general. About 7.15 p.m. quite a commotion is caused by the flagship's steamboat walking through our Captain's galley, which was tied up to stern ladder, and by the luckiest chance no one was hurt, as the boat-keeper had just come in to get a lantern,

which should have been placed in her before dark. It was impossible to hoist her, so she was left in the water for return to dockyard.

Thursday, 18th.—A few hands are landed to take part in funeral of an armourer's mate of the "Forte," who died suddenly in hospital. At 9 a.m. our new flagship ("Hermes"), with Vice-Admiral Sir E. S. Poe, arrived and was saluted with 13 guns by the "Crescent," the official visits being paid and salute returned. The new Admiral then took over command.

Saturday, 20th.—Hands employed stowing cable in forenoon, the ship being cleaned after dinner. At 4 p.m. the "Crescent" and "Forte" get under weigh and proceed out of harbour, homeward bound, the ships' companies manning ship and cheering, amid the usual signals of *bon voyage*, etc. Leave being granted in the evening, our Soccer team played a match with the Royal Garrison Artillery at Jackson's, which resulted in a draw of one goal each.

Saturday, 27th.—The past week was a monotonous one, nothing out of the ordinary routine taking place. The spell, however, was broken to-day, when our Rugby team played Wynberg, and gained a well-deserved victory by the narrow margin of five points

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to three. The match between our Soccer XI. and Jackson's XI. resulted in a win for the latter by three goals to two. A shooting match also took place at the range between us and the "Hermes." Conditions: Bisley rules, at 200, 500, and 600 yards; 7 shots at each range, a sighter being allowed, 10 men to fire and the best 8 to count. The match ended in a win for us, the scores being as follows:

"PELORUS."

Name.	200 yds.	500 yds.	600 yds.	Total.
Wyllys, Paymr.	... 27	... 33	... 28	... 88
Lamb, C.P.O.	... 27	... 24	... 28	... 97
Moore, Lieut.	... 27	... 31	... 20	... 78
Jenkins, A.B.	... 27	... 24	... 27	... 78
Gent, P.O.1 ...	... 25	... 29	... 23	... 77
Hill, P.O.1 ...	... 27	... 27	... 21	... 75
Jones, Lieut....	... 25	... 23	... 26	... 74
Evans, C.P.O.	... 24	... 21	... 22	... 67

Total points... 616

"HERMES."

Tranter, P.O.1	... 27	... 30	... 32	... 89
Wills, A.B. ...	... 29	... 29	... 23	... 81
Pridmore, Sergt.	... 22	... 22	... 30	... 74
Duncan, L.S.	... 29	... 26	... 15	... 70
Strida, Corpl.	... 25	... 22	... 23	... 70
White, P.O.1	... 26	... 23	... 23	... 69
Carter, C.P.O.	... 31	... 15	... 23	... 69
Egerton, Lieut.	... 29	... 22	... 15	... 66

Total points... 588



CUTTER'S CREW.

Saturday, May 4th.—During the past week nothing of importance took place. To-day our Rugby team tried conclusions with Murzenburg, the match resulting in a win for us by 1 try to nil after a very tight game. Our Soccer team also played "Hermes," and were defeated by 2 goals to nil.

Monday, 6th.—Stoker P.O. West got his hand badly jambed in the engine-room, which necessitated his removal to hospital.

Friday, 10th.—The day turned out a dirty one, rain falling heavily, but the men lashed out willingly, and we took on board 400 tons of coal in six working hours, at an average of 66·4 tons per hour, which I think is a record for this class of ship, and all the more creditable under the prevailing conditions. After the decks had been washed down leave was given at 4.30 p.m.

Saturday, 11th.—Weather cleared up in the forenoon, and usual routine was carried out. Stoker Warren got his hand badly crushed in a block whilst hoisting cutter, and was sent to hospital. A shoot took place between a team selected from us and the "Hermes" v. H.M. Dockyard, resulting in a win for the latter. The following is a press notice of the event :—

A team selected from the "Hermes" (the new flagship of the Cape Squadron) and the "Pelorus" held a match with the Dockyard Rifle Club on the Naval Range, Simon's Town, on May 11th. The naval men had amongst them several shots of repute, three having been included in the "Navy Eight" at the English Bisley; whilst the Dockyard, being without two of their regular team, anticipated a keen struggle and a tight match. The naval range is by no means an ideal spot for tall scoring, as the wind, setting through and eddying around the mountains, constantly changes in set and strength, and unless one keeps a watchful eye on the flags for every shot, the coveted "bull" is easily missed. The Dockyard Club are to be congratulated on having amongst them the record-holders for the range. Previous to this match the highest score ever made on the range was 94, out of a possible 105, and Mr. J. J. King Salter and Mr. G. H. Coles, R.N. (since returned to England in the "Crescent") both claimed this honour, having made this score at different times. Saturday, however, saw previous records broken, and a well-merited 96 was compiled by G. H. Thomas, who thus has the honour of holding the record for the Simon's Town range. The match was under Bisley Rules, and though some of the naval men shot well, their team lost to the Dockyard by 76 points. Scores:—

DOCKYARD.

Name.	200 yds.	500 yds.	600 yds.	Total.
G. H. Thomas	... 32	... 34	... 30	... 96
W. Jenkins ...	... 31	... 32	... 29	... 92
J. J. King Salter	... 31	... 34	... 24	... 89
C. R. B. Lane	... 27	... 29	... 30	... 86
A. Patterson ...	... 30	... 28	... 27	... 85
G. W. Hames	... 29	... 29	... 24	... 82
Sergt. F. Croft, R.E.	27	... 28	... 25	... 80
R. Errington...	... 26	... 25	... 26	... 77

“ HERMES ” AND “ PELORUS.”

C.P.O. Wright	...	33	...	28	...	29	...	90
C.P.O. Lamb	...	29	...	29	...	31	...	89
P.O.1 Tranter	...	29	...	31	...	28	...	88
P.O.1 Ghent	...	21	...	29	...	22	...	72
Sergt. Pridmore	...	20	...	25	...	25	...	70
P.O.1 Hill	...	19	...	24	...	25	...	68
P.O.2 Duncan	...	26	...	27	...	15	...	68
A.B. Jenkins	...	23	...	22	...	21	...	66

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Monday, 13th.—Weather fine, and general drill was carried out with flagship, the following showing the times taken in the performance of the various evolutions :—

		“ PELORUS.”			“ HERMES.”	
		M.	S.		M.	S.
Clear for action...	...	2	45	...	5	14
Replace gear	...	4	3	...	7	5
Out bower anchor	...	29	3	...	32	45
Replace bower anchor...		26	5	...	30	6
Away all boats' crews...		17	36	...	18	4

After this had been concluded, aiming tube practice, gun drill, painting, etc., terminated the day's work, and hands went on leave.

CHAPTER VIII.

*Walfish Bay.—Sailing and Pulling Races.—
Surveying.—Another Steam Trial.—
Simon's Town again.*

Tuesday, May 14th.—At 9.30 we prepare for sea, our 1st Lieut., N. C. A. Moore, being discharged to hospital. At 4 p.m. we slip moorings in company with "Hermes," and proceed at 10 knots, opening out later for wireless telegraphy exercise.

Wednesday, 15th.—At sea. We exercise general quarters and carry out divisional drill, after which the watches exercise alternately out kedge anchor and fire engine.

Saturday, 18th.—The weather being foggy we ease down a bit and creep into Walfish Bay under soundings, this being a very difficult task, as the place abounds with sandbanks. However, we got in safely at 9 a.m. and took up our anchoring station by flagship and saluted the Admiral with 13 guns, who replied with 7 guns. The hands were employed throughout the day cleaning ship. At

4 p.m. the fog lifted and the "Hermione," which left England to relieve the "Forte," arrived and anchored, saluting with thirteen guns, which flagship returned. Our new M.A.A. and Sergeant of Marines came aboard from her.

Sunday, 19th.—Hands mustered by the ledger in No. 1 dress, after which divine service was held on the fore mess-deck, conducted by the chaplain of "Hermoine." Remainder of day passed as usual.

Monday, 20th.—At 9 o'clock we received a visit from the Admiral, who came aboard and inspected the ship and ship's company, after which all boats pull around fleet. During this evolution, Bishop, L.S., got his hand badly cut in sheave of davit when lowering second cutter, he being put on sick list. The Admiral took his departure before dinner, the remainder of the day being passed in fitting and laying out targets for 1in. aiming practice.

Tuesday, 21st.—Weather dull with heavy wind, which generally springs up here after mid-day. Hands on board are employed painting, etc., and ten hands went ashore with carpenter for re-painting beacons we erected when last here.

Wednesday, 22nd.—Hands employed the whole day at the evolution clear for battle, which was completed at 5 p.m., the Admiral coming aboard and inspecting same. He was greatly pleased with the way in which the evolution had been performed, and for which the men were commended by our Captain. A good haul of fish was made by a seining party during the evening, some of the fish being sent to the other two ships.

Friday, 24th.—Hands aboard were employed at various drills in the forenoon. In the afternoon sailing races were organised, which helped to break the monotony of our daily routine. The following are the results :—

	1st.	2nd.	3rd.
Whalers	Hermione	Pelorus	Hermes
Galleys	Hermes	Pelorus	Hermione
Cutters (10 oared)	Pelorus	Hermione	Hermes
Cutters (12 oared)	Pelorus	Hermes	Hermes
Launch & Pinnaces	Hermes	Hermione	

We, of course, carry no pinnace, so came off fairly well. The course was about 10 miles, with the service rig, and the wind being strong some very close races were witnessed.

Saturday, 25th.—After dinner pulling races were again organised, in which we were

handicapped a good deal owing to having two of our cutters surveying, but on the whole we did very well, as will be seen by the results given below :—

	1st.	2nd.	3rd.
Galleys, R.C.	Pelorus	Hermione	Hermes
Whalers, R.C.....	Hermes	Hermione	Pelorus
Whalers, Marines	Hermes	Hermione	
Skiffs, Seamen.....	Hermione	Hermes	Pelorus
Cutters, R.C.	Hermes	Hermione	
Whalers, Artificers	Pelorus	Hermes	
Skiffs, W.O.s	Hermione	Hermes	
Whalers, Stokers .	Hermione	Pelorus	Hermes
All Comers	Hermes	Hermione	Pelorus

Monday, 27th.—We went to general drill with the “Hermes” in forenoon, after which we prepared for coaling. The “Hermione” got under weigh and laid out targets for calibrating her guns. The surveying party finished at this point and returned aboard at 3.30 p.m. In the evening another good haul of fish was made, mostly steenbras, the largest of which turned the scale at 82lbs.

Tuesday, 28th. — Surveying party employed taking down flags, etc., at Pelican Point. The hands aboard took in 75 tons of patent fuel, washed down and prepared for sea. “Hermes” got under weigh, carried out firing, and then proceeded to Saldanha Bay, wireless telegraphy being kept up.

Wednesday, 29th.—We were to have got under weigh at daybreak to go to Swakopmund (German West Africa) for our mails, but were unable to do so owing to fog, until 12.30, when we got a wireless message to the effect that we were to leave the mail and proceed to Saldanha direct, which order was duly carried out, we proceeding south at 10 knots. At 10 p.m. we started full speed trial for eight hours, twenty seamen being sent below to assist in trimming coal.

Thursday, 30th.—We finished full-speed trial at 6 a.m., averaging 17·2 knots, and continued at 3-5ths speed, finishing at 10 p.m., the average being 15·3 knots per hour.

Saturday, June 1st.—At 10 o'clock our course is altered, and we proceed into Saldanha Bay and take up anchorage by signal from the flagship, from which we got our mail and fresh provisions. We get under weigh again after dinner, and carry out our torpedo practice for the quarter, anchoring again at 6.15 p.m.

Sunday, 2nd.—Divine service is conducted by the chaplain of the flagship. In the afternoon we put to sea at 12 knots, steering an erratic course to keep up wireless with "Hermes," which left the anchorage at 5.30



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p.m. for Simon's Town, and we kept in touch with her for a distance of 153 miles.

Monday, 3rd.—We alter course at 10 a.m. and proceed into Simon's Bay, taking up our usual moorings; then we receive a signal, "Away all boats' crews!" which is at once executed, the boats hoisted, and the rest of the afternoon passed as usual until 4.30 p.m., when leave is given to the watch.

CHAPTER IX.

At Snooky.—Shooting Matches.—A short Cruise—Our Doings at Port Elizabeth and East London.

Tuesday, June 4th.—Weather fine. “*Hermione*” arrived and brought us a mail from Swakopmund. Hands employed as necessary until noon, when general leave for 36 hours was given to the watch. Four men returned to duty from hospital.

Friday, 7th.—At 4 p.m. leave is given to the port watch. In the evening boxing contests are held, to which men from the squadron and garrison are invited. The proceedings opened with several exhibition spars of three and six rounds, after which the event of the evening took place, this being a ten-rounds’ contest between Abrahams and Maguire (stokers) for a purse of £10 subscribed by the ship’s company. Abrahams proved by far the better man,

in a Man-of-War 75

forcing the fighting from the opening, and eventually knocking his man out in the fourth round by a well-delivered right on the jaw.

Saturday, 8th.—Marines landed at 9 a.m. for a week's field training. In the afternoon an inter-ship shoot took place, with the following result :—

“ PELORUS.”

Name.	200 yds.	500 yds.	600 yds.	Total.
Mr. Wyllys ...	30	32	23	85
Gent ...	27	26	29	82
Jones ...	31	31	18	80
Evans ...	32	28	13	73
Mallett ...	27	26	18	71
Hill ...	27	27	14	68
Highams ...	24	27	16	67
Jenkins ...	25	24	11	60
			Total	586

“ HERMES.”

Tranter ...	27	34	23	84
Whyte ...	26	20	26	72
Wright ...	29	25	17	71
Duncan ...	28	24	18	70
Truleman ...	25	23	22	70
Wills ...	29	26	8	63
Carter ...	22	21	12	55
Watkins ...	27	20	4	51
			Total	536

"HERMIONE."

Regan	...	27	...	27	...	21	...	75
Pates ...	...	25	...	26	...	16	...	66
Smith ...	...	29	...	27	...	11	...	67
Vesey ..	...	23	...	25	..	12	...	60
Pryce ...	...	24	...	27	...	6	...	57
Robinson	...	19	...	29	...	7	...	55
Steagus	...	24	...	14	...	15	...	53
Rees ...	...	22	...	11	...	8	...	41
Total								... 475

Note.—Bisley rules: 7 shots at each range, a sighter being allowed.

Sunday, 9th.—During the night we were visited with a severe storm, which necessitated a watch being called to stand by the anchors, but it abated considerably in the morning watch.

Monday, 10th,—Weather fine again. We exercise out stream anchor, land fire engine, and away all boats; after which the diving gear is got out, and divers recover the stock of anchor which fell overboard when replacing gear. The German Consul paid a visit to the Admiral, and was saluted with 13 guns.

Thursday, 13th.—At 8.30 a.m. every available man is landed from the squadron to carry out an attack on the Marines, who act as a defending force in the hills. The per-

formance proved in every way satisfactory, for which the men were congratulated by Commander Hyde of the flagship, who was in command of the battalion.

Saturday, 15th.—Usual routine until noon, when leave is given. Rugby match played with Robbin Island team, which resulted in a win for the latter by 22 points to 5. A shooting match (Bisley rules) with the Dockyard team took place at the range, the Dockers winning by 98 points :—

DOCKYARD.

Name.	200 yds.	500 yds.	600 yds.	Total.
Mr. Jenkins ...	33	31	29	93
Jones ...	30	29	29	88
Cruft ...	31	31	25	87
Errington ...	31	28	27	86
Thomas ...	30	30	25	85
Patterson ...	32	25	27	84
Lane ...	27	32	25	84
Hames ...	32	25	24	81
			Total	688

“PELORUS.”

Mr. Wyllys ...	31	33	22	86
Evans... ..	27	26	30	83
Gray	26	27	21	74
Gent	24	33	17	74
Mallett ...	27	21	22	70
Jones	29	25	15	69
Highams ...	25	22	22	69
Bishop	20	26	19	65
			Total	590

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Monday, 17th.—Took aboard 430 tons of coal, at an average of 55·3 per hour, after which the decks are washed down and leave is given. Hughes and Woodall, leading signalmen, invalided, and survey was held at hospital.

Tuesday, 18th. — Hands are employed cleaning ship after coaling until 4 p.m., when leave is given and a Soccer match played with the "Hermione," which resulted in a win for us by 2 goals to nil. "Hermes" took in 750 tons of coal in 12 working hours from the SS. "Gerda," averaging nearly 63 tons per hour.

Friday, 21st.—Prepared for sea, slipping at 4.30 p.m. and proceeding at 10 knots for Mossel Bay.

Saturday, 22nd.—At sea in dull weather. Hands employed cleaning ship until 2 p.m., when the course is altered and we proceed into Mossel Bay and anchor, giving leave to petty officers until 1 p.m.

Monday, 24th.—Usual routine until 9.30, when we carry out our weekly drills: clear for action, time 2 min. 40 secs.; after which the gear is replaced and torpedoes tested ready for practice. In the afternoon the Captain and several other officers go

shooting, and return with a fairly good bag of birds at 4.30, when we proceed to sea at 11 knots.

Tuesday, 25th.—The course is altered at 1.30 p.m., and we proceed into Port Elizabeth, anchor and carry out torpedo practice.

Wednesday, 26th.—In the afternoon a Soccer match took place with the Caledonians, the latter winning by 3 goals to 1.

Thursday, 27th.—At 1.30 a Rugby match was played by us and Port Elizabeth on the Crusader Ground in St. George's Park. The game was very interesting throughout, but in the early stages it was evident that our team were quite outclassed for want of practice. Much amusement was caused by our men not being able to keep their footing on the ground, this to some extent interfering with their play. The half-time score was eight points to nil in favour of the Town, whilst ere the whistle finally blew the score had increased to the extent of 29 points to nil, an easy win for the Town.

Friday, 28th.—We weigh and proceed to sea at 10 a.m., and as soon as we are clear of the harbour we get out target and carry out 1in. aiming from 4in. guns, general quarters being exercised for this purpose.

Saturday, 29th.—We arrive and anchor in the roads at East London at 7.30, it being impossible to get into Buffalo River owing to swell on the bar.

Sunday, 30th.—Weather being fine and sea calmer, we get under weigh at 8.15 a.m. and proceed into Buffalo River and take up our moorings, when divisions is held and the church party landed at Westbank. In the afternoon the ship is thrown open to visitors, and during the evening we get in touch by wireless with "Hermione," who is on her way to Zanzibar viâ Durban.

Tuesday, July 2nd. — After dinner we prepared for sea, slipping the buoy at 4.30 p.m. A very heavy sea running, and we have a very dirty night, washing down fore and aft.

Friday, 5th.—Weather fine again and very little sea. We arrive at Simon's Town and receive our mail, proceeding then to carry out a series of signals with garrison, anchoring at 5.30 p.m. We get under weigh at 8 p.m. and try to get into the bay unobserved under cover of darkness, but are frustrated in our attempt by their searchlights, and fired on as a signal of capture, when we again come to anchor.



PHYSICAL TRAINING CLUB.

Geo. Hughling, P.T.I.

CHAPTER X.

*In Dock at Cape Town.—Musketry Course.
—Durban.—Reception of the Portuguese
Prince—An Accident.*

Saturday, July 6th.—We get under weigh at 8.30 and take up our usual moorings, after which the hands are employed cleaning and refitting in general until 4.30 p.m., when the usual leave was granted to the watch.

Wednesday, 10th. — Usual routine until 9.0 a.m., when every available man is landed, and after marching to the summit of Red Hill we are taken to drill until noon, when we go to dinner, this having been brought with us. At one o'clock we carry out an attack on the Marines, who are thrown out as a defending force, which lasts until 4 p.m., when we return aboard, and leave is then granted to the watch until 6.15 a.m.

Thursday, 11th.—At 1 p.m. a Soccer match was played between the 2nd Division *v.* Marines, which resulted in a win for the former by four goals to nil. The Admiral

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returned to Government House, having been on a visit to Johannesburg, while "Hermes" is on a short cruise.

Monday, 15th.—Carried out general drill, the following being performed: Let go bower anchor and weigh by hand (time taken, 29 min. 3 sec.); out stream anchor (11 min. 40 sec.); replace anchor (7 min. 35 sec.); clear for action (2 min. 15 sec.); replace gear (3 min. 40 sec.); spread awnings (3 min. 10 sec.). A stoker (Humphreys) got his fingers badly jammed in the engine-room and is placed on the sick list.

Tuesday, 16th.—A Soccer match was played between Stokers and Marines, which resulted in a win for the former by two goals to one. On the following afternoon a match was also played between 1st and 3rd Divisions, which resulted in a win for the latter by three goals to one.

Saturday, 20th.—At 7.30 a.m. we weigh and are taken into the Basin, where we are made fast, being unable to go into dock owing to a large steamer ("Everton Grange") being there, she having been aground and got several plates stove in.

Monday, 29th.—At 7 a.m. we are taken from dock, where we had been the past week,

and proceed with "Scotsman" to Simon's Town, arriving at 3 p.m.

Tuesday, 30th.—Hands employed getting aboard 390 tons of coal, which was accomplished in $9\frac{1}{2}$ working hours, at an average of 40·8 tons per hour.

Thursday, August 1st.—During the afternoon a Soccer match took place between the Ship's Team and Murzenburg, at Newlands, and terminated in a win for our ship by three goals to one.

Friday, 9th.—"Hermes" arrived and took up her usual moorings at 7.15 a.m., and at 8 o'clock we dress ship overall in commemoration of the King's Coronation, a salute of 21 guns being fired at noon.

Saturday, 10th.—A Soccer match took place at Claremont in the afternoon between the ship's company and Newlands, which ended in a draw, no score being made. The team was afterwards entertained to a dinner and smoker, a compliment which was greatly appreciated by them. During the evening an impromptu concert was gone through, the merriment being maintained until the time of leaving. A very pretty wedding also took place to-day at the Dutch Reformed Church at 3 p.m., the bridegroom

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being Captain Nicholson, of the "Hermes." The church was tastefully decorated with flowers and bunting for the occasion, and the public turned out *en masse* to witness the ceremony. The carriage was drawn to and from the church by a party of petty officers, headed by the band of the ship. The happy couple departed by special train at 4.30 p.m. for Stellenbasch, where the honeymoon was spent.

Monday, 12th.—Hands went to general drill, the following evolutions being carried out :—

Out stream anchor	... ..	Time, 11 mins. 33 secs.
Replace and hoist boats	... ..	10 " 15 "
Out and land fire engine	... ..	6 " 0 "
Replace and hoist boats	... ..	5 " 20 "

Away all boats is then piped and boat exercises carried out and then hoisted. At 1 p.m. the other watch is then landed for musketry course, the hands aboard being employed as necessary until 4 p.m., when the usual leave is granted.

Monday, 19th.—A week of ordinary ship's routine, nothing worth recording happening. After dinner to-day we prepare for sea and carry out a steam trial for 24 hours, which proved satisfactory.

Thursday, 22nd.—Arrived off Durban Bay at 7.30, and after taking up pilot proceeded into bay and pick up our buoy, visits being paid from the Portuguese cruiser "St. Gabriel." I am sorry to have to relate the death of our mascot (Jim, the cat) from the result of an abscess in the jaw, caused by a rat bite, his body being consigned to the deep in true nautical fashion, the proceedings being anxiously watched by his sympathising admirers among whom he had spent his happy though short existence.

Saturday, 24th. — Unusual routine until 11 o'clock, when the ships dressed rainbow fashion and hands clean in No. 1 dress, after which a guard of honour is landed to await the arrival of H.H. the Crown Prince of Portugal, who arrived at the wharf by special train at 2 p.m., and was saluted with 21 guns. He first inspected our guard and then embarked on the tug "Harry Escombe" for a tour of the harbour, the ships manning and cheering as he passed and another salute fired. Leave was granted about 3 p.m. At 8.30 the ships were illuminated and formed a very pleasing spectacle to the sight-seeing visitors in town. The following is a detailed account of the Prince's reception and

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stay in Durban, taken from a local paper, and which will, I trust, be of interest to readers :—

PORTUGAL'S CROWN PRINCE.

The sojourn of the Crown Prince of Portugal in South Africa was rendered none the less agreeable by his visit to Durban on Saturday. His Royal Highness spent but a brief fourteen hours in the port borough of Natal, nearly every minute of which was given up to functions of a public or semi-private nature. Arriving by train at 12.15 from Maritzburg the heir to the Portuguese throne, a handsome youth of twenty summers, dressed in the plain uniform of a captain of the 2nd Portuguese Lancers, was received by the Mayor on the platform and conveyed to the Town Hall, where a civic reception took place and an address was presented. This was followed by luncheon in the Marine Hotel, and afterwards by a tour round the Bay and a trip over the bar. A flying visit was paid to the King's House, and the party afterwards returned to the Marine Hotel, where a private official dinner took place in the evening. At 2 a.m. His Royal Highness left by train for Bloemfontein.

As is usual on such occasions, the arrival of the Crown Prince of Portugal was looked forward to by the burgesses at large, thousands of whom congregated in the neighbourhood of the Central Railway Station and the Town Hall, and many occupied all the available coigns of vantage. The town was gay with flags and bunting, and in honour of the royal guest the Portuguese colours were freely flown. Immediately prior to 12.15, when the train was timed to steam into the station, the spectacular effect was very fine. Hundreds of school cadets lined the streets from the station to the Town Hall under the command of Captain Belcher, and a contingent of the

Senior Cadets discharged a like duty under Lieut. D. S. Kenny. The band of the D.L.I. marched from the Drill Hall playing merrily at the head of a guard of honour from that regiment, under Capt. Goulding and Lieuts. Clarkson, Green and Luath, the last two officers with the colours. This guard, with bayonets fixed, took up a position in front of the Town Hall. A battery of the N.F.A. occupied the vacant space adjoining the Public Baths, ready to fire a royal salute of 21 guns, the artillery being under the command of Capt. Black. A travelling guard from the N.M.R. was officered by Capt. Bellville and Lieut. Munro, and awaited outside, this escort being afterwards in constant attendance on the Prince. Lieut.-Col. J. S. Wylie, D.L.I., was in command of the troops, and Capt. E. H. Clemmans, D.L.I., acted as Brigade Major.

Shortly before the train was due to arrive those privileged to be on the platform began to assemble. The N.G.R. department had made the best of the material at its disposal in the way of decorations. The exit of No. 1 platform was draped with Union Jacks and Portuguese Royal Standards, and the British flag was neatly worked in in the bend of the archway. Surmounting the platform gate the Portuguese Royal crest had an effective setting in a scroll formed by the word "Welcome," which stood out conspicuously. Bouquets of greenery and roses and numerous pot plants added further to the effect on the platform side. Passing through the platform gateway that portion of the railway station leading to Railway Street entrance was closed in by walls of thin blue gauze. Inside this snugly enclosed space tables laid with flowers and plants, sent down from the Inchanga nurseries for the occasion, were set round the sides. Strings of flags of all nations were strung aloft, while the left of the entrance, going towards the street, was smothered in palms and wild banana leaves. Red baize was laid the entire length

of the platform, and out to the street. Like the platform gateway, the main entrance was neatly curtained with Union Jacks, and from the street verandah there was quite a pleasant flutter of bunting. A number of Railway Police under charge of Sub-Inspector Sherrill, N.P., were on duty on the platform and at the entrance for the purpose of keeping order.

By this time the platform party had arrived. The Mayor (Mr. Charlie Henwood), wearing his red robes, and chain of office, was present, accompanied by his fellow Councillors robed in blue. Mr. Percy Binns, K.C., the Chief Magistrate of the Borough, was there representing the Government.

Punctually to time the train steamed into the station, and the Royal guest, on descending from the corridor, amidst the booming of guns in the distance, was received by the Mayor, and introduced to those in the immediate vicinity. He was wearing the uniform of the 2nd Portuguese Lancers, and though only a youth in years his Royal Highness was seen to be possessed of a commanding presence and a strikingly handsome face.

Little time was lost in the precincts of the Railway Station. A move was soon made towards the carriages awaiting in Railway Street, where the band of the Cadets struck up the Portuguese National Anthem as soon as his Royal Highness made his appearance. The party was quickly conveyed the short distance to the Town Hall.

There was some cheering as his Royal Highness drove up to the Town Hall and alighted to inspect the D.L.I., who were drawn up as a guard of honour. The Prince afterwards stood chatting on the portico steps to the Mayor, the Administrator, the Portuguese Consul and others, and it was quite five minutes before he entered the hall and ascended to the platform amidst the strains of the British National Anthem, played by Mr. Macdonald on the grand organ, followed by the National Anthem of Portugal.

The Town Hall was decorated and was crowded in all parts, there scarcely being standing room at the back.

The Mayor then called on the Town Clerk to read the address to be presented to the Crown Prince, which was enclosed in a golden case.

His Royal Highness, in receiving the address, said: "I must thank you for the most amiable welcome that we have received here, which you may be sure I won't forget. It proves once more the friendly family relations that have ever existed between both our Countries and the Province of Mozambique. I must express to you my most sincere thanks."

A luncheon was afterwards given at the Marine Hotel, and was largely attended. His Worship the Mayor presided, the Crown Prince being seated on his right and the administrator on his left.

Luncheon over, and the inevitable toasts having been well received, the next item on the programme was a drive to the Point and a trip on the Bay. The tug-boat, "Harry Escombe," with Pilot Jewitt in charge, was drawn up alongside "E" wharf, ready for the embarkation of his Royal Highness and suite, a guard of honour, under Lieutenant A. Jones, being furnished by the bluejackets of H.M.'s third-class cruiser "Pelorus." The Harbour offices and fountain had been very gaily beflagged for the occasion, and the "Newark Castle," lying alongside, and other craft in the Bay, including the two war vessels, were also decorated.

The arrival of the Royal carriage was signalled by semaphore from the roadway, and as the Prince drove up to the wharf the escort gave a royal salute, presenting arms as the general salute was sounded. On alighting from his carriage, the "Pelorus" and the "San Gabriel," the Portuguese war vessel, both anchored in the stream, fired salutes. After being briefly welcomed by the Harbour officials, the Prince inspected the guard of honour and then crossed the

gangway. The Natal Naval Corps furnished the guard on board, Sub-Lieutenant Hulston being in command. On approaching H.M.S. "Pelorus," a general salute was sounded, and the jack tars lining the rails and the red-coated marines on the bridge sent up three rousing cheers. A similar compliment was paid by the crew of the Portuguese gunboat, "San Gabriel." The nose of the tug was then turned seaward, and making down channel was soon across the bar, passing an incoming boat, the SS. "Reichtag," on the way out. The yard-arms on the "Bluff" were gaily dressed with flags, etc. In the slightly choppy open sea there was more than the mere suggestion of pitching and rolling, but the stout little tug was excellently well managed by Port Pilot Jewitt, and her behaviour was just such as to cause a pleasurable sensation to those on board. A few minutes after crossing the bar, the "Harry Escombe" turned about, and as she swept round the compass the Crown Prince was able to admire the lovely prospect of Durban as viewed from the sea. Re-crossing the bar, the tug was soon again gliding along the comparatively smooth waters of the Bay on the Bluff side.

In the evening a private official banquet was held in the Marine Hotel. A brief toast list was gone through, and music was supplied by the D.L.I. band, stationed on the balcony.

Wednesday, 28th.—A concert was given in the evening to the water police at their quarters, which was well attended and an excellent programme rendered, the place being tastefully decorated with bunting and evergreens. Refreshments in abundance were served during the interval, and an

enjoyable evening was brought to a close at 11.45. Programme :—

PART I.

Highams ...	...	...	...	Song.
Clark ...	...	...	...	Song.
Beaumont and	Donovan, Song and Dance.			
Chiswell ...	...	...	...	Song.
Allisson ...	...	...	Stump Speech.	
Evans ...	...	...	...	Song.
Allen ...	...	...	...	Song.
Mallett ...	...	...	Step Dance.	
Doodson ...	...	...	...	Song.

PART II.

Beaumont ...	...	...	Song and Dance.	
Chiswell ...	...	...	...	Song.
Clark ...	...	...	...	Song.
Mr. Allisson ...	...	...	Stump Speech.	
Jenkins ...	...	...	...	Song.
Highams ...	...	...	...	Song.
Gent ...	...	...	...	Song.
Hogsden ...	...	...	...	Song.
Mallett ...	...	...	Step Dance.	

“ God Save the King.”

Thursday, 29th.—At 9.30 a.m. hands were mustered for Captain's inspection, after which he went the rounds of the ship.

Sunday, September 1st.—All ships in the harbour dressed with flags to welcome the new Governor of Natal, Sir C. Nathan, who arrived at 1 p.m. in the SS. “ Briton.” He was received by a guard of honour and accorded a salute of 17 guns, afterwards leaving for Maritzburg.

CHAPTER XI.

Our trip to Mauritius.—Attack on Port Louis.—A Cruise.—Petty Officers' Ball.—Torpedo Practice.

Tuesday, September 3rd.—At 7.30 a.m. we slipped our buoy and proceeded at 10 knots for Mauritius. Nothing eventful occurred during the next few days at sea. We sighted the Island of Reunion on Monday, September 9th, which presented a grand spectacle with its volcanoes in active eruption. On the same day we got in touch by wireless with "Hermione" at a distance of 115 miles, and picked up with her at 5 a.m. on the 11th, when we eased down to await the flagship, which came up at 7.45. We then cleared for action, formed single line ahead, and carried out an attack on Port Louis, blank being used, and, as previously arranged, the firing was replied to by the forts. At 8.30 the "Hermione" left for Reunion, whilst we proceeded into harbour

and moored. The Governor then paid a visit to the "Hermes," being received with a salute of 19 guns. No leave was granted here on account of the insanitary state of the island.

Friday, 13th.—At 9.30 a.m. by signal we exercised general quarters and carried out the following evolutions :—

OUT COLLISION MAT.				LAND FIRE ENGINE.			
		min.	sec.			min.	sec.
Pelorus	...	4	20	Pelorus	...	4	15
Hermes	...	7	15	Hermes	...	6	13
REPLACE COLLISION MAT.				REPLACE FIRE ENGINE.			
Pelorus	...	2	5	Pelorus	...	4	30
Hermes	...	5	30	Hermes	...	5	17

The "Hermes" was visited by the French Consul, who was saluted with 7 guns on leaving.

Saturday, 14th.—"Hermione" arrived from Reunion at 9 a.m. In the afternoon a Soccer match was played with "Hermes," which ended in a draw, and our cricket team beat the same ship's team by 29 runs.

Tuesday, 17th. — Hands employed in various exercises. At 8 p.m. we gave a concert on board, to which men from each ship and from the garrison were invited, and an enjoyable evening was spent.

PROGRAMME.

Song - - - HOBLIN	Song (serio) - CHISWELL
„ (comic) - DOODSON	Duet
„ (sentim.) - WITHERS	BEAUMONT & DONOVAN
„ (serio) - - JORDAN	Song (comic) - DOODSON
„ (serio) - - JENKINS	„ (sentim.) - AVERSON
„ (comic) - HIGHAMS	„ (serio) - WITHERS
„ (sentim.) - BAISS	„ (serio) - HOBLIN
Song & Dance	„ (serio) - HOGSDEN
BEAUMONT & DONOVAN	„ (comic) - HIGHAMS
Song (serio) - ALLEN	Step Dance - MALLET
„ (serio) - HOGSDEN	Song (serio) - ANDERSON
<i>Interval.</i>	<i>The King.</i>

Wednesday, 18th.—Petty officers of the Fleet granted leave from 10 a.m. until Thursday night to go to Vacoas, where they were feted by Sergts. of Garrison, and spent an enjoyable time.

Thursday, 19th.—A make and mend, with canteen leave, being granted at 2 p.m., a Soccer match was played with the “Hermione” which, after a fine game, ended in a win for us by 1 goal to nil. At 7.30 p.m. the petty officers returned on board.

Monday, 23rd.—General drill carried out by signal, the following evolutions being performed :

SEND BOWER ANCHOR.			REPLACE.		
	min.	sec.		min.	sec.
Hermione	... 14	9	Hermione	... 14	5
Pelorus	... 14	50	Pelorus	... 14	11
Hermes	... 16	10	Hermes	... 14	30

SEND STREAM ANCHOR.

REPLACE.

	...	min.	sec.		...	min.	sec.
Hermes	...	10	45	|	Pelorus	...	10 13
Hermione	...	11	38	|	Hermione	...	11 0
Pelorus	...	11	40	|	Hermes	...	13 5

NOTE.—We were delayed in having all boats hoisted on completing last evolution, which the others did not do.

LAND FIRE ENGINE.

AWAY ALL BOATS.

	...	min.	sec.		First Bt.	Last Bt.
	...	min.	sec.		min. sec.	min. sec.
Pelorus	...	6	11	|	Hermione	13 40 15 40
Hermes	...	7	30	|	Pelorus	12 15 16 4
Hermione	...	8	0	|	Hermes	14 0 17 10

Six hands were landed from each ship to rig ballroom at the garrison for petty officers. In the afternoon an "At Home" was held on "Hermes," and a couple of boat races took place, and also a shooting match, eight men of the Fleet *v.* eight of the Garrison, the result of which is given below.

Whalers race, "Pelorus" *v.* "Hermione," resulted in a win for us by two lengths.

Skiffs' race, "Hermione" *v.* "Hermes," one mile, resulted in a win for "Hermione" by five lengths.

SHOOTING MATCH.

Conditions: Bisley, at 200, 500, and 600 yds., seven shots at each range, a sighter being allowed at each.

GARRISON TEAM.

	Name.	200yds.	500yds.	600yds.	Tot.
Sergt.	HAYDEN	30	34	27	91
„	ALDRIDGE	31	31	28	90
„	VICARY	31	29	28	88
„	PARK	30	31	24	85
„	TORMEY	26	30	28	84
„	THORNHILL	24	30	30	84
„	MONAGHAN	25	31	27	83
„	KISINAN	30	29	23	82
			Total	...	687

FLEET TEAM.

	Name.	200yds.	500yds.	600yds.	Tot.
C.P.O.	WRIGHT	28	29	30	87
Sergt.	DEANE	29	31	27	87
P.O. I	TRANter	32	30	24	86
M.I.	REGAN	30	28	27	85
Sergt.	PRIDMORE	29	27	28	84
P.O. I	HILL	29	31	23	83
C.P.O.	EVANS	28	24	28	80
P.O. I	WHITE	28	27	24	79
			Total	...	671

Tuesday, 24th.—In the afternoon and evening the petty officers of Fleet gave a ball, entertaining sergeants of Garrison and friends, the “Hermes” band being kindly lent by the Commander-in-Chief.

Wednesday, 25th.—We got under weigh by signal at 6.30 a.m., and, steaming single line ahead, proceeded out of harbour *en route* for Kilidini.

Monday, 30th.—At 4.30 a.m. we drop anchor at Zanzibar, and as soon as it is daylight we send seaboat for our mail, which arriving aboard, we again weigh and proceed at 12 knots for Kilidini, arriving at 6 p.m.

Wednesday, October 2nd.—Our 1st Lieut. returned to duty, having fully recovered from injuries received in accident at Durban. The Captain and several officers go for a day's shooting, and return in the evening with a good bag of snipe and wild fowl.

Saturday, 5th.—In the afternoon a cricket match takes place between our team and "Hermes," which terminated in a win for us by nine runs. A whalers' race took place in the evening between the "Hermes" and "Hermione," over a course of about three miles, the former winning by three lengths.

Monday, 7th.—At 6.30 a.m. the "Hermes" sailed for Zanzibar, we following shortly afterwards *en route* for Kisimayu, where we arrived on the following day at 8 a.m., and remained there four days.

Thursday, 10th.—After dinner we prepare for sea, and at 8 a.m. on the following day we proceed into Lamu, in the mouth of the Tana River, and moored. The Captain paid a visit to the Consulate, and a shooting

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party of officers was arranged. They returned on the following day at 6 p.m., having had a good outing and some excellent sport, the bag consisting of 40 brace of wild fowl and several large stork.

Sunday, 13th.—We again got under weigh at 7.30 and proceed to Zanzibar.

Monday, 14th.—Arrive off Zanzibar at 7.30, when we proceed into harbour, getting our mail from the "Hermes." A skiff race took place between the W.Os. of "Hermes" and "Hermione," which ended in a win for the latter by three lengths.

Wednesday, 16th.—The "Hermes" held an "At Home" and dance aboard until midnight, to which all officers were invited. The SS. "Colan Lamont" arrived, with whom our signalmen exercised flashing and semaphore.

Friday, 18th.—"Hermes" and "Hermione" sailed at 7 a.m., and we are engaged getting in 200 tons of coal, which is accomplished at an average of 45 tons per hour, after which the decks are washed down and leave granted. At 7 p.m. the officers go on a moonlight picnic to Bawi Island with about 40 guests, where a most enjoyable time is spent. They returned aboard about 2 a.m.,

the weather being all that could be desired for the occasion.

Monday, 21st.—We unmoor at 7 o'clock and proceed to sea.

Sunday, 27th.—After six uneventful days at sea, to-day we get in touch by wireless with the flagship. We prepared hawsers, and, after tying up to the wharf, are boarded at 11.45 a.m. by the pilot and taken into Durban.

Tuesday, 29th.—We had a very brief stay here, and at 7 a.m. to-day are taken to a buoy, where the boats are hoisted and preparations made for sea, to which we proceed at 9 o'clock.

Friday, November 1st.—After three days at sea we arrived to-day at 7.30 a.m. at Simon's Bay, where, after taking up our moorings, we are soon surrounded by coaling lighters, which having secured, we take in 390 tons in $6\frac{1}{2}$ hours, at an average of 50.3 tons per hour; "Hermes" taking in 615 tons at an average of 84.4 tons per hour, after which the decks are washed down and leave given. At 4 p.m. the funeral of Smith, A.B., of the "Hermes" took place with full naval honours. The deceased was killed whilst coaling on the previous day through the steam capstan taking charge.

CHAPTER XII.

King's Birthday.—A short cruise.—Walfish Bay.—St. Helena.

Monday, November 4th.—At 12.30 36 hours' general leave is given to starboard watch, the other watch being employed aboard as necessary. "Hermes" saluted the Consul-General of Uruguay with eleven guns.

Wednesday, 6th.—Watch returned from general leave at 9.30 a.m., and at noon the other watch is granted leave for 36 hours.

Friday, 8th.—Watch returned from leave at 9 a.m., and on the following day, at 8 a.m., the ships were dressed in honour of His Majesty's birthday. Leave was given at 11 a.m., and a salute of 21 guns fired at noon. The weather was showery until about 5 p.m., when the sky cleared and a splendèd night followed, the ships presenting a fine appearance with their outline of lights, which were burned from 8 o'clock until 11 p.m. A ball

took place at Admiralty House, to which all officers were invited.

Wednesday, 13th.—After a stay at Simon's Town for nearly a fortnight, where we had a very pleasant time, to-day we prepare for sea, slipping with "Hermes" at 10 o'clock and proceeding to Walfish Bay, opening out as soon as clear of Danger Point for wireless exercises. Our Captain is on sick list with injured foot.

Saturday, 16th.—Picked up with flagship at 12.30 and passed into Walfish Bay and anchored, after which the racing crews go away for practice. "Hermione" arrived on the following Thursday.

Tuesday, 26th.—During the past ten days "ship's routine" claimed nearly all our time, consequently nothing worth recording happened. The monotony, however, was broken to-day, when a sailing race took place during the afternoon for prizes given by the Admiral and officers. The course was about eight miles, and fourteen boats started in a fine breeze. The result was as follows:—
"Hermes," (14-oared barge) 1st, 70s.;
"Pelorus," (6-oared galley) 2nd, 40s.;
"Pelorus," (whaler) 3rd, 20s.

Thursday, 28th.—A Rugby match took

place between our team and a team of "Hermes" and "Hermione," our team winning easily by 17 pts. to nil. During the match Lieut. R. Suter fractured his collar-bone and was put on sick list.

Wednesday, December 11th.—Since last entry nothing took place of any importance. To-day we weigh at 7 o'clock and proceed to Swakopmund, where we arrived at 9 a.m., and after getting our mail proceeded *en route* for St. Helena.

Monday, 16th.—At 7.15 a.m. we arrived at St. Helena and anchored in Jamestown harbour.

Tuesday, 24th.—Hands employed cleaning ship in forenoon, a make and mend with usual leave from 1 p.m. being granted, in which time the men aboard are kept busy getting up the usual decorations, preparing the dinner and other necessary dainties for the morrow.

Wednesday, 25th (Christmas Day).—Divine Service held on the poop, after which the Captain and officers went the rounds and partook of our Christmas fare amid the usual season's greetings. The Captain then proceeded on five days' sick leave to recruit his health, he having been ill for several

weeks. A pint of beer per man was issued and a dance and sing-song got up, so that the day was passed in a very enjoyable manner, leave, of course, being granted to anyone wishing to go on shore.

Wednesday, January 1st, 1908. — Since Christmas life at St. Helena has been of the "hum-drum" kind, the attractions being few, consequently we were pleased to receive orders to prepare for sea. During the afternoon a Rugby match was played with E.T. Co., when just after the start Mr. Woolcock fractured his collar-bone.

Thursday, 2nd.—At 6.45 a.m. we get under weigh and proceed to Saldanha Bay.

Saturday, 4th.—At sea, the usual routine being adhered to until 4 p.m., when the prizes were distributed for 3 pdr., deflection, dotter, and loading competitions, which are given below :—

		£	s.	d.		
3 pdr., 16 rounds, 9 hits.	{	E. Hucker, A.B.	2	0	0	} £3.
		T. Woods, A.B.	0	10	0	
		T. Dalzell, O.S.	0	10	0	
Deflection and aiming Rifles.	{	H. Long, P.O.1	1	0	0	} £2 5s.
		E. Highams, P.O.2	0	15	0	
		F. Smith, Pte.	0	10	0	
Dotter.	{	D. Donovan, L.S.	0	15	0	} £1 10s.
		C. Hill, P.O.1	0	10	0	
		J. Hoyle, A.B.	0	5	0	

Loader, 1st Prize. III. 4in. Starboard	{	C. Hill, P.O. 1, G.L. J. Hoyle, A.B., S.S. G. Burkitt, A.B., S.G. P. Marten, A.B., T.M. A. Pemose, O.S.	}	£1 10s.
Loader, 2nd prize. II. 4in. Port.	{	E. Highams, P.O. 2, G.L. F. Baiss, A.B., S.S. G. Dudley, A.B., S.G. J. Currie, O.S. A. Smart, O.S.	}	£1.

Friday, 10th. — At sea during the past week, and to-day we arrived at Saldanha Bay at 1 p.m. and anchored. The mail came aboard, from which our Captain got news of his relief and Sub-Lieutenants Crichton and Roberts of their promotion.

Tuesday, 14th.—At 4 p.m. we weigh and proceed to sea *en route* for Simon's Town, where we arrived at 7.30 the following morning. Mr. Woolcock was sent to hospital.

CHAPTER XIII.

Our Regatta.—A Naval Wedding.—A new Captain joins us.—Shooting Matches and Soccer.—Fire on shore: a little excitement.

Thursday, January 16th.—At 9 o'clock the ships are thrown open to visitors and our pulling regatta took place concurrently with Simon's Town regatta, which was in full swing, the town being gaily decorated with flags and thronged with visitors.

Friday, 17th.—At 7 a.m. a race took place between ours and "Hermione's" galley, which ended in a win for the latter. At 9 o'clock the sailing races started, and at 4 p.m. an all-comers' race in the town regatta took place, our galley taking a first and our 1st cutter second place. We also took a first prize for the best rigged punt, and a prize for the best illuminated boat with the same punt, a photograph of which I have inserted. Appended are the results of the two days' racing:—

ROWING RACES.—Thursday, January 16th, 1908.

COURSES: Long, 2 miles; Short, 1 mile.

Boats.	Pulled by.	Course.	Prize money.			Name of ship of winning boat.		
			1st	2nd	3rd	1st	2nd	3rd
Whalers	Duty Crews	Long	24/-	12/-		Pelorus	Hermione	
Pinnaces	Racing Crews, doubled banked	"	70/-	35/-		Hermione	Hermes	
Cutters	Duty Crews	Short	50/-	25/-	15/-	Pelorus	"	Hermione
Whalers	Daymen & Domestics	"	24/-	12/-		"	Hermione	
Skiffs	Officers	"	16/-	8/-	4/-	Hermes	Hermes	
Skiffs	Racing Crews	"	24/-	12/-		Pelorus	"	Hermes
Whalers	Ord. and Boys	"	24/-	12/-		"	"	"
Cutters	Stokers	Long	50/-	25/-	15/-	"	"	"
Galleys	Racing Crews	"	35/-	14/-		Hermione	Pelorus	
Whalers	Racing Crews	"	30/-	15/-		Pelorus	Hermione	
Cutters	Marines	"	50/-	25/-		Hermes	"	
Whalers	Stokers	Short	24/-	12/-		Hermione	Pelorus	Hermes
Cutters	Racing Crews	Long	60/-	30/-	20/-	Pelorus	Hermione	
Whalers	Signalmen	Short	24/-	12/-		"	Hermes	
Galleys	Duty Crews	Long	28/-	14/-		Hermione	"	
Whalers	Marines	Short	24/-	12/-		Hermes	"	
Skiffs, go as you please	Officers	"				"	"	
Cutters	Kroomen and Seedies	Long	30/-	15/-		"	"	
Whalers	C.P.O.s	Short	24/-	12/-		Pelorus	Hermione	
All Corners	Open	Long	90/-	45/-	30/-	"	"	Hermes
				4th, 15/-				4th, Hermes

SAILING RACES.—Friday, 17th January, 1908.

All Comers, 8 mile course.—1, Hermes, 50s. ; 2, Hermione, 30s. ; 3, Hermes, 20s.

Whalers.—1, Hermione, 24s. ; 2, Pelorus, 12s.

Galleys.—1, Hermione, 28s. ; 2, Hermes, 14s.

Cutters (27ft. and above, including 34ft. Cutter). — 1, Hermes, 50s. ; 2, Hermes, 30s. ; 3, Pelorus, 20s.

Pinnaces.—1, Hermes, 36s. ; 2, Hermione, 18s.

Obstacle Race, Cutters (Duty Crews), special course.—1, Hermes, 60s. ; 2, Hermes, 30s. ; 3, Pelorus, 20s.

Tuesday, 28th. — Since the regatta we settled down into our usual daily routine, the monotony only being broken to-day by the wedding of Lieutenant Crichton. The following descriptive account was culled from the *Cape Times*, and I have no doubt will be of interest to my readers :—

NAVAL WEDDING.

On January 28th, at St. Saviour's Church, Claremont, by His Grace the Archbishop of Cape Town and the Rev. Canon Owen Jenkins, M.A., D.D., assisted by Rev. E. Good, M.A., Naval Chaplain, the Rev. E. Cooper, rector of Newlands, and the Rev. H. Hampden-Jones, rector of Claremont, Lieutenant Henry James Maitland-Makgill-Crichton, R.N. (H.M.S. "Pelorus"), younger son of the late David Maitland-Makgill-Crichton, of Rankielour, Fifeshire, was married to Emily Christinia, younger daughter of Hugh McColl, of the Woods, Newlands. The church was beautifully decorated entirely with white flowers, palms, and ferns, whilst the altar was prettily adorned with white agapanthus and ferns. The service was fully choral. On the arrival of the

bridal party at the church, the choir sang "The Voice that Breathed o'er Eden." The bride was accompanied by her father, who gave her away. She looked very charming and sweet in a lovely gown of ivory Duchesse satin, the bodice of which was completely covered with some old Honiton lace (lent by her mother). The chiffon train was edged with silver tissue, and was further ornamented with sprays of satin roses with pearl centres, and tied with satin lovers' knots. She carried a shower bouquet of very choice white flowers. Her ornaments were a pearl and diamond pendant, the gift of her mother, and a diamond brooch, the gift of the bridegroom. She was attended by three bridesmaids, Miss Lizzie Wier McColl (sister of the bride), Miss Florence Marais, and Miss Eileen Thompson. They wore pale blue spotted chiffon dresses over deeper blue glace silk, and trimmed with pale blue silk fringe. The hats were of pale blue glace silk, trimmed with pale blue shading to white feathers, and finished in the front with a large brown tulle bow. They wore gold naval crown bangles set with sapphires, and carried shower bouquets of pale pink carnations, tied with pink panne ribbon, the gifts of the bridegroom. Lieutenant C. H. Jones, R.N. (H.M.S. "Pelorus") supported the bridegroom as best man. Canon Jenkins gave an address, and the service included the hymn, "O Perfect Love," and, during the signing of the register, Mr. Gerrard de Witt sang very beautifully the recitative with aria, "But the Lord is Mindful of His Own," from Mendelssohn's "St. Paul." The bridegroom's brother officers made an archway of crossed swords, under which the bridal party passed down the aisle. At the same time Mendelssohn's Wedding March was played, and the bells pealed forth. A party of bluejackets awaited the bride and bridegroom at the church door, and, unharnessing the horses from the carriage, dragged it to The Woods, the residence of

the bride's parents, where a reception was subsequently held. Mrs. McColl wore a delightful toilette of navy blue chiffon taffetas. The bodice was ornamented with silver filet and cream filet lace, with touches of pink rose embroidery. Her hat was composed of drawn navy blue tulle, with a lovely mauve shaded feather, and pink and mauve shaded satin tulips. Her bouquet was of pale pink rosebuds. Mrs. Maitland-Makgill-Crichton (aunt of the bridegroom, who had just arrived from England) wore a becoming toilet of mauve crepe-de-chine, and hat to match. She carried a bouquet of mauve and white flowers, and her daughter looked charming in cream muslin.

Captain Tancred, R.N., proposed the health of the bride and bridegroom in a very felicitous speech, the bridegroom suitably responding. Mr. Wyllys, R.N., proposed the health of the bridesmaids, and Lieutenant Jones, R.N., responded, and the health of the bride's parents was proposed by Mr. Walter Gurney, after which the bride cut a cake for the bluejackets of H.M.S. "Pelorus," who loudly cheered for the bride and bridegroom.

Lieutenant and Mrs. Maitland-Makgill-Crichton left later in the day for up-country by motor-car. Among those invited were: His Excellency Sir Walter and Lady Hely-Hutchinson, Vice-Admiral Sir Edmund and Lady Poe, His Grace the Archbishop of Cape Town and Mrs. West-Jones, Sir Pieter and Lady Faure, the Auditor-General and Mrs. Gurney, Captain Nicholson, R.N., Mrs. Ohlsson and Miss Ohlsson, Mrs. Owen Jenkins, the officers of the Cape Squadron, etc., etc. A large number of beautiful presents were sent.

Tuesday, February 4th.—Mr. Woolcock returned to duty from hospital yesterday, and to-day our new Captain (A. W. Craig), six stokers and four seamen join ship at noon,

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having arrived by mail boat from England. Captain J. C. Tancred left in the evening.

Wednesday, 5th.—During the afternoon a cricket match was played, Ship *v.* Town, the teams and result being as follows:—

H.M.S. "PELORUS."

PARKER, b Weber	...	...	...	2
MARTIN, b Weber	...	...	...	1
LEVY, not out	...	...	...	75
THEAKSTONE, b Weber	...	...	...	0
GENT, b J. Hendrickse	...	...	...	1
FORD, b Weber	...	...	...	14
AVERSON, b A. Hendrickse	...	...	...	0
WORTHLEY, run out	...	...	...	0
GLANVILLE, c Webster b Williams	...	...	...	5
CHAMBERS, b Williams	...	...	...	1
HUGHTING, b Thornton	...	...	...	3
Extras	...	...	...	10
				<hr/>
				112

SIMON'S TOWN.

A. HENDRICKSE, c Worthley b Parker	...	...	...	19
G. DE FREITAS, b Parker	...	...	...	8
J. HENDRICKSE, run out	...	...	...	25
J. THORNTON, c and b Parker	...	...	...	13
W. HARDING, c Worthley b Parker	...	...	...	5
H. WILLIAMS, run out...	...	...	...	32
J. WEBER, b Martin	...	...	...	14
H. WINDSOR, b Martin	...	...	...	0
J. WEBSTER, b Theakstone	...	...	...	4
J. SULLIVAN, not out	...	...	...	5
W. AGNEW, b Theakstone	...	...	...	0
Extras	...	...	...	9
				<hr/>
				134

Thursday, 6th.—At 1 p.m. a cricket match took place with the “Hermione,” and ended in a win for us by 36 runs. A week later we played the return match, much excitement being shown on account of the narrow margin by which the last match was won, but our ship rose to the occasion, and we again won, this time by only 21 runs.

Monday, 10th.—Usual routine until 9.30, when drill is carried out: Away all Boats’ Crews, first boat back, 11mins., last boat, 13mins. 2secs.; Hoist all Boats, 8mins. 4secs.; Out Bower Anchor, 12mins. 3secs.; Replace Gear, 10mins. 16secs. The stokers and marines then pull round fleet, after which the men were fell in and commended by Captain Craig on the morning’s performance, this being his first drill with us.

Saturday, 15th.—A sailing race took place in the afternoon, a prize of £10 being distributed between the first three boats, open to all comers, course twelve miles. Thirteen boats started, the result being as follows: “Looloo” (Mr. Brooks’ yacht) first; 3rd Cutter, “Pelorus,” (Mr. Wyllys) second; Galley, “Hermione” (Capt. Dampier) third.

Saturday, 22nd.—A cricket match took place in the afternoon with “Hermione,”

which ended in a win for us by 35 runs. During the evening a little excitement was caused by the slopes above the town getting ablaze, a party being landed from the ships to extinguish same. There was a strong breeze blowing at the time, but by dint of hard work the fire was soon got under.

Thursday, 27th.—A cricket match was played, Fleet team *v.* Town, which, after a very good game, terminated in a win for the former by 34 runs. A pre-arranged attack by large steamboats and torpedo craft took place between 9 p.m. and 11 p.m. on the town, for the purpose of instruction for ourselves and the military, blank firing being carried out by the forts and ships, who manned and armed for the purpose.

Saturday, 29th.—“Hermes” and R.N.V. had a shooting match at the range, the former winning a well-contested game by 24 points. Our Rugby team and “Hermes” tried conclusions at the Sanatorium Ground, our ship winning by 13 points to nil.

Saturday, March 7th.—“Hermione” sailed for Durban. In the afternoon myself and several other petty officers paid a visit to Cape Town docks, where we went aboard the “Braemar Castle” to visit our late ship-

mate, Smith P.O.1, he having been sent from Durban hospital, invalided, and was taking passage home. Our Rugby team and "Hermes" played a game at Jackson's ground, which terminated in a win for us by 28 points to 5.

Saturday, 21st. — A Soccer match was played at Jackson's Ground by our team and Jackson's III., which ended in a win for the ship by four goals to one. Our rifle team had a shoot with a team of R.N. Volunteers, and won by 114 points. We were afterwards entertained to a dinner and smoker, a very enjoyable time being spent. Scores:—

"PELORUS."

	200 yds.	500 yds.	600 yds.	Total.
Callaghan, P.O.2	31	31	23	85
Gent, P.O.1	32	30	24	86
Hill, P.O.1	28	31	21	80
Lieut. Jones	29	21	26	76
Wyllys, Paymaster ...	32	30	19	81
Mallett, A.B.	28	30	22	80
Evans, C.P.O.	25	23	24	72
Highams, P.O.2	28	20	28	76
Clark, C.P.O. *	29	30	12	71
				<hr/> 707

* Counted out, 71 = 636.

R.N.V.R.

	200 yds.	500 yds.	600 yds.	Total.
A. Munnick	29	31	17	77
Lieut. Douglas	28	26	22	76
W. Lucker	27	33	13	73
L. Wileman.....	32	19	19	70
W. Brooker.....	26	29	9	64
J. Lanner.....	28	15	18	61
Lieut Barker	24	22	6	52
L. Burrell.....	22	27	0	49
Lieut. Green *	24	20	4	48

 570

* Counted out, 48=522.

Rules.—Bisley, 7 rounds at 200, 500, and 600 yds., a sighter being allowed; ten men to fire, best eight to count.

Saturday, 28th.—Soccer team v. Jackson's II. played a well-contested game, which ended in a draw, each side scoring a goal. Rugby team v. Standards played the return match at the Sanatorium, which ended in a win for us by 19 points to 6. Our rifle team and Dockyard had a pleasant afternoon at the range, the latter again proving their superiority by winning with 59 points to their credit, the actual scores being:—Dockyard, 581 points; "Pelorus," 522 points.

Sunday, 29th.—The "Hermione" arrived from Durban and took up her moorings at 4 p.m.

CHAPTER XIV.

*In dock at Capetown. — Gunlayers' test. —
Simon's Town again.*

Wednesday, April 1st.—We slipped moorings at 7.25 a.m. and proceeded to Cape Town, where we arrived at 3.30 and are taken in dock and shored up. Visits were paid to Captain by officers from the German gunboat "Panther" and Portuguese cruiser "Adamastar," which were lying here.

Saturday, 4th.—Our Rugby team played Murzenburg on their own ground, and after an interesting game won by 6 points to nil. The rifle team had their return shooting match with R.N.V.R. at the latter's ground at Maitland, but owing to the weather turning out showery we were only able to fire at 200 and 500 yards, our team finishing with 11 points to the good. They were afterwards entertained to a dinner and smoker, which hospitality they greatly appreciated. Scores :—

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"PELORUS."

R.N.V.R.

	200 yds.	500 yds.	Total		200 yds.	500 yds.	Total
Gent	26	31	57	Douglas	33	26	59
Hill	23	33	56	Chambers	25	30	55
Callaghan.	29	26	55	Tucker ..	29	25	54
Mr. Wyllys	28	23	51	Wilson..	24	26	50
Mallett ...	24	27	51	Meftals..	25	23	48
Evans	28	22	50	Munnik .	20	27	47
Mr. Jones .	28	20	48	Williams	25	21	46
Sloane.....	18	25	43	Burrell...	22	19	41
Woods ...	18	18	36*	Lanner..	18	17	35*
Day	15	17	32*	Brooker	12	11	23*
			479				458

*Counted out, 68=411

*Counted out, 58=400

Wednesday, 8th. — In the forenoon we were floated and prepared for sea. We were taken from dock at 2.45, but owing to striking port propellor against wharf were taken back again and divers sent down to ascertain damage. Finding nothing wrong, we again proceed on our way to Simon's Bay, encountering dirty weather with a heavy sea.

Thursday, 9th.—At 7 a.m. we arrived at Simon's Bay and anchored, being too rough to take up moorings.

Saturday, 11th. — In the afternoon our Soccer team played Rondesbasch on the latter's ground and won by four goals to nil. Our Rugby team also played Woodstock, at

Woodstock, and won by 11 points to 10 after a very fast game.

Tuesday, 14th. — After dinner we prepared for sea, and slipping at 1.30 p.m. we proceed to Walfish Bay, where we arrived on Thursday at 7 p.m.

Wednesday, 22nd.—An uneventful week, for excepting a couple of seining parties, who caught splendid hauls of fish, one alone weighing 84 lbs., and a Soccer and Rugby match with "Hermione," both of which we won, nothing disturbed the routine of ship's life. The competitions for the aiming appliances, etc., took place to-day, the results of which are as follows :

RESULT OF VARIOUS COMPETITIONS.

LOADER.

In this competition four points are given for each complete round, one point being deducted for badly-entered projectile or cartridges ; two prizes being given, 1st 22s., 2nd 15s.

Gun.	Rds.	Pts.	Lost.	Nature.	Hts.	O.M.
Port I. ...	13 $\frac{1}{4}$	53	1	Cartridge	52	1st
Port III. ...	13	52	1	„	51	2nd
Port II. ...	13	52	2	Proj'cle.	50	
Starb'd. II.	13	52	2	„	50	
Port IV. ...	12 $\frac{1}{2}$	50	2	Cartridge	48	
Starb'd. I. ...	13	48	1	„	47	
„ IV....	11 $\frac{1}{2}$	46	nil	„	46	
„ III....	12 $\frac{1}{4}$	49	3	Proj'cle.	46	

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3-PDR. AIMING RIFLE.

	Hts.	Prize
H. Mallett	9	1st, 15s.
F. Baise	6	2nd, 8s.
C. Jenkins	5	3rd
J. Daly ...	4	4th
J. Hoyle...	3	5th
R. Watson	3	6th
D. Donovan	1	7th
J. Chape	1	8th

DOTTER.

	Hts.	Prize.
Kettels ...	56	1st, 7/6
Long ...	54	2nd, 5/-
Smith ...	50	3rd, 3/-
Highams	48	4th
Stannaway	46	5th
Hill ...	46	6th
Clarke ...	45	7th
Donovan	43	8th

DEFLECTION TEACHER.

This was open to G.L., each having two runs of 45 seconds, a prize being given to first and second sight and their sight-setters.

Name and Rate.	Gun.	Hits.	Total.	Prize.
E. Highams, P.O.2	II P.	18'17	35	20/-
C. Hill, P.O.1 ...	III S.	13'15	28	10/-
A. Clark, A.B. ...	II S.	12'14	26	
D. Stannaway, P.O.1	I P.	13'10	23	
F. Hoblin, P.O.2 ...	III P.	11'11	22	
D. Donovan, A.B. ...	—	8'12	20	
R. Kettels, Pte. ...	IV P.	11'8	19	
H. Long, P.O.1 ...	I S.	8.11	19	
F. Smith, Pte. ...	IV S.	4'10	14	
J. Daly, A.B. ...	—	4'6	10	

SIGHT-SETTING.

Open to sight-setters and men not stationed at guns, for which two prizes were given for each class of gun. For 4in., 7s. 6d. and 5s. ; 3-pdr. 5s. and 3s.

4-IN.

Sergt. Parker, 1st.
A.B. Rawse, 2nd.

3-PDR.

A.B. Davis, 1st.
A.B. Needham, 2nd.

1-IN. AIMING COMPETITION.

This was open to G.L. and crews, the layer only to fire, the range, speed, etc., to be given by officer of quarters, for which three prizes were given. 1st: G.L. 10s., S.S. 5s., crew 7s. 6d. 2nd: G.L. 7s. 6d., S.S. 4s. 6d., crew 5s. 3rd: G.L. 4s. 6d.

Name and Rate.	Gun.	Hits.	Prize.
D. Donovan, A.B. ...	Picked	5	1st.
F. Hoblin, P.O. 2 ...	III P.	4	2nd.
E. Highams... ..	II P.	3	3rd.
A. Clark, A.B. ...	II S.	2	
J. Daly, A.B. ...	—	2	
C. Hill, P.O. 1 ...	III S.	2	
R. Kettels, Pte. ...	IV P.	1	
H. Long, P.O. 1 ...	I S.	1	
D. Stannaway ...	I P.	1	
F. Smith, Pte. ...	IV.	1	

Thursday, 23rd.—We got under weigh at 7 a.m., laid out buoys, and carried out preliminary test with 4in. guns, Daly, A.B., qualifying for acting G.L., he firing 10 rounds and scoring 6 hits, after which we anchored. During the evening a concert and supper is given on board "Hermione," to which our men and officers are invited, and a very pleasant time was spent until 10.30 p.m.

Friday, 24th.—Got under weigh at 7.30, and after erecting our targets, we carry out 3-pdr. firing as a preliminary for the gunlayers, and also the training classes of ordinary seamen, which on the whole was fairly satis-

factory. We returned to our anchorage about 4.30 p.m., when a seining party was organised and a good haul of fish made.

Saturday, 25th.—During the afternoon a Rugby match *v.* "Hermione" was played, and ended in a draw after a well-contested game. A Soccer match, Marines *v.* 3rd division, ended in a win for the former by one goal to nil.

Monday, 27th.—Got under weigh at 7.30 and carried out gunlayers' test with 4-inch guns in the forenoon, which did not prove very satisfactory, the best gun being seven rounds with five hits. The following day we carried out light quick-firing test, the result being rather an improvement on last year's firing.

Wednesday, 29th. — In the evening a Soccer match was played between the Marines and 2nd Division, which terminated in a win for the latter by four goals to nil. At 7.30 p.m. the "Hermione" sailed for Simon's Bay.

Thursday, 30th.—Hands took in 80 tons of patent fuel and then prepared for sea at 11.30 a.m., wireless exercises being kept with "Hermione."

Sunday, May 3rd.—Arrived and anchored in Saldanha Bay at 9 a.m., and at 6 p.m. the

following day, in company with "Hermione," we proceeded to Simon's Town, where we arrived at 7.40 the next morning.

Wednesday, 6th. — A survey held at hospital, when we have three men invalided home: Chief Stoker Foley, Stoker Gilligan, and Magill, marine.

Thursday, 7th.— A Soccer match took place with the "Hermes" at Jackson's Ground, which ended in a win for us by three goals to nil, but a week later they had their revenge by beating us by one goal to nil.

Wednesday, May 20th.—Since last entry in log nothing worth recording has happened. To-day Barton, A.B., was invalided, and the following afternoon our Soccer team played the R.G.A. on Jackson's Ground, and after a pleasant game our ship won by 2 goals to nil.

Saturday, 23rd.—During the afternoon our Rugby team played a team from "Hermes" and "Hermione" at Murzenburg, before about a thousand people, and after a very fast game won by 17 points to nil. During the tussle, Thomas, one of our forwards, had his ribs fractured, and was taken to Naval Hospital. On the following Monday the squadron played a Rugby match with Murzen-

burg, and won by 17 points to nil. Our Soccer team were also successful against the Worcester Regiment, a well-contested game ending 1 goal to nil. "Hermione" sailed for Durban on Thursday evening.

CHAPTER XV.

Lorenzo Marques.—A Smoker.—A Grave Disaster at Durban.—Mauritius.—We paint white.

Friday, May 29th.—After dinner we prepare for sea, weighing at 4 p.m., and carrying out full-power trial for 8 hours, the average for which was 18·2 knots, after which we continue at three-fifths speed for East London, anchoring off that place at 8.30 a.m. on Sunday. It was too rough to cross the bar, but we did so the following day and made fast to buoy in Buffalo River.

Wednesday, June 3rd.—In the afternoon a Soccer match against Westbank ended in a win for our ship by 5 goals to nil, and we beat the same club's Rugby team by 13 points to 3, both games being played on the Club ground, in lovely weather, before 800 people. In the evening a concert was given by the men of the ship at the Sailors' Institute, and an excellent programme gone through, which

was well attended by the public, the proceeds being given in aid of the above institution.

PROGRAMME.

PART I.

Hoblin	...	...	...	Song.
Chiswell	...	...	...	Song.
Reed	...	...	...	Song.
Dandem	...	...	...	Song.
Spiller	...	...		Recitation.
Jordan	...	...	...	Song.
Beaumont	...	...	...	Song and Dance.
Hogsden	...	...	...	Song.
Highams	...	...	...	Song.
Mr. Baker	...	...	...	Song.
Mr. Oakes	...	...	...	Song.
Mr. Warner	...	...	...	Speech.

PART II.

Mr. Baker	...	...	...	Song.
Chiswell	...	...	...	Song.
Donovan	...	...	...	Song and Dance.
Spiller	...	...	...	Recitation.
Jordan	...	...	...	Song.
Hogsden	...	...	...	Song.
Oakes	...	...	...	Song.
Highams	...	...	...	Song.
Dandem	...	...	...	Song.
Reed	...	...	...	Song.
Hoblin	...	...	...	Song.
Highams	...	...	...	Speech.

“God Save the King.”

Friday, 5th.—At 8.15 a.m. we slipped our buoy and proceeded at 10 knots for Durban,

where we arrived at 2.30 p.m. the following day.

Saturday, 13th.—Ship open to visitors at 1 p.m., and we were literally crowded out. At 4.30 p.m. we prepare and put to sea *en route* for Lorenzo Marques, arriving there on Monday morning, visits being paid and returned by Captain and officials.

Thursday, 18th.—A Soccer match is played with an English team, which ended in a win for our ship by 3 goals to 1. In the evening a smoking concert is given to the ship's company, presided over by the English Consul, our Captain and officers being present. An excellent programme was rendered, and a most enjoyable evening brought to a close at 11 p.m. with the singing of the National Anthem.

Friday, 19th.—Put to sea at 7.30 a.m. for Durban, where we anchored at 3 p.m. the next day, the "Hermes" having previously arrived.

Monday, 22nd.—On shore an assault-at-arms was given at Lord's Ground, in which men of the "Hermes" took part, and during the display by the local fire brigade an awful accident took place, an account of which I have inserted from the local papers :—

TRAGIC ERROR AT FIRE DISPLAY.

THREE CHILD VICTIMS.

DURBAN, *June 23.*

A terrible mistake occurred last evening at a fire display here by the Durban Fire Brigade and seamen of H.M.S. "Hermes."

The display concluded with the destruction by fire of some temporary buildings, at the top of which were three children, aged nine, eight, and seven years, the two sons of Firemaster Lambeth and a son of a fireman named Scott. It was arranged that the signal for igniting these structures should be given by means of a naval rocket. But some men from the "Hermes" were giving a display with a field-gun, and the firing of this gun was mistaken for the rocket, with the result that the torch was applied to the house fully five minutes before the time fixed.

The result was that before the children could be brought down the escape as arranged, the whole building, which had been saturated with paraffin, was in flames. Two of the children, at the call of those below, jumped down from the burning building and sustained such injuries that they died shortly after, and the third fell back into the burning house.

Five firemen were on the roof (the children being on an upper floor), but they slid down ropes and then jumped to the ground.

Several thousand people, present to watch the display, were witnesses of the tragedy. The scene was heartrending, with frantic parents and children screaming, women fainting, and the inability of anyone to do anything. The buildings were so quickly in the power of the flames that firemen and onlookers were alike helpless. What had up to that point been the scene of a highly successful display was turned in a few minutes into a camp of mourning. When the incinerated body of the child who had fallen into the

flames was brought forth everyone was overcome. During the first moments of the accident the spectators thought that only dummies were falling from the building.

At the funeral of the victims there were hundreds of floral tributes, and among them were several handsome wreaths from the officers and men of the "Hermes" and "Pelorus," which ships also sent a detachment of marines and bluejackets.

HIGH COMMISSIONER'S SYMPATHY.

The following telegram has been received by the Mayor from His Excellency the High Commissioner (Lord Selborne): "Please convey my deep sympathy to parents and relations of victims of terrible fire disaster last night."

Thursday, 25th.—At 10 o'clock the buoy is slipped and we proceed to sea, *en route* for Port Louis, where we arrived the following Thursday at 4 p.m., and learned that our Admiral had been taken ill and that the "Hermes" had immediately returned to Durban. Commander A. W. Craig also received news of his promotion. The "Hermione" was sighted about 8.30 p.m., but she did not anchor.

Wednesday, July 8th.—During the past week here (Port Louis) we indulged in various sports and picnics, ship's routine, etc., but nothing of any importance occurred. To-day hands employed altering the

appearance of ship by painting her white. The petty officers have a shoot with sergeants of L. N. Lancashire Regiment, the result of which is given below :—

	200 yds.	500 yds.	600 yds.	Total.
Sergts. ...	233	220	200	653
P.Os. ...	204	233	184	621

A Soccer match was played at Fort George with R.G.A., which terminated in a draw, nothing being scored.

Friday, 10th.—A number of our men took part in the sports at Vacoas arranged by the military, several being winners. The men returned on board at 8 p.m. after a fine day's outing.

Monday, 13th.—Rugby match played at Vacoas between naval officers and army officers, and after a pleasant game the former won by 12 points to 3. A Soccer match between the Navy and Army ended in a win for the latter by 3 goals to 2.

Tuesday, 14th.—The petty officers went to Vacoas, where they were to be the guests of N.C.Os. of garrison. A cricket match was played, which resulted in a win for the P.Os. by 71 runs. They were then entertained at dinner and an all-night dance, a most enjoyable time being spent by all. Our

Rugby team played a match with R.G.A., winning easily by 18 points to 3.

Friday, 17th.—Left for Simon's Town, and after a very rough and uncomfortable voyage, we arrived there on Sunday, the 26th, at 4.30 p.m.

CHAPTER XVI.

*At Simon's Town.—Shooting Matches.—
Paying-off Orders.*

Wednesday, July 29th.—Since arriving at Simon's Town nothing of any importance has occurred. To-day "Hermes" arrived from Walfish Bay and hoisted flag.

Thursday, 30th.—A Soccer match was played on Jackson's Ground with R.G.A., and ended in a draw, 1 goal each. The "Hermes" took in 370 tons of coal at an average of 180 tons per hour.

Saturday, August 1st.—A Soccer match was played with Jackson's eleven on the latter's ground, which resulted in a win for our ship by 3 goals to 2. A shoot also took place with Dockyard team at their range in Dida Valley, under Bisley rules, the locals winning by 32 points. This was the fourth attempt made to lower the Dockyard's colours, but, although the dividing line almost reached vanishing point, we were never able to defeat them, their shooting being much above the average. Scores :—

DOCKYARD.

Name.	200 yds.	500 yds.	Total.
Mr. Patterson	... 33	... 30	... 63
James	... 32	... 30	... 62
Barton	... 29	... 33	... 62
Toms	... 30	... 31	... 61
Thomas	... 31	... 29	... 60
Jones	... 33	... 26	... 59
Jenkins	... 27	... 26	... 53
Jones	... 17	... 25	... 52
			Total ... 472

PELORUS.

Mr. Wyllys	... 30	... 31	... 61
Gray	... 30	... 30	... 60
Gent	... 28	... 29	... 57
Clark	... 27	... 28	... 55
Callaghan	... 27	... 26	... 53
Hill ...	... 28	... 25	... 53
Highams	... 28	... 23	... 51
Smith	... 22	... 28	... 50
			Total ... 440

Owing to bad light firing at 600 yds. was abandoned.

Saturday, 8th.—Our Soccer team played the Albions on Jackson's Ground, and won by 1 goal to nil. Our Rugby team opposed Murzenburg, on the latter's ground, and lost after a fine game by 3 points to 8.

Thursday, 13th.—At 11.30 Bishop, L.S., is conveyed to the sick berth in an unconscious state. Whilst on watch he was seized with an epileptic fit and fell to the deck; he was later in the day taken to hospital, where he was found to be in a critical condition.

A Soccer and shooting match took place in the afternoon with "Hermes," both resulting in a win for us, the football team by 1 goal to nil and the shooting team by 53 points.

RESULT OF SHOOT.

Rules: Bisley, at 200, 500, and 600 yds., seven shots at each range, ten men to fire, best eight to count.

"PELORUS."

Name.	200yds.	500yds.	600yds.	Tot.
Gent, P.O.1 ...	30	27	27	84
Hill ,, ...	30	26	26	82
Jones, Lieut. ...	31	24	25	80
Mallet, A.B. ...	26	28	25	79
Clarke, C.P.O.	27	23	24	74
Webb, L.S. ...	22	28	23	73
Smith, Pte. ...	25	22	21	68
Wyllys, Paymr.	27	21	19	67
Callaghan, Arm.	24	23	15	62*
Sloane, Pte. ...	21	21	14	56*

Total ... 725

* Counted out (118). Grand Total, 607 points.

"HERMES."

Tranter, P.O.1	30	28	24	82
Wright, C.P.O.	26	27	24	77
Treleaven, P.O.1	25	24	27	76
Marshall ...	25	24	21	70
Winter ...	23	22	22	67
Wills ...	25	24	16	65
Furlong ...	17	19	23	59
Duncan ...	21	21	14	56
Pridmore ...	26	15	14	55*
Stride ...	19	13	23	55*

Total ... 662

* Counted out (110). Grand Total, 552 points.

Tuesday, 18th.—After dinner we prepared for sea, proceeding at 4 p.m. for Port Nalloth, where we arrived at 9.30 a.m. on Thursday, and stayed until the following Wednesday, little but ship's routine claiming our attention.

Saturday, 29th.—Got under weigh at 4 a.m. and proceeded to Saldandha Bay, where we arrived at 9.30 a.m.

Monday, 31st.—Proceeded to Cape Town, and arrived there at 4.30 p.m., when, after taking in 350 tons of coal on the following day, we left for Simon's Town on Wednesday, arriving there at 4 p.m.

Thursday, September 3rd.—In the evening a very successful concert was given in the Wesleyan Schoolroom, under the auspices of the R.N.T.S. (members of the ship), which was well attended. Amongst those present were Engineer-Commander E. J. Weeks, President of the R.N.T.S.; Mr. Barrett, Superintendent of Simon's Town Band of Hope, several ladies, and the members of the R.N.T.S. The gathering looked quite cheerful, with the merry faces and the naval uniforms of the men, who attended to the requirements of the children. Tea being over at 6.15 p.m., games were resorted to outside the room, whilst preparations were

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made for the concert. At 7.30, Engineer-Commander E. J. Weeks took the chair, supported by the Rev. S. H. Ravenscroft, when a very successful programme was rendered, as follows:—

PROGRAMME.

Part I.

Chorus	...	...	...	Band of Hope Children.
Piano Duet	...	...	...	Misses RAVENSCROFT.
Song	"A Picture no Artist can Paint" Bro. F. HOBLIN.			
Trio	"The Wreath" ... Messrs. BARRETT, JEANES & THOMSON.			
Song	"Sunset turns the Ocean Blue to Gold" Bro. DOODSON.			
Recitation	"What is it?" ... Master R. MAYER.			
Song	...	...	...	Bro. MARTIN.

Part II.

Chorus	...	...	...	Band of Hope Children.
Pianoforte Solo	...	...	...	Miss WATTS.
Song	"Champion of the King" ... Mr. THOMSON.			
Violin Solo	...	...	...	Mr. W. AGNEW.
Song	"The Gift" ... Miss VAN ALMELO.			
Trio	"Gipsies' Laughing Song" ... Messrs. BARRETT, JEANES & THOMSON.			
Song	...	...	...	Miss WATTS.
Recitation	...	...	...	Miss E. AGNEW.
Song	"Flight of Ages" ... Mr. BARRETT.			
Song	"The Song that Reached My Heart" Bro. REED.			

The King.

During the interval a splendid selection of music, &c., was given on the gramophone by Mr. Spratt, when a collection was made on behalf of the funds of the Wesleyan Band of Hope, which realised

£1 13s. 7d., to which was added 7s., surplus from the amount subscribed by the R.N.T.S. toward the tea, making a total of £2 os. 7d. The Chairman, in his remarks, admitted that it was in one way a pity that the "Pelorus" would soon be leaving Simon's Town for England, but it must be looked at from the other side, as all, or most of the men on board were looking forward to very soon being in their own homes with those they love so dearly. He then presented the Band of Hope with a framed photograph of the members of the R.N.T.S.

Thursday, 10th.—A very successful winding-up paper-chase, dinner, and smoker took place at Simon's Town by the members of our physical training club. The chase started from Simon's Town at 2 p.m., and after a very exciting and varied run, ended at the United Services Institute at 5.30. Dinner was served at 6.30, sixteen of the members sitting down to a sumptuous spread catered for by the manager of the institute. Afterwards the closing up of the accounts and the disposal of the athletic gear, the property of the club, between the members took place, and this was followed by a pleasant teetotal smoking concert, Messrs. Hogsden, Doodson,

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Churchill, Webb, Isaac, Paternoster, Budd, Harrold, and Carty contributing to the programme. During the concert a hearty vote of thanks was accorded the instructor, G. Hughling, for his energetic efforts in the formation and continuation of the club. In reply, Mr. Hughling said that the success of the club was really due to the manner in which the Captain and 1st Lieutenant of the ship had given them every encouragement in the undertaking. A shooting match afterwards took place to dispose of the club's funds, the team being divided into two classes: (a) Those whose average was above 70; (b) those below 70 points for the commission; three prizes to each class.

RESULT OF SHOOT.

Name.	200	500	600	Tot.	Prize.
C. Hill, P.O.1 ...	26	23	31	80	17/6
G. Mallett, A.B. ...	27	27	25	77	10/-
T. Gent, P.O.1 ...	24	30	22	76	7/6
Lieut. Jones ...	30	27	16	73	
E. Callaghan, Ar. ...	28	22	22	72	
G. Gray, Pte. ...	30	16	21	67	
A. Webb, L.Sig. ...	25	21	18	64	
J. Clark, C.P.O. ...	26	20	13	59	
E. Highams, P.O.2...	25	20	23	68	13/6
W. Smith, Pte. ...	25	17	19	61	9/-
H. Day, A.B. ...	15	23	14	52	4/6
A. Sloane, Pte. ...	18	18	9	45	
E. Compton, Pte. ...	21	4	19	44	
E. Woods, A.B. ...	13	10	17	40	

Saturday, 12th.—A shoot took place with the “Hermes,” our team winning by a few points. No big scores were made owing to a very changeable wind :—

“PELORUS.”

		200 yds	500 yds	600 yds	Total
Hill ...	...	32	27	23	82
Mr. Wyllys ...	...	27	30	23	80
Callaghan ...	...	27	19	21	67
Clark ...	...	27	23	14	64
Mallett ...	...	27	27	21	75
Gent ...	...	29	25	15	69
Highams ...	...	25	21	22	68
Webb ...	...	25	15	24	64
Total					... 569

“HERMES.”

Pridmore ...	...	24	27	26	77
Tranter ...	...	30	18	28	76
Treleaven ...	...	30	22	21	73
Wills ...	...	28	30	15	73
Wright ...	...	20	23	26	69
Risk ...	...	27	24	15	66
White ...	...	24	18	20	62
Stride ...	...	21	14	21	56
Total					... 552

Monday, 21st.—Went to divisions in No. 2 dress to await Admiral Poe, who came aboard about 9 a.m. We were mustered by the ledger, and he afterwards inspected the ship, which, proving satisfactory, he took his departure at 10.30.

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Wednesday, 23rd.—Slipped at 6 a.m. and proceeded to Cape Town, where we arrived at 12.30 and were taken in dock. We remained there till Friday, when we returned to Simon's Town and secured at 5.30 p.m.

Sunday, 27th.—H.M.S. "Edgar" arrived with the relief crew for the "Hermes," and saluted the Admiral, who returned same with 7 guns. The new Admiral arrived by train at 11.30, his flag being hoisted on board the "Hermione," who saluted Admiral Poe with 15 guns, the "Hermes" returning same with 13 guns.

Wednesday, 30th.—At 1 p.m. Admiral Poe turned over his command to Rear-Admiral Egerton, and left by special train with his staff for Cape Town, the ships' companies manning and cheering as the train steamed out of the station, which was thronged with people, the bands playing the old familiar tunes. In the evening Admiral Poe's flag was lowered on "Hermes."

Thursday, October 1st.—We received our paying-off orders, and hoisted the pennant at 8 a.m. Admiral Egerton's flag was hoisted in "Hermes," the ships saluting with fifteen guns.

Friday, 2nd.—Proceeded out of harbour at

11.30 p.m., the ships' companies manning and cheering us as we steamed away, *en route* for Walfish Bay, where we arrived on Monday morning. A week later the "Hermione" arrived and brought our mail.

Wednesday, 14th.—Got under weigh at 12.15, *en route* for St. Helena, the ships' companies cheering, all being in the best of spirits, you may be sure, at the thought of being homeward bound; but alas! our spirits were somewhat cooled when at 3.45 we received a wireless message to the effect that we were to return to Walfish Bay to await further orders by cable from Commander-in-Chief. We at once put about and anchored in the bay at 7.30 p.m.

Saturday, 17th.—"Hermes" arrived at 1.30 p.m. and anchored. Our Soccer team received a challenge from the new ship's company, which was duly accepted, and terminated in a win for us by three goals to nil.

Tuesday, 20th.—We got under weigh at 9 o'clock and proceeded to St. Helena, arriving at St. James' Bay on Saturday evening. An anxious week followed, everyone wondering when the order to proceed to England would arrive. We were soon dis-

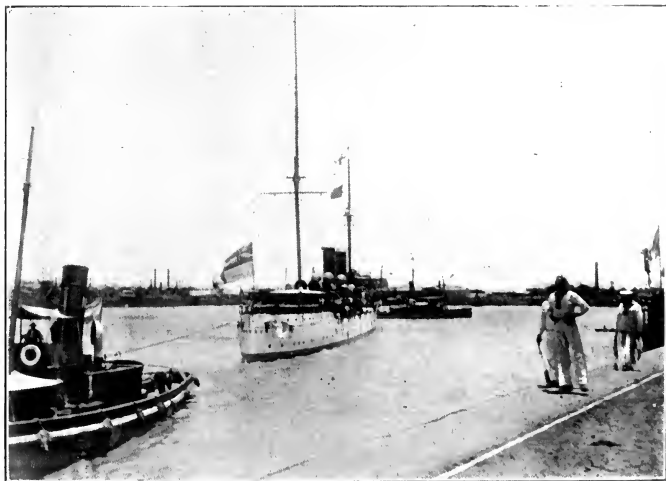
illusioned, however, for on arrival of the SS. "German," on Monday, we learned that we were to proceed to Rio de Janeiro on the 10th of next month to join the Cruiser Squadron, which news, it is hardly necessary to add, caused some very long faces to be seen and much "choice Italian" to be heard, as we had expected to spend our Christmas in home waters.

Monday, November 9th.—During the past fortnight we were busy preparing for our journey to Rio de Janeiro, ship's routine engaging nearly all our attention. To-day at 8 o'clock the ships were dressed rainbow fashion, it being His Majesty King Edward VII.'s birthday. The officers paid visits to the "Pandora," which had arrived the previous day at 6 p.m. The usual routine was carried out until noon, when a salute of twenty-one guns was fired in honour of the King's birthday. A cutters' race was arranged with the "Pandora," to test her boats, which she won in splendid fashion by six lengths.

PART II.



**H.E. THE GOVERNOR OF ST. HELENA
And Party on board the "Pelorus," October, 1908.**



**H.M.S. "PELORUS" ARRIVING AT BUENOS AIRES,
December, 1908, with Vice-Admiral Sir Percy Scott on board.**

Part II.

CHAPTER XVII,

*We leave the Cape Station.—Rio de Janeiro.
—Buenos Aires.—Arrival of Cruiser
Squadron.—Sports and Entertainments.*

TUESDAY, NOVEMBER 10th.—Hands employed stowing provisions until 11.30, when we prepared for sea.

Thursday, 19th.—After eight days at sea we sighted land this morning at 9.15, and proceeded into Rio de Janeiro, where we anchored at 11.45. We saluted the country (Brazil) with 21 guns, and the Admiral and flagship "Riachela" with 13 guns. These were duly returned and visits paid between the officers. At 1.30 a make and mend was granted and leave given to P.O.s until 10 p.m. A part of the ship's company were vaccinated owing to smallpox epidemic on shore. The necessary preparations were made for coaling.

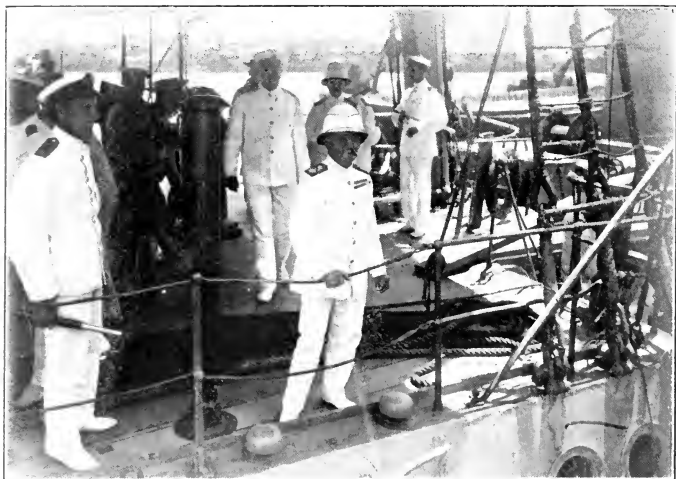
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Friday, 20th. — Hands were employed coaling, 240 tons being taken aboard at an average of 45·6 tons per hour; the decks were then cleaned down with fresh water, as there is an order here to the effect that water alongside is not to be used for any purpose, as yellow fever has been traced to its use. Leave granted to P.Os. and badge men until 10 p.m., the remainder of ship's company being vaccinated.

Saturday, 21st.—At noon the ships were dressed overall and a salute of 21 guns fired in commemoration of Brazil gaining her independence. A cricket match was played v. W. T. Co. in the afternoon, the latter winning by 68 runs. Leave given to badge men in evening.

Monday, 23rd.—At 9.30 this morning the boats' crews were exercised at sailing. This took the form of a race, each boat being sailed by an officer. The course was about eight miles; the galley, sailed by Mr. Wyllys, being first. In the afternoon leave was given and a Soccer match played with W. T. Co., who won by two goals to one. The SS. "Danube" arrived and we received mail for Cruiser Squadron.

Tuesday, 24th—We weighed and pro-



VICE-ADMIRAL SIR PERCY SCOTT
On board the "Pelorus" at Buenos Aires.



THE BRITISH MINISTER AND PARTY, AND SIR PERCY SCOTT
And Staff on board the "Pelorus" at Monte Video.

ceeded at 11.30 a.m., steaming at 10 knots for Buenos Aires.

Saturday, 28th.—After three days at sea, we entered the River Plata early this morning, and proceeded past Monte Video at 5 a.m. At 4 p.m. we took our pilot on board and saluted the Argentine Republic with 21 guns. At 5.30 we arrived at Buenos Aires and were taken into the North Basin and made fast. We were visited by officers of the Argentine Navy and Italian cruiser “Etruria,” these being returned and leave given.

Tuesday, December 1st. — During the evening a concert was held at the Seamen’s Institute, particulars of which are given by the following cutting taken from the Buenos Aires *Herald* :—

BOYS IN BLUE ENTERTAIN AND ARE ENTERTAINED.

One of the largest and most enthusiastic audiences that has ever assembled inside the hospitable walls of the Missions to Seamen’s Institute at St. John’s Church Hall, was that of last night, when the Missions were “At Home” to the petty officers and men of H.M.S. “Pelorus.”

The jackies and marines soon made themselves at home, and took a hand in entertaining their hosts by some good and smart exhibitions of boxing and bayonet fighting. Jenkins and Bass, both A.B.s, were the first to take the floor, and quickly proved

that the British bluejacket's title of "handy-man" is well maintained *inter alia* by a knowledge of the use of nature's weapons of defence. A.B. Thomas and Private Rutter, R.M.L.I., followed with the gloves, and also gave a smart exhibition. One of the most exciting bouts of the evening was that between Cork, of the SS. "Winchester," and Bass, of the "Pelorus," who had a ding-dong go for four rounds, which was of a give and take order but in a most friendly spirit. An interesting exhibition was that of bayonet-fighting with dummy spring bayonets, between P.O.1 Hughling, physical training instructor of the "Pelorus," and the popular "Joe" of the Institute. The latter made a good show against his scientific and smart opponent, who was cool, clean, and pretty in his style whether on the attack or defence.

After refreshments had been served some well rendered songs were given by Mr. Gifford, the Misses Golding and Udny, Rev. D. B. Nicol, also A.B.s Clarke, Hogsden, and P.O.2 Highams.

The whole evening was one of the most successful ever held at the Institute, and every credit is due to Mrs. Turri Croft and her lady friends who assisted in organising the entertainment. That their efforts were appreciated was shown by the hearty cheers given for them by the sailors of both the naval and merchant service at the termination of the evening before the singing of "God Save the King."

Thursday, 3rd.—This evening a concert was given at the Victoria Sailors' Home, a programme of which is given. A Soccer match was also played *v.* Allan Line, an account of which is taken from the Buenos Aires *Standard*.

H.M.S. "PELORUS" DEFEATS ALLAN LINE.

The above football match took place yesterday afternoon on the ground of the Estudiantes Juniors, and after a game all one-sided resulted in a walk over for the man-o'-war's men by 11 goals to nil. To give a little idea of the disparity in the sides it may be mentioned that in the first fifteen minutes the "Pelorus" men were leading by half a dozen goals to nil. At half-time the score stood at 8 to nil.

Upon resuming the "Pelorus" men did their best to allow their opponents to score, passing the ball to them and affording them opportunity after opportunity to open their score, but though they stood and looked on while the opposing forwards got to within yards of their goal-line, even then they were unable to get past the goal-keeper. Towards the end, the "Pelorus" men started to take the game into their own hands once more, and in the last five minutes put on another couple of goals.

For the winners the goals were scored by Alden (5), Donovan (2), and Alcock, Farquharson, Kelly and Milton one each.

The teams were as follows :—

"PELORUS" : Hogsden, Donovan, Kelly, Woods, Milton, Crompton, Gregory, Jenkins, Alder, Alcock, and Farquharson.

ALLAN LINE : Scanlan, McIntyre, Clark, Knowles, Tweedie, Hindmarsh, Sell, Day, Thomson, Scammell, and Curry.

THE CONCERT.

The officers and men of H.M.S. "Pelorus" were the guests and the entertained at the Victoria Sailors' Home last night. The advance news of the arrival of H.B.M.s ship had already given the officials and well-wishers of the Home an opportunity of enlisting talent and revising old scores in order that the concert

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might be as great a success as those offered on previous occasions.

The hall of the Home was packed long before the rise of the curtain, while special accommodation had been provided for Captain Craig (Commander of the "Pelorus"), Eng.-Com. Weeks, First-Lieut. Moore, Lieuts. Suter and Bridwell, Eng.-Lieut. Roberts, A. C. Carnegie Ross, and others. A letter was also received from H.B.M. Chargé d'Affaires regretting his enforced absence owing to pressure of work.

As will be seen from the programme, light music was mingled with classical, and merriment occasioned by absurdities was followed by such old home songs as "The Last Rose of Summer." A success it was in every sense, and a credit to the officials of the institution and the many friends who had helped towards that end.

Mr. F. H. Fellows, Superintendent of the Home, saw all provided with tea and refreshments.

At the conclusion of the programme Captain Craig, speaking on behalf of himself and men, congratulated those who had taken part in providing such an enjoyable evening, and ended by calling for cheers.

For "He's a Jolly Good Fellow" ended the unofficial programme. After the performance the men were conveyed to the "Pelorus" in trams kindly furnished by the Port Tramway Company.

The programme as below :—

PART I.

Fantasia on Operatic Airs	...	...	The Orchestra
Song	...	"Sunshine and Butterflies"	Miss Oliver
Song and Dance	...	...	Beaumont, Cook and Donovan, A.B.s
Violin Solo	"The Last Rose of Summer"		
Song	"Little Miss 'Wouldn't-You?'"		
Humorous Song	...	...	Miss M. Fleming Highams, P.O.2

Song	"There's a Land"	Miss M. Watts
Pianoforte Solo	"All join the Chorus"	Miss I. Golding
Humorous Song		Doodson, A.B.
Song	"Annie Laurie"	Rev. D. P. Nicol
Song	"Life's Lullaby"	Miss M. Smith
Gavotte	"Edina"	Orchestra

PART II.

Fantasia English Airs		Orchestra
Serio Song		Hoblin, P.O. 2
Violin Solo (selected)		Miss N. Kyle
Song "The Shamrock of Ireland"		Miss I. Golding
Humorous Song		Caity, A.B.
Song ... "Two's Company"		Miss M. Fleming
Song (selected)		Rev. D. P. Nicol
Song "A Little Piece of String"		Miss M. Watts
Song		Hogsden, A.B.
Song ... "The Flight of Ages"		Miss E. Campbell
Song		F. Reed Painter

GOD SAVE THE KING.

Saturday, 5th.—A day of ship's routine yesterday. This afternoon we attended the sports and concert got up on our behalf, full particulars of which I give below :

ENTERTAINING THE MEN OF
H.M.S. "PELORUS."

The Field Day yesterday at the English High School (Belgrano), when the Rector of the School and Mrs. Watson Hutton entertained a large number of the crew of H.M.S. "Pelorus," was a distinct success in every sense of the word. Owing to the early hour at which the sports were timed to commence, only some sixty of the crew were able to be

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present, but, judging by the really fine display given by the men, all the best of the "Pelorus" athletes seemed to be included in this number. The first event was a sack race, which caused some amusement and no little excitement. After a keen fight for first place, the winner proved to be Physical Training Instructor George Hughling, with Thomas Gent second. More fun was then the order of the day, for the "pillow fight" was the next event. The swans-down of the pillows was substituted by hay and straw, and sacking represented delicate cambric. In view of the rough usage to which the pillows were subjected, it was perhaps just as well that these improvements were made. The fight took place on a pole, and, two men being safely placed "up the pole," the game was for one to knock the other over by means of the pillow. Needless to say, these bouts occasioned great fun, and Levy (musician) proved the ultimate victor, the runner up being Way. The steeplechase was run off in heats, with the following results in the final:—1, Thomas; 2, Hughling.

The potato race brought forward sixteen entries, and was run off in four heats, the final being won by Levy, with Thomas second.

Following this event came the commencement of the cricket match, H.M.S. "Pelorus" *v.* Old Boys of English High School. The High School won the toss and elected to put their opponents in first, Messrs. Young, A. Brown, A. Hutton, and E. Brown were bowlers for the home team, and, despite some good batting on the part of the tars, it was soon apparent that the more frequent opportunities for practice possessed by the shoremen were bound to have their effect, and the team of the "Pelorus" was dismissed for 57 runs, Parker making top score with 14 runs to his credit. W. Alder and E. Gent also put up a good show, but the odds against them were altogether too heavy.

After this innings, the tug-o'-war, Sailors *v.* Firemen,

took place, and proved to be one of the most strenuously contested events of the afternoon. Eight men constituted each team, and to all appearances the firemen had somewhat the better of it in weight. They won the first haul with comparative ease, but after changing sides were not so fortunate, as the sailors, pulling with more discipline and system, just succeeded in dragging their opponents over the line. The final tug was the most exciting of all, both sides being so evenly matched that for some considerable time the tape hardly moved an inch either way. At last the sailors' more intimate knowledge of how to handle a rope told its tale, and, literally disputing every inch of the ground, the firemen were vanquished although by no means disgraced.

The Old Boys of the English High School then took their innings, and with five wickets down for 53, or only five runs to win, declared the innings closed, thus giving the victory to the High School's guests. This was playing cricket in every sense of the word. The scorers were as follows :

H. M. S. "PELORUS."

E. Gent (Torpedo Instructor), b Young	...	11
J. Parker (Sgt. R. M. L. I.), c Mack, b Hutton		14
W. Alder (Leading Signalman), b Young	...	10
A. Martin (Carpenter's Crew), c E. Brown,		
b Young	... ..	0
C. Levy (Musician), c C. Brown, b E. Brown		1
J. Wortley (R. M. L. I.), b Hutton	... ..	0
W. Gregory (Gnr. Inst.), st Shaw, b Hutton		0
W. Milton (Engine-room Artificer), b E. Brown		8
A. Fuller (Officers' Steward), c and b Hutton		5
J. Glanville (Chief Stoker), not out...	...	1
H. Moss (Shipwright), c E. Brown, b Huton		2
Extras	... ..	5
<hr/>		
Total	... ..	57

OLD BOYS OF ENGLISH HIGH SCHOOL.

P. G. Shaw, lbw, b Parker	...	...	...	12
A. W. Hutton, c and b Levy	...	...	...	4
Geo. Young, b Parker	...	...	...	3
C. Brown, c Wortley, b Parker	...	...	...	15
E. Brown, b Parker	...	...	...	2
L. Knight, not out	...	...	...	14
Extras	...	...	...	3
Total (five wickets)...				53

At this stage of the proceedings quite an unexpected sporting event took place, for the boys of the High School then present ran a hundred yards race for a special prize given by Captain Craig, R.N., Commander of the "Pelorus." It was won by Isidro Resano, with Willie MacHannaford and Nemesio Olariago placed second and third respectively.

After tea had been served in the school building, a move was made to the swimming bath, where two events were held. The 50 yards race was won by Martin, A.B., the second being Hughling, P.T.I.

The plate diving competition (nine plates) resulted in a very good display of diving. Goodson, A.B., succeeding in recovering all the plates, whereas Martin brought up eight and Hughling, P.T.I., seven.

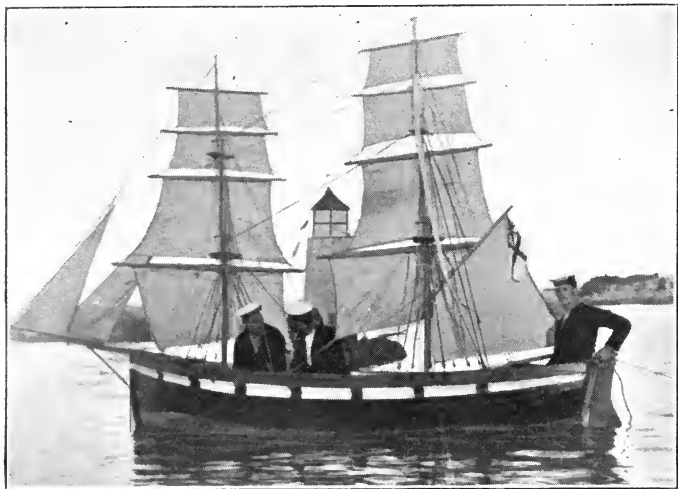
During the afternoon lemonade was served on the grounds, and as the men had the free use of the well-fitted gymnasium, they were made to feel thoroughly at home, and evidently enjoyed themselves, as did all who were present to witness the sports.

The prizes were donated by Messrs. G. C. Dickinson, P. G. Shaw, E. Buchanan, A. W. Hutton, A. A. Mack, and the Alumni Football Club, and were as follows :

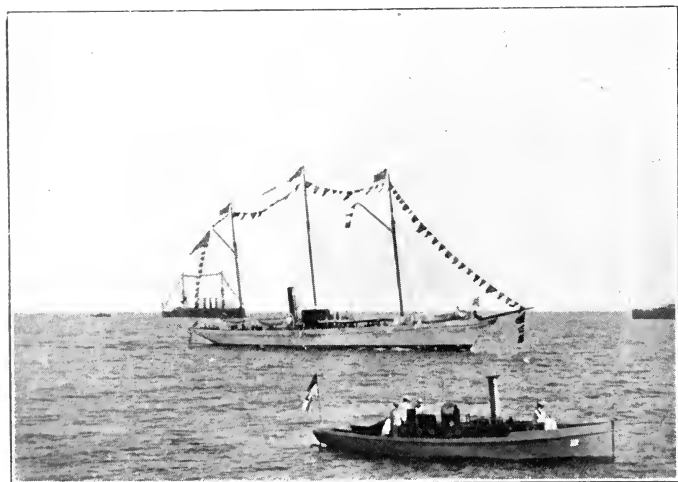
Sack Race.—1st, flask ; 2nd, razor.

Pillow Fight.—1st, shaving mirror ; 2nd, pipe.

Potato Race.—1st, case of pipes ; 2nd, pipe.



THE "PELORUS" PUNT.



MONTE VIDEO.

The President lunched on board with Sir Percy Scott, and is here seen leaving the ship in his yacht.

Steeplechase.—1st, case of pipes ; 2nd, pipe.

50 Yards Swimming.—Pipe.

Plate Diving.—Tobacco pouch.

Tug-o'-war.—Tobacco pouch to each member of winning team.

They were presented by Mrs. Watson Hutton, and at the conclusion of the presentation the Rector spoke a few appropriate words, expressing the pleasure it had given him and all connected with the High School to have the British seamen out there. He hoped their stay in this port would be pleasant and enjoyable, and expressed the additional hope to see them back there again. It was a privilege to see such specimens of the navy that for a thousand years had ruled the waves and which, despite all that was said by the envious, could still always attain the goal aimed at. He wished them a pleasant stay here, a pleasant voyage, and a speedy return.

Captain Craig, R.N., responded by thanking Mr. and Mrs. Hutton and all connected with the afternoon's entertainment for the very enjoyable time spent on the grounds of the High School. He endorsed Mr. Hutton's opinion that the British Navy could still do what was expected of it, and concluded by calling for three hearty cheers for Mr. and Mrs. Hutton and all others who had helped to provide such a splendid afternoon's amusement. These three and the following "tiger" were given with lusty goodwill.

THE CONCERT.

A most delightful evening was passed at the Victoria Sailors' Home, when the excellent programme prepared by Mr. Henry R. Storer was carried through without a hitch before as large and as enthusiastic a gathering as we have seen at the Victoria Sailors' Home. Quite a number of naval officers and men from H.M.S. "Pelorus" were present and seemed to

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enjoy themselves immensely. The opening numbers of the programme were the following:—Pianoforte solo, "Gondoliers," by Mrs. H. R. Storer, after which Mr. G. A. Savage sang "The Longshoreman." "Tell me, Gentle Stranger" was a beautiful vocal duet splendidly rendered by Miss L. Philpotts and Mr. W. H. Philpotts, junr. Miss Maud McLean played a violin solo "Cavatina," and had to respond with an encore. The next contribution was a recitation, "Karl the Martyr," by Mr. W. Field, and as an encore he gave "Jacob Struss." That old Scottish song "Mary of Argyle" was very sweetly sung by Mrs. Douglas Hamilton. The next item was a vocal solo by Miss Leonora Philpotts and chorus "Red, White and Blue," the entire audience taking part in the well-known chorus. Mr. J. Jaye Jeffreys gave that humorous song "The sea, the sea, the beautiful sea." Tea and refreshments were served to all present.

The second part of the programme was equally successful, and a most enjoyable evening was brought to a close by all joining in singing "God Save the King."

PROGRAMME.

Part I.

Pianoforte Solo ... "Gondoliers" ... Mrs. H. R. Storer
Vocal Solo "The Longshoreman" Mr. G. A. Savage
Vocal Duet ... "Tell me, Gentle Stranger"

Miss L. and Mr. W. Philpotts

Violin Solo ... "Cavatina" ... Miss Maud MacLean
Recitation ... "Karl the Martyr" ... Mr. W. Field
Vocal Solo ... "Mary of Argyle"

Mrs. Douglas Hamilton

Vocal Solo and Chorus "The Red, White and Blue"

Miss Leonora Philpotts

Humorous Song "The sea, the sea, the beautiful sea,"

Mr. J. Jaye Jeffreys

Part II.

- Pianoforte Solo... "American National Medley"
Mrs. T. A. Whitworth
- Vocal Duet ... "I would that my Love"
Misses L. Philpotts and B. Tink
- Vocal Solo "The Veteran's Song," Mr. G. A. Savage
- Violin Solo ... "Serenata" ... Miss Maud MacLean
- Vocal Solo ... Selected ... Mrs. Douglas Hamilton
- Recitation... "How I Edited an Agricultural Paper"
Mr. W. Field
- Humorous Song "Ain't it funny what a difference
a few hours make"... Mr. J. Jaye Jeffryes
- Vocal Solo... "Motherland"... Mr. W. Philpotts, junr.

Monday 7th.—At noon we attended sports and football matches, a programme of which is given from a cutting of the Buenos Aires *Herald*:

A FIELD DAY AT PALERMO.

The varied programme of events organised by the officers of the Sailors' Home, in conjunction with the authorities of the Gymnasium and Esgrima Club, were yesterday brought to a successful conclusion on the field of the latter. Favoured with delightful weather and a fair attendance, both Soccer and Rugger games were played, the half-time intervals allowing for the diversity of racing events, which aroused both excitement and amusement.

The "Pelorus" v. Gymnasium and Esgrima Soccer game brought forth interesting play, and proved what a perfect combination the former possesses. The tactics displayed by both sides were always clean and keen, but over-eagerness in one instance resulted in one of the "Pelorus" men receiving a nasty kick over the eye during the first half, which incapacitated him for further play.

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The Gymnasium boys never allowed play to flag, and the evenness of the teams may be gathered from the score—a goalless draw.

THE RUGBY GAME.—The “Pelorus” men, who wore green jerseys, cut a remarkably clean figure when lined up in the field, and, apparently, were a little heavier than the Gymnasium and Esgrima team. The Navy men scored the first try, which was converted. The club team subsequently got over, but failed to convert. The “Pelorus” scored again in the second half and converted, the final reading: “Pelorus,” two goals; Gymnasium and Esgrima, one try.

The spectators present, who numbered about a thousand, found great amusement in the wheelbarrow and umbrella races.

At the distribution of prizes, which were given away by an official of the club, Engineer-Commander Weeks congratulated the winners on their performances, and called for cheers for the officials and members of the Gymnasium and Esgrima Club, who had, by the loan of their field and other kindnesses, enabled them to pass an enjoyable day.

Wednesday, December 9th.—The officers gave a ball this evening, which was a very brilliant function. The following press cutting will be read with interest :

THE OFFICERS' BALL.

It would be difficult to conjure up a mental vision which, for brilliancy and animation, could eclipse the scene in Prince George's Hall last night. The occasion was the much looked forward to British Naval and Military Ball, and some four hundred guests attended the function.

The rapid manner in which our officers of both

services have made friends among their Argentine brothers-in-arms was most pleasantly demonstrated, for, harmonizing and yet blending with the bright scarlet of the British army men's mess uniforms or the neat smart blue and gold of the naval officers, were the uniforms of a large number of Argentine officers; and medals, orders and decorations added scintillating flashes of brilliancy to a *tout ensemble* that was altogether captivating to the eye. The costumes worn by the fair sex were strikingly beautiful and, if there be any truth in the oft-repeated statement that women only dress for man's admiration, then the officers should feel flattered indeed for all that good taste could achieve was done to attract and, even more, to compel admiration. The attendant success of such efforts was instantaneous. The Hall's decorations were mute but eloquent tribute to the ingenuity of Mr. Hale, the Manager. The arch surmounting every panel along the walls was decorated with a semi-circular garland of flowers and foliage, with strings of flowers running along the lower ledge. Every panel held a trophy of flags, consisting of English and Argentine alternately, whilst the door-ways leading from the ball-room to the lounge were draped with long Argentine flags with the Union Jack at the top. Hundreds of Japanese lanterns were suspended from the roof, laced together by strings of leaves and blossoms, with variegated electric globes at regular intervals. An artist desiring to illustrate a fairy palace in a children's fairy tale book could well have derived inspiration in Prince George's Hall. Pini's orchestra gave a well-played and excellently selected programme of dance music behind a veritable hedge of plants, flowers and ferns on the raised platform. An excellent supper by the Aguila Restaurant was served in the usual rooms, table decorations being on a par with the rest for excellence.

It must be confessed that the senior service once again showed its aptitude for prompt response to the call of

duty. In this case duty was a pleasure, and as "roll call" was timed for half-past nine, the naval officers were there to a man to respond to it, whereas the military contingent did not arrive until the clock-hands pointed to perilously near 11 p.m.

A detachment of bluejackets from the "Pelorus" lined up in the entrance to the hall to act as guard of honour to the guests, and was dismissed as soon as the last motor conveying the army officers arrived.

Dancing was kept up till two o'clock the following morning, when the party dispersed homewards, ending what was undoubtedly for us one of the events of the year.

Thursday, 10th. — A boxing exhibition took place this afternoon, an account of which is taken from the Buenos Aires *Standard*:

"PELORUS" AND SHOREMEN MEET.

An exhibition of boxing took place yesterday afternoon in the hall of the French Gymnasium, Calle Florida 525. The proceedings opened with a three-round bout between two boys, J. B. Passo (13 years) and Rodolfo Mongiardin (12 years). An uninteresting bout, there being too much disparity between the lads, Passo having the best of it.

This was followed by a three-round bout between Willie Gould and Alfred Culpin. From the sound of the gong Gould rushed his opponent, and twice forced him through the ropes, Culpin scraping one of his legs badly on the second occasion. During the two subsequent rounds Gould pressed and kept his opponent on the defensive. Both men were keen and gave an excellent exhibition of the noble art.

G. Hughling, P.O., and H. Rutter, R.M.A., "Pelorus," supplied the next item, which was the best bout of the afternoon. Both men hit hard, but Rutter displayed the more science. It was a ding-

dong battle, and at the conclusion of the third round there was great applause.

H. B. Anchorena and Professor Donnelly then boxed two rounds. Donnelly put up a good show against his agile opponent, but youth told, and when the veteran left the ring he was practically "all in."

The last item was an excellent bout between H. Rutter of the "Pelorus" and C. Wilkinson. In this bout Rutter showed altogether different tactics to those he had adopted when opposed by Hughling, frequently almost flooring his opponent by well-directed body blows. He was awarded the bout on points, and thoroughly deserved it.

The audience numbered some 200, and all went away satisfied with the entertainment provided.

Friday, 11th.—We prepared for sea the previous evening, and this morning at 7.30 slipped our buoy and proceeded to Monte Video at 12 knots, where we arrived and moored in harbour at 6 p.m., saluting the Uruguay Republic with 21 guns, and received suite of officers from cruisers, etc., after which we get in touch by wireless with H.M.S. "Good Hope."

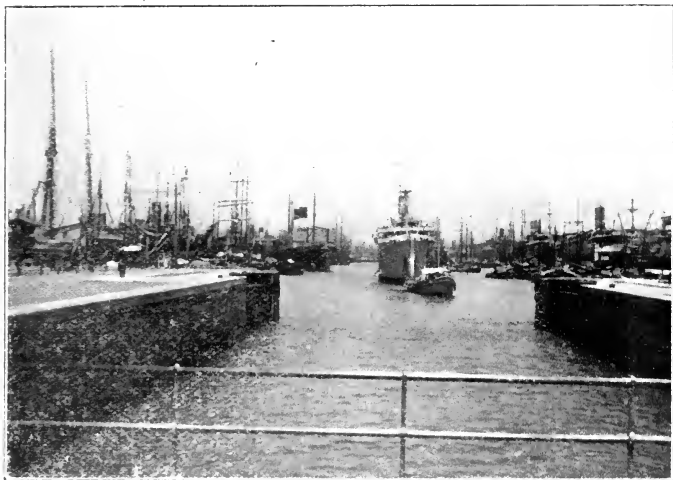
Saturday, 12th.—The Cruiser Squadron arrived at 12.30 and saluted the country. Shortly afterwards Vice-Admiral Sir Percy Scott and his staff landed, and were driven in motor-cars to the Palace Hotel. The arrival of the Squadron caused a deal of commotion in the city, a large crowd turning out to bid us welcome.

Monday, 14th.—It is with great regret I have to announce the death of James Honer, A.B., who passed away at the British Hospital during the night from acute meningitis, and which cast a gloom over the whole of the ship's company. The official reception of Sir Percy Scott and officers of his squadron took place at Government House to-day, where he met the *élite* of the city. At the reception Sir Percy Scott and the officers were presented to President Williman by the British Minister, Mr. R. J. Kennedy, in the following words :

I have the honour to present to your Excellency Vice-Admiral Sir Percy Scott, who comes to Monte Video with the squadron under his command in order to salute the flag of the Oriental Republic of Uruguay, and to give a proof of the interest taken in the prosperity of this friendly nation by the Government of my august Sovereign, His Majesty King Edward VII.

The official reply was made on behalf of the President by the Minister of Foreign Affairs, Sr. A. Bachini, who spoke substantially as follows :

In the name of the President of the Republic and interpreting sentiments of general congratulation, I extend a welcome to the mariners of the squadron which his Britannic Majesty's Government has kindly sent to our waters, in fresh ratification of a reciprocal friendship, loyally maintained and constantly proved.



THE BASINS, BUENOS AIRES.



TUG-OF-WAR AT PARA.
'Pelorus' won by two pulls to none.

This powerful fleet—which in itself would suffice to make any nation powerful on the seas, but nevertheless is hardly a fraction of the naval power of England—brings us, in effect, a message of cordiality which the Uruguayan Government and people appreciate and are grateful for: a happy and favourable act of courtesy towards us, but without doubt still more valuable in its general significance as an exposition of the ideal that equalises people morally, and transforms the instinct of human association and solidarity into codified declarations and civilising practices. England confirms her noble traditions of liberality, chivalry, and rectitude in offering this spectacle of her interest in a young South American nation, which, like ourselves, offers no other attraction than that of having utilised in her progresses and in her autonomic capacity—together with the success of other European co-operations—the intelligent initiative, the valuable capital and the determined energies of the English pioneer, whose motto of work is “to prosper and to make prosperous,” and of numerous and important British enterprises. Apart from the material interest and practical sense which unite peoples in their ordinary relations, there is indeed in this demonstration something that recalls the great triumphs of justice over the pride of the strong and the prejudices of the weak; for these potent warships, these organisms of steel, prepared as a conclusive and irresistible expression of force, in coming on a peaceful errand, bringing their amiable homage to a minor member of the international family, and thereby publish the altruism and the serene grandeur of those who send them, as if, having concluded the task of asserting the right, they travelled around the world as a reminder that this right exists, and that they are its strict and loyal upholders. Under this impression we salute the British ensign, so often caressed by glory, daily fluttered by the breeze in every latitude, and to-day floating over the vessels welcomed to our port.

We salute those who come in honourable custody of that eloquent ensign. We salute the illustrious Admiral Sir Percy Scott, Commander of the Fleet, legitimate heir to the military punctiliousness of the admirals of history, prominent figure in the recent sanguinary war, in which his country gave the highest and most difficult example of romantic chivalry, when, instead of mercenary or obscure soldiers, it sent to South Africa the pick of English society, their peers and knights abandoning their palatial dwellings to go out to meet in mortal combat the brave rebel farmers. We salute these glorious representatives of the glorious British Navy, perpetuators in another form of the work of their ancestors who carried civilising influences to all parts of the world, who penetrated from the shores to the woods, to the mountains and the deserts; who founded peoples and cities on barren rocks, on remote islands, under the snows, and in the burning tropics. We lift our glasses to noble England, populator, civiliser, missionary of progress, admirable in her regime of social distribution and organisation; and above all to H. M. King Edward VII., worthy Sovereign of such a people, in whose hands the instruments of force only signify a guarantee of right and liberty.

Sir Percy Scott replied in English, a written translation of his speech into Spanish being handed to the President. The text of Sir Percy Scott's speech is as follows :

Your Excellency,—I have the honour to thank your Excellency for the kind words which you have spoken in the name of the President of the Republic, and for the eloquent manner in which you have, on behalf of the Government and people of this friendly country, extended a hearty welcome to His Majesty's ships under my command.

I note with feelings of pardonable pride and satisfaction the highly complimentary terms in which Your Excellency alludes to the Royal Navy of England, and whilst deprecating the eulogistic phrases in which Your Excellency has been good enough to refer to my own modest services, I can assure Your Excellency that what you have said of the great profession to which I have the honour to belong will awaken a responsive echo in the heart of every officer and man in His Majesty's Fleet.

His Majesty's Second Cruiser Squadron which, by the gracious favour of my Sovereign, it is my privilege to command, is to-day visiting the waters of Uruguay, in order to salute the flag of this Republic, in whose welfare and continued prosperity my own country is greatly interested; and I consider that I am specially fortunate in having been given this opportunity of contributing to strengthen the good relations which, since its creation as a free and independent State, have always existed between the Oriental Republic of Uruguay and the British Empire.

The fleet under my command has arrived here from the beautiful capital of the friendly Republic of Brazil; in a few days I hope to have the honor of saluting the neighbouring Sister Republic of Argentina, and my official visit to your country is an illustration of the doctrine so ably conveyed in Your Excellency's eloquent speech that the rank and the rights of a Sovereign Country depend, not upon its material size, but upon its moral strength.

The cordial and generous hospitality extended nearly two years ago to H.M.S. "Brilliant" when she visited Montevideo on the occasion of the accession to high office of H. E. the President has not been forgotten by us; but that reception, splendid as it was, is completely eclipsed by the princely magnificence of the welcome now offered to His Majesty's Fleet, every detail of which is being carefully noted for the information of His Majesty's Government, and of the British Nation.

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I find it difficult, I may say impossible, to choose words in which to express my own feelings of gratitude, and those of all the officers and men under my command, for the generous welcome extended to us and for the care and thoughtful attention bestowed upon us, but I can assure Your Excellency, and through you, the distinguished President and warm-hearted people of Uruguay, that the recollection of this welcome will be deeply graven on grateful hearts.

In conclusion, I may be allowed to express a hope that the day may not be far distant when in the waters of Portsmouth the young Navy of this country will return the visit which His Majesty's Second Cruiser Squadron is to-day privileged to pay in those of Uruguay, and filled with that hope I raise my glass in honour of H. E. the President, of Your Excellency personally, and of the Government and People of the Republic of Uruguay.

It may be mentioned as a gratifying feature of the reception that, although it was in no way incumbent on the diplomatic corps to be present on such an occasion, it was largely represented, there being present the Ministers Resident of Germany, France, Spain, Italy, Argentina, Chili and Brazil, and the U.S. Chargé d'Affaires. This may be regarded as a special mark of courtesy towards both the Uruguayan and the British Governments. I must also add that when the ceremony of presentation was over and those present had adjourned to the sumptuously laid-out refreshment table, all official reserve was laid aside and gave place to a most genial and friendly

tone, causing Sir Percy Scott and his officers to be enchanted with the manner in which they were treated.

Tuesday, 15th.—The officers' ball took place this evening, and was a most brilliant affair, the aristocracy for miles round attending. When dessert had been served, the Minister of War spoke as follows :

Mr. Admiral and Gentlemen,—The ties which unite us to the noble British nation are so great and numerous, that it is a grateful task to me to express in the name of my Government the keen satisfaction which we have felt in being able to offer Uruguayan hospitality to the brave and distinguished members of its glorious navy who honour us with their visit. And this satisfaction, gentlemen, is explicable, because from the commencement of our history England has exercised a beneficent influence in our destinies ; we have always found in her a generous nation, disposed to accompany the great efforts and beautiful manifestations of the incipient national life ; and at this happy moment it may be recalled that it was the country of the great Nelson which was the first of the world's powers to recognise the independence of the River Plate States when we had conquered in loyal struggle the right to be free. Even before, in the times of trial, when Artigas, with his diminutive bands, fought in the open country without further hope for the triumph of his ideals than the risk of life or death offered to the Motherland, it was an English mariner, the commander of a warship at whose masthead floated the crimson banner that the roar of the cannons has saluted in innumerable naval victories, who signed with the Uruguayan chieftain, thereby virtually recognising our autonomy, a con-

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vention, which may rank as the first treaty of our national Chancellory. When the sovereignty of our country was threatened by the tyrant Rosas, we found in England a powerful ally, because, just as she loved liberty for her own sons, so did she also desire it for peoples of the earth, ostentating among her blazons the legitimate title of the destroyer of human slavery. In the development of this portion of American land, in the advance towards the summit of progress, on the road to which we walk with unswerving faith, trusting in the action of work and the treasures of the soil, England has a considerable and most important share; the genius of her sons and her capital has transformed the Republic, has threaded the territory with railways and telegraphs, has raised colossal works of engineering over her rivers, has populated the lands with breeding farms, has introduced the races of life stock that constitute our present animal wealth, and has carried the powerful impulse of progress to all corners of the country and to all branches of production and labour. We might almost say it is to British capital that we owe the victory in the peaceful struggles of advancement, daily incorporating new progresses until there is to-day presented the beautiful picture of general prosperity which we are able to offer the world, and that stimulates us to pursue in order, in legality, and in labour, the noble task of opening this land to the efforts and intelligence of all well-intentioned men who seek their own welfare. The English who share our national life well know that the Uruguayans are their sincere friends, that our sentiments towards them are fraternal; and that, whilst we admire the grandeur of the United Kingdom, we also admire the creative power of its sons, propagators of civilisation throughout the world. Gentlemen, to the glory of the British Navy, and to the health of the Admiral and of his distinguished companions in arms!

Sir Percy Scott replied in English as follows :

Your Excellency and Gentlemen,—On behalf of the Captains, officers and men of the Squadron under my command, I beg to return to Your Excellency my most sincere thanks for the kind reception and unprecedented hospitalities that have been accorded to us by the Government of Uruguay and by the citizens of Montevideo. I beg to thank Your Excellency for the kind way in which Your Excellency has referred in your speech to the British Navy.

Your President granting me and my officers an audience is an honour that will be fully appreciated by my country.

I thank your Government for sending out the "Montevideo" to sea to meet my Squadron with a signal of welcome flying at the masthead.

Through the courtesy and kindness of your Government I have had an opportunity of inspecting the extensions and improvements that are being made to your already magnificent harbour, and of seeing your public buildings and your commercial industries.

I have noted that your scientific and charitable Societies, your National University, your compulsory Education, your excellent Police and general organisation, are all of the most modern character, and compare favorably with any city in the world.

These advantages, combined with a perfection of climate, are no doubt the foundation of Montevideo's great commercial activity and popularity.

This banquet to-night in grandeur, in floral decoration in taste of illumination, in harmony of colour and in perfection of all the attributes of a banquet, eclipses anything that I have seen before.

It will ever be remembered by us as a most striking example of the princely magnificence of Uruguayan hospitality.

Your Excellency's table has, I observe, been

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arranged in the form of an anchor. May I be allowed to congratulate Your Excellency on this happy idea, for it is emblematical of the firmness with which the memory of your hospitality will be for ever embedded in our hearts.

Again I thank Your Excellency and crave your permission to raise my glass and drink a bumper toast to the Government and people of Uruguay.

Wednesday, 16th.—At nine this morning the funeral of James Honer took place, the fleet landing a funeral detachment, our ship supplying the firing party. The deceased was buried in the English Cemetery with full honours, the band of the "Good Hope" being in attendance. The wreaths, numbering some fifty in all, were indeed magnificent, and were sent by the English residents, the public, and the fleet. The route to the cemetery was lined with people, great sympathy being shown no doubt on account of the deceased's age, he being only twenty-two when death claimed him. In the course of the afternoon the French Minister resident, M. Kleczkowski, most courteously invited Sir Percy Scott and party to lunch at the French Legation, which invitation was accepted. Other guests present were the Minister of War and Mme. Vasquez, the British Minister and the Hon. Mrs. Kennedy, Col. Lyons, Lieut. Eyre, and Visconte and Viscontesse de Castillon.

The French Minister, who by his invitation desired to give a proof of the Anglo-French friendship, received his guests with the utmost courtesy, and some two hours passed very agreeably.

Thursday, 17th.—At 4 p.m. we unmoor and proceed into the roads and anchor, hoisting the flag of Admiral Sir Percy Scott at sunset. The Admiral and staff came aboard at midnight, when we at once got under weigh and proceeded at 13 knots for Buenos Aires.

Friday, 18th.—At 9 o'clock this morning we picked up pilot, and shortly afterwards made fast in North Basin, where visits were paid to the Admiral by officials, and also the officers of the Italian cruiser "Etruria" and Swedish cruiser "Fylgia." At 1 p.m. we attended sports, etc., got up on our behalf, where a very enjoyable afternoon was spent.

Saturday, 19th.—At noon we attended Rugby and Soccer football matches and sports, the Admiral, staff, &c., also being entertained. The following cutting from the Buenos Aires *Standard* will keep in a permanent form the many kindnesses the fleet received at the hands of our friends of Buenos Aires, to whom we are greatly indebted :—

A BUSY DAY YESTERDAY.

Yesterday Vice-Admiral Sir Percy Scott and his staff had a very busy day sight-seeing. Accompanied by Captains Dufourg and Irizar, and Lieutenant Cross, of the local navy, the naval visitors made a trip in a government launch all through the docks, and landed at La Blanca frigorifico and the fruit markets, both establishments being inspected by the party, under the guidance of their respective managers.

In the afternoon the whole party, with the addition of the officers of the Swedish training cruiser "Fylgia" and the Italian cruiser "Umbria," made a tour in motor cars of the city under the direction of the Intendente, his Secretary, and Councillor Andrew Wilson. The party left the Municipal building at 5.40 p.m., and went along the Avenida to Callao, thence to Avenida Alvear on to Palermo and Belgrano. On the return journey to town they visited the Zoological and Botanical Gardens at Palermo. The whole trip proved most interesting and was much enjoyed by all.

Last night Admiral Scott and his staff dined with Mr. and Mrs. R. A. Thurburn.

"PELORUS" XV. *v.* BUENOS AIRES XV.

A most enjoyable Rugby game was played yesterday between a "Pelorus" XV. and Buenos Aires XV. on Gimnasia y Esgrima ground. Quite a number of enthusiasts turned out in expectation of a game, and many had perforce to look on as spectators, a task not at all unwelcome considering the great heat that prevailed. The "Pelorus" XV. had much the better of the first half and managed to score the first try. This they repeated in the second half, and by converting brought their score up to 1 goal 1 try, or 8 points to nil. The Buenos Aires team rallied in the second half and kept pressing the ship goal line for

a long run, but without avail. Two members of the naval team, unfortunately, were slightly hurt, but after a brief postponement of the game were able to continue. As will be seen below, members of the Buenos Aires Belgrano, Lomas, Junin, and Y.M.C.A. teams composed the local team :—

“PELORUS” XV.—Piddock; Jenkins, Donovan, Crump, Griffiths; Hincker, Grabham; Phillip, Way, Currie, Allan, Isaacs, Smith, Chambers, Thomas.

BUENOS AIRES XV.—Stocks; Schultz, Heriot, Hollyman, Stocks; Gunner, Mold; Cox, Lemaitre, Fitzpatrick, Williams, Rodger, Clark, Blackburn, Christian.

Referee, Mr. Wilson (“Pelorus”).

Previous to the Rugby match the crews of the of the cruisers “Pelorus” and “Fylgia” (Swedish) met in several friendly contests. Among the events won by the crew of the “Fylgia” was the high jump.

The Soccer match resulted: “Pelorus” 6, “Fylgia” 2.

Over 100 of the “Pelorus” crew participated in the high tea and concert subsequently held in the Sailors’ Home.

The expenses of yesterday’s sports, organised by Mr. Fellows, were met by the Empire League.

Sunday, 20th.—Admiral Onofre Betbeder, the Minister of Marine, gave a banquet to-night in the white salon of the Grand Hotel, at which Sir Percy Scott and his staff were the honoured guests. The function was commemorated by a large and distinguished assemblage, including high Government officials, members of the Diplomatic Corps, and officers of the Navy and

Army. Many of the guests wore full uniform, the magnificence of which made a striking *coup d'oeil*. While the dinner was in progress the Orquesta Gorin played an excellent selection of popular music.

Monday, 21st.—This afternoon a presentation was made to Mr. Fellows, Manager of the Seamen's Mission, as a token of the great kindness and hospitality we had received at his hands whilst here. We then prepared for sea, and at 7.30 p.m. anchored in the roads.

The following press cutting will help to remind us of our memorable visit to Buenos Aires :

PRESENTATION TO MANAGER OF SAILORS'
HOME BY OFFICERS AND CREW OF
"PELORUS."

A most interesting ceremony took place yesterday on board H.M.S. "Pelorus," when Mr. H. F. Fellows, the popular manager of the Victoria Sailors' Home, was presented by Captain Craig, on behalf of the officers and crew, with a handsome gold watch suitably inscribed.

The presentation was quite a surprise to the recipient, who was on board previous to the departure of the "Pelorus" for the roads to await Vice-Admiral Scott, when all hands were mustered on the quarter-deck and Mr. Fellows was asked to "step up."

Captain Craig, in making the presentation, said that the suggestion for leaving with Mr. Fellows a

memento in recognition of the trouble that he had taken in making their stay at Buenos Aires a pleasant one, came from the crew, and was readily approved of and helped by the officers and himself. At no port that the ship had touched at during her commission had they had such a good time as at Buenos Aires, and to no one were they more indebted for that good time than to Mr. Fellows, who had taken them under his sheltering wing and done everything possible for their comfort and pleasure whilst ashore.

Captain Craig then handed Mr. Fellows a handsome gold watch, which bore the following inscription: "Presented to Mr. H. F. Fellows by the Captain, officers and men of H.M.S. "Pelorus," to commemorate their visit to Buenos Aires. December, 1908."

Mr. Fellows, who was much affected and taken completely by surprise, thanked Captain Craig, his officers and men for their handsome present, which he said he would always treasure.

Ringing British cheers were given, and the boatswain piped "hands prepare for sea."

During the evening, Vice-Admiral Sir Percy Scott, K.C.V.O., C.B., LL.D., gave a farewell dinner at the Jockey Club to officers of the "Pelorus," and of the Argentine, Swedish, and Italian Navies whom he had the pleasure of meeting during his stay at Buenos Aires. Among those present were the Argentine Minister of Marine, Vice-Admirals Blanco and Howard, Rear-Admiral Garcia, Captains Valiente, Dufourg and Irazar, Flag - Captain Grafton (H.M.S. "Good Hope"), Captain Count di Casalino, Lieut.

Harriott, and Flag-Lieut. Eyre. The table was beautifully decorated with choice flowers, intermingled with rare ferns. All the officers wore white tropical uniform and looked very neat and fresh. After the champagne was uncorked, Admiral Scott rose and made the following speech :

Your Excellency and Gentlemen,—As to-night closes our stay in your magnificent capital, I take the opportunity of expressing my warmest thanks to Your Excellency for the great hospitality and kindness that have been shown to us by the Government of Argentina and by the people of Buenos Aires.

I hear that as an assurance of peace, which is so necessary for industrial development, your Government has decided to add to your Navy ships of magnitude and power second to none in the world and in keeping with the wealth and grandeur of your country.

It is many years since I visited your city, and it has improved beyond all recognition. Your Lord Mayor has been kind enough to drive me round a large portion of the city, and I am lost in admiration of what I saw.

Taking first your port: when I first came here before there was scarcely a pier to land at; to-day I steamed through acres of basins accommodating hundreds of large steamers of every nationality. Such a sight brought home to me the enormous commercial enterprise of your country, its wealth and its importance. I saw the wool, grain, and cattle industries, all demonstrating the resources of Argentina. In grain I learn that last year you exported $3\frac{1}{2}$ million tons of wheat and over a million tons of linseed, whilst maize reached nearly two million tons and oats nearly half a million.

For the current crop I hear that even larger figures

are expected. There seems to be no doubt that ere long Argentina will be the greatest exporting country of the world for cereals.

My visit to-day to Vincente Casaras gave me an idea of the magnitude of your cattle industry and the excellence of the stock, most of which, I am glad to hear, derives its origin from my country.

Turning to your city, I was driven through miles of splendid avenues ornamented by buildings which, in splendour, rival any in the world, and your Lord Mayor pointed out how in every street the people moved with the alacrity which marks business energy. Among other things which indicated the wealth of the country I was shown 30 millions of coined gold, 20 millions of which was in English sovereigns.

Your Hippodrome, with its treble racecourse, your rifle ranges, your golf links, and this wonderful Jockey Club, all show how much sport is appreciated in Argentina.

Your Lord Mayor afforded me the pleasure of seeing your Opera House, a building of which I have never seen the equal, and as marking the appreciation of music in the Argentine I am informed that a box at this Opera for the season costs £900 sterling.

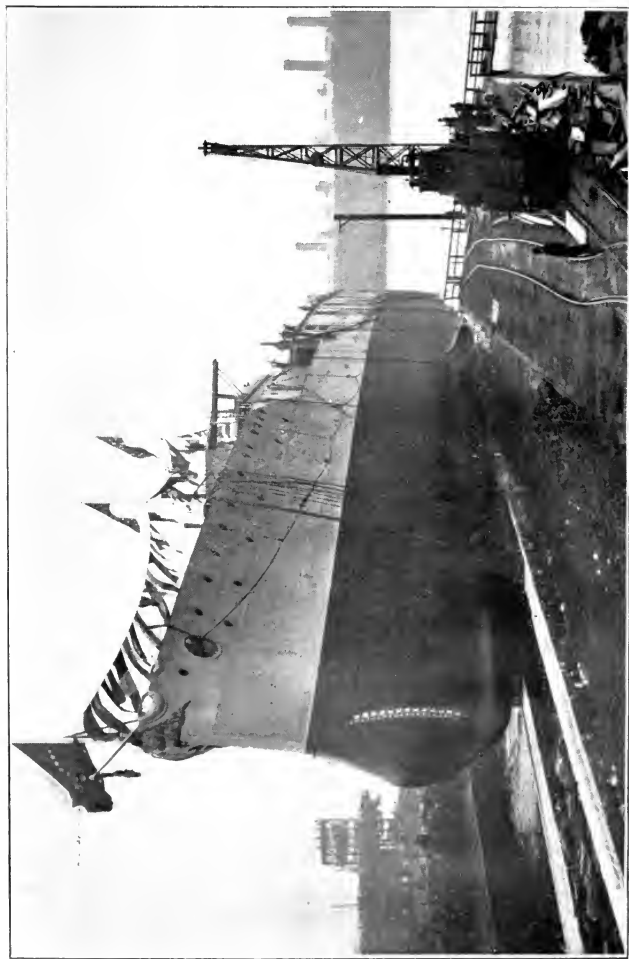
I have also been taken to the Park at Palermo, where I saw the wealth of magnificent horses and carriages, and in those carriages, if I may say so, the most beautifully dressed and lovely ladies that I have ever seen in the world.

These, Your Excellency and gentlemen, are the impressions I shall carry back with me of Argentina and Buenos Aires.

I drink to Your Excellency's health, and thank you for doing me the honour of dining with me.

The Admiral came aboard at 11 p.m., when we at once weighed and proceeded for Monte Video.

Tuesday, 22nd.—Arrived at Monte Video at 9 o'clock this morning, the Admiral landing for about two hours, and when he came aboard we proceeded out to the squadron and anchored, the flag being transferred to the "Good Hope." At noon the ships dressed and received the President of Uruguay (Dr. Williman) and the Uruguayan Ministers, who were invited to lunch with Sir Percy Scott. As the President expressed astonishment at the enormous range of modern artillery, Sir Percy arranged on the spot for him to fire himself a full charge from the 9·2 gun, which he did by touching a button, and had the satisfaction of seeing the projectile splash almost on the horizon. It had been arranged that the squadron should sail to-day immediately after the President's visit, but Dr. Williman, with the kindly thought that it would be pleasanter for the officers and men to have an opportunity of spending Christmas Day on shore instead of at sea, begged the Admiral to stay at Monte Video until after the 25th. As a result of this thoughtful invitation a telegram was despatched home to H.M. the King by the British Minister (Mr. R. J. Kennedy) at the request of the President of Uruguay,



THE BIRTH OF BRAZIL'S NEW NAVY.

The "Minas Geraes," Brazil's first "Dreadnought," being launched from Elswick Works.

and shortly after a gracious reply came in accordance with the latter's wishes. During this extension of the visit the hospitality of the residents went to even greater lengths than before, and it was generally felt that the good relations between England and Uruguay had been enormously strengthened by showing the flag in a part where there is a large English colony who see the white ensign far less often than they would wish. Coaling and preparing for Christmas occupied the next two days, Captain Craig and several officers going on leave for the holiday, and left at 1 p.m. on Thursday. I give the following press cutting as showing the friendly spirit of the good citizens towards our country in general and ourselves in particular :—

FAREWELL CALLS--THE PRESIDENT'S VISIT.

Vice-Admiral Sir Percy Scott returned from Buenos Aires in the "Pelorus" on Tuesday morning, landing about 9 a.m. He at once went to the British Legation, and thence, accompanied by the Minister (Mr. Kennedy) proceeded to pay farewell calls at the Government House on the Ministers of Foreign Affairs and War, thanking them cordially for the numerous attentions of which he and his officers and men had been the object during their stay here. He then looked in at the English Club to meet the members of the Reception Committee,

with similar intention. This done he returned on board ship to await the visit of the President of the Republic.

President Williman embarked on board the Uruguayan cruiser "18 de Julio" shortly before noon, being accompanied by the British Minister (Mr. R. J. Kennedy), the Ministers of War and Marine, Foreign Affairs, Finance, Interior, Public Works and Industries, President of the Chamber of Deputies (Dr. A. M. Rodriguez), Commandant of the Port (Col. Lyons) and his Adjutant (Lieut. Taylor), Chief of Police (Col. West), Drs. Barbaroux and J. J. Mendoza, Cols. Laborde, Buist and Barriola, Sr. A. Brizuela, and Sr. A. Pareja.

The "18 de Julio" was gaily decorated with all its bunting for the occasion, as were also all the vessels of the British squadron. As the "18 de Julio" left the ante-port she was saluted by a salvo of 21 guns from the Cerro fortress. She was followed by a number of tugs with passengers on board curious to see the novel sight. The trip was made in perfectly calm weather, but the heat was terrible.

The "18 de Julio" drew up some 250 yards from the squadron, the four vessels of which then fired a royal salute of 21 guns each, making a salvo of 84 guns, while all the men, mustered on decks, uttered a "hurrah" as only British sailors can.

A steam launch was then sent from the "Good Hope" to convey President Williman and his party on board. Sir Percy Scott, surrounded by his officers, and with the men formed in line on the deck, all in the smartest of gala uniform, awaited his visitors at the head of the steps, the British Minister assisting him in doing the honours.

Luncheon was served under an awning on the upper deck. The table was laid out in splendid style, the magnificent service of silver plate of the "Good Hope" being used for the occasion. In

addition to the Presidential party there were present the commandants of the four vessels and Sir Percy Scott's principal staff officers.

In due time the Admiral proposed the toast of President Williman's health and prosperity to the Republic of Uruguay. He returned the most hearty thanks for the very cordial reception which he and his squadron had met with from the Government, the people and the press of Uruguay, and added that they would carry away with them the most agreeable and lasting impressions of their visit here. Dr. Williman made a brief reply in Spanish, manifesting the honour and pleasure that it had been to receive the friendly visit of so powerful a squadron under the command of so highly distinguished an officer, and drinking to the health of their British Majesties and of Vice-Admiral Sir Percy Scott and his officers. Col. Lyon acted as interpreter of both speeches.

Luncheon over, the visitors were conducted over the vessel, visiting the gun rooms, the engine rooms, the officers' and men's quarters and all the departments, President Williman showing great interest in the various equipments of a first-class modern man-of-war thus displayed to his view. One of the huge 9in. guns at the prow had been loaded ready for the occasion, and this Dr. Williman fired by pressing an electric button. Exactly thirty-four seconds after the detonation the shot struck the water at a distance of 16,000 yds., raising a column like a watersprout. Dr. Williman had the curiosity to ask how much the experiment cost, and on being informed £50, declined the offer to repeat it. Gun practice and other drills were also performed by the men.

The President prolonged his visit, which he greatly enjoyed, until 5 p.m. On his departure he was again saluted by a salvo from the flag-ship and cheers from the men, the Admiral accompanying

him to the head of the steps. The "18 de Julio" was escorted into port by the "Pelorus" and the "Monte-Video," the Cerro fortress firing another salvo as the party landed, which was about 6 p.m.

I may here relate a subsequent event to show the good feelings that this visit inspired in Uruguay. On the 31st March, 1909, at the annual banquet of the Association of Municipal Corporations, held at the Hotel Cecil, London, the *Times* reports :

Vice-Admiral Sir Percy Scott replied to the toast of "The Navy." He said he had just returned with a squadron which had made a 20,000-mile voyage to the Colonies in South Africa and to South America. He took the opportunity of mentioning it for two reasons. Firstly, because it was satisfactory that four large cruisers could steam 20,000 miles without having a defect in their machinery which could not be made good on board by their own mechanics. In arriving at and leaving the ports they kept time like a railway train, and were never long enough in harbour to give the machinery a decent rest. Secondly, he wished to publicly express on behalf of his squadron appreciation of the great kindness and hospitality that was shown at all the ports which were visited. At the Cape it was quite nice to find himself sitting down to dinner with Louis Botha, General Hertzog, General De Wet, General de la Rey, Mr. Smuts, and other distinguished gentlemen which circumstances in 1899 precluded him from meeting. The convention then sitting was striving to bring about a union of all the Colonies in the sub-continent of South Africa, and as far as he could see they had been successful, and could now say that they had one Flag, one King, one Empire. (Cheers.) In South America he visited the

three great States of Brazil, Argentina, and Uruguay. Their friendliness and cordiality could not have been exceeded, and their entertaining was on a princely scale, the like of which he had never seen before. Very few people in England realised how great in every way these countries were, and this was surprising, because so much of England's meat, grain, and the best coffee came from there, and England had about £500,000,000 invested in their enterprises. At Rio de Janeiro, which had the finest and most picturesque harbour in the world, it was demonstrated to him how up-to-date they were in everything, and what a future there was for this country, which was as large as all Europe. At Buenos Aires their public buildings and streets and avenues were astonishing; they did everything on such a gigantic scale. He (Sir Percy) was taken into a bank and shown £30,000,000 of coined gold, £20,000,000 of which was in English sovereigns. Money seemed to be abundant. For example, a box at the opera (if you could get one) cost £900 for the season, the entrance fee for the club was £300, a small dairy he visited was dealing with the milk of 13,000 cows, and a farm a short distance off was of the same acreage as the whole of England. At Monte Video enormous strides had been made with their new harbour, and the development of their enormous cattle trade. He desired especially to mention that the President of that Republic did their country the honour of requesting the squadron to remain in his waters for an additional four days, during which time a state of festivity reigned that would never be forgotten by the officers and men.

The next day the following telegram was sent by the Secretary to the President of Uruguay to Admiral Sir Percy Scott in appreciation of his reference in a speech to

the kindness and hospitality that he and his officers and men received in Uruguay—

Montevideo. — To Admiral Sir Percy Scott, Admiralty, London.—President Williman desires to thank you for your kind reference to himself and to Uruguay at the London Municipal banquet. You, your captains, your officers and your men, had every claim on our hospitality, whose only merit consists in those feelings by which it was prompted of sincere friendship towards England, which, if they had not already existed, would have been created by your amiable and genial courtesy on the occasion of your too short visit to our country. I transmit to you the cordial greetings of the President, with an expression of my own high consideration. — DOCTOR E. BARBAROUX (Private Secretary).

Friday, 25th (Christmas Day).—Weather fine and hot. After divine service was held leave was given, the men of the fleet being invited to a bean-feast and bull fight. Everyone enjoyed himself right royally, and Christmas in Uruguay will long be remembered with gratitude by those who were privileged to be there.

Saturday, 26th.—At 10 p.m. it came on to blow and continued through the night. The fleet sailed at 4 p.m. for St. Vincent, the cruiser "Monte Video" escorting them for a number of hours. We did not leave until the following day, when we put to sea at 8 p.m., and after eight days on the ocean we

arrived at Recife, Pernambuco, and anchored at 2 p.m., saluting Brazil with 21 guns. The usual visits were paid by our Captain, and when the British Consul paid his visit he was saluted on leaving with eleven guns.

Tuesday, 5th.—Got under weigh early and are taken by pilot into the harbour, which is formed by a natural breakwater, and after being made fast head and stern we took in 200 tons of coal at an average of 42 tons per hour, when the decks were washed down. During the evening a ball was given to the officers in honour of our visit, and was greatly patronised.

Wednesday, 6th.—The Captain gave a lunch party on board, the poop being tastefully decorated with bunting, &c., for the occasion, about 20 guests sitting down. At 3.30 we prepare for and proceed to sea.

Sunday, 10th.—The past three days were spent at sea, and this evening we anchored in the mouth of the Para River to await pilot.

Monday, 11th.—Pilot came aboard at 4 a.m., when we at once got under weigh and proceeded to Para, where we arrived at 3.30 p.m. and moored ship, saluting with 21 guns.

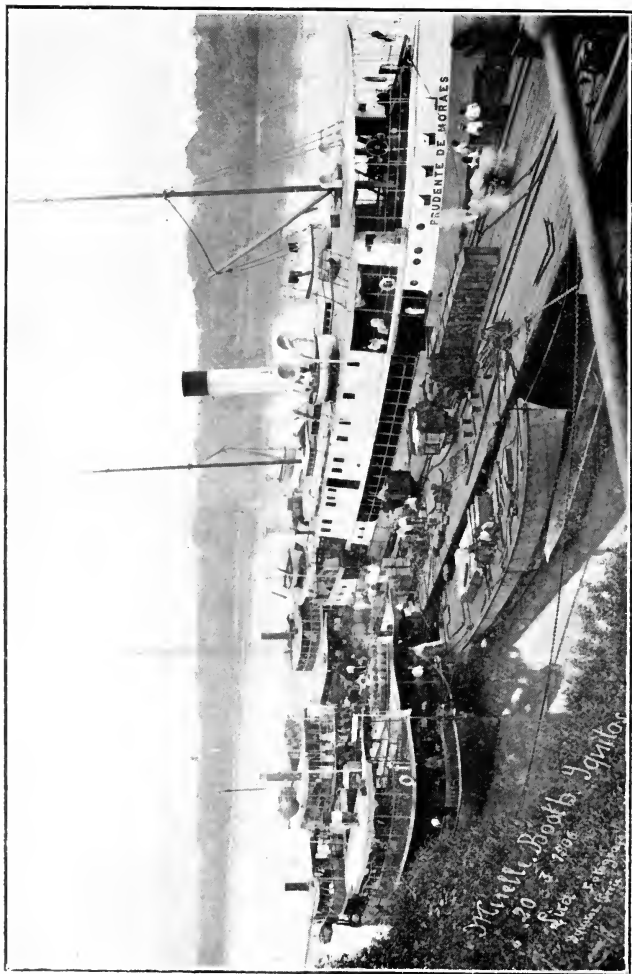
This was the first port at which the "Pelorus" stopped on her way to Iquitos.

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It is a large city with 195,000 (about 200 British) inhabitants, is well lit by electric light, and has an excellent service of electric trams. There are some fine buildings, such as the President's Palace, Cathedral, theatre, hospitals, churches, convents and custom house. The houses are well-built, mostly of red bricks and red tiled roofs. The majority are one storey in height, but many of two and some of three. A good many are white-washed. There are a great number of small houses built of wood and many huts built of wood and mud. The latter are occupied by Indians, and there are said to be about 70,000 in Para. The roads are very good about the town, but the soil is very sandy, and many are made by laying oblong stones. One sees many motor cars about the city. There is a very good museum and Zoological Gardens and a fine park. We were visited by several officials and His Britannic Majesty's Consul, who was saluted with 11 guns. We got a small mail from SS. "Ambrose."

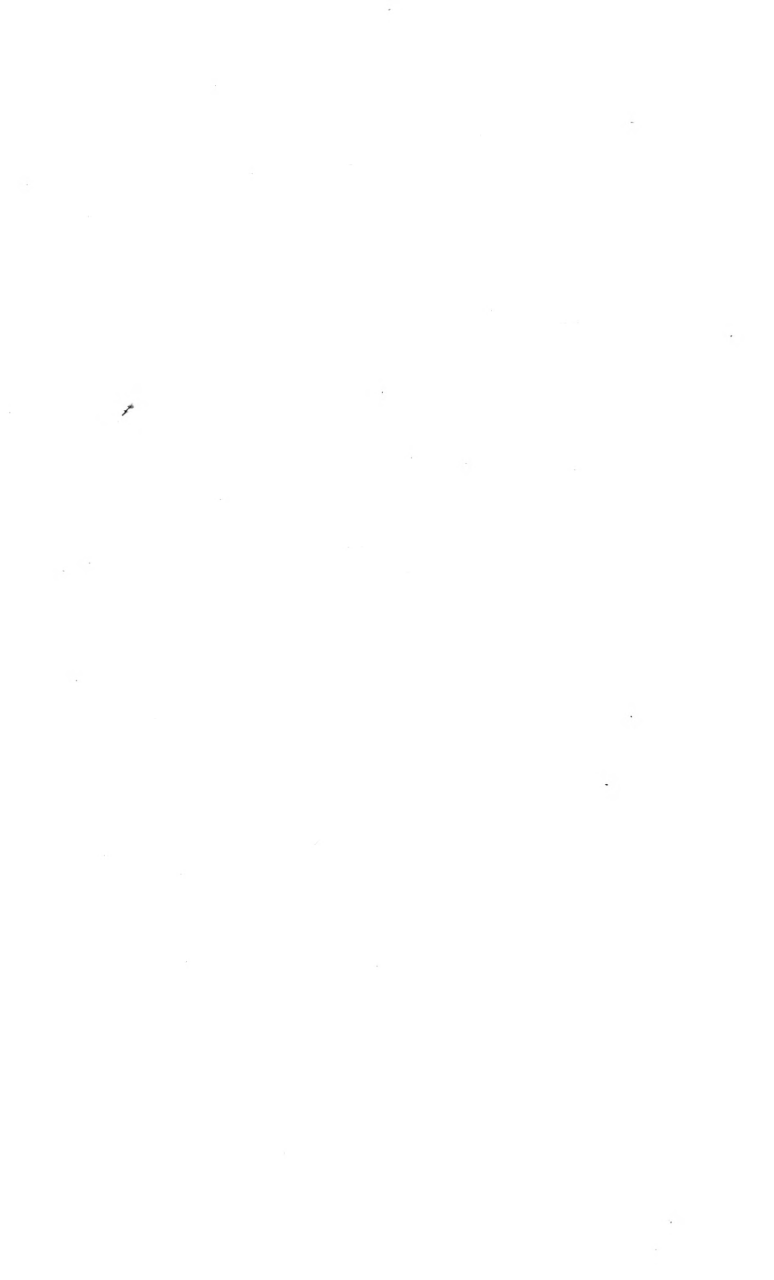
Tuesday, 12th.—The Captain and officers paid a round of visits on shore, and on the following day were entertained to a dinner and dance.

Thursday, 14th.—Carpenter and staff were



THE BOOTH WHARF AT IQUITOS.

The boat seen alongside is the "Prudente de Moraes," belonging to the Amazon S.N. Coy.



very busy rigging up mosquito screens in readiness for our trip up the Amazon River.

Friday, 15th.—Captain and officers were entertained to a dinner and dance on the S.S. "Anthony," of the Booth Line, which was thoroughly enjoyed and well patronised.

Sunday, 17th.—At 7 a.m. the cricket party was landed, a game having been arranged on shore, and special leave given to watch to attend the same. After the game, which ended in a win for the shore eleven, a tug-of-war took place, our men having an easy win by two pulls to one. The men were afterwards entertained to lunch, etc., and returned aboard about 4 p.m., having spent a very nice day.

Monday, 18th.—At 12 o'clock an official reception and lunch was given aboard, the Brazilian Governor, H.B.M. Consul, and about 40 other guests sitting down. At 3 p.m. the Governor took his leave, and was saluted with 19 guns, the other guests leaving about 5 p.m., when we prepare for sea, the Captain and officers dining on shore. At the official reception our Captain delivered the following speech :

Your Excellency and Gentlemen,—I wish to take this opportunity of thanking His Excellency the

Governor of Para for honouring H.M.S. "Pelorus" with his presence to-day, and to assure His Excellency of the pleasure that it gives me to entertain him, also the Mayor and other officials, on board. It is seldom that one of His Britannic Majesty's ships has visited Para in the past, and we consider ourselves fortunate in having the opportunity of seeing the growing city and of meeting the men who are working for its trade and commerce and for its continuous progress in the sciences and arts of civilization, towards which progress His Excellency has so largely contributed, especially in the keen interest which he is taking in the educational system of the State. The great harbour works now in progress indicate the growth of the sea-borne commerce, and in the future we shall without doubt find that Para, so splendidly situated at the mouth of the mighty Amazon River, will be in the front rank of the ports of the world, and that the largest ships afloat will be found in its harbour. This cannot fail to foster the good understanding and community of interests which links together the United States of Brazil, and especially the State of Para, with Great Britain and the United States of America, a result which we shall all welcome. I have had the pleasure of being received by His Excellency in the lovely state apartments of your Government House and of hearing something of the great efforts which are being made to develop the enormous agricultural resources of the State, which will, I am sure, result in placing the country and its people on an absolutely sound basis of assured prosperity. We have seen with great admiration the methods by which your Mayor has improved the city of Para, and have admired your magnificent Opera House, your beautiful public gardens and squares, the finely-organized fire brigade, and the efficient systems of electric trams. The cleanliness and good order of the city, which has done so much to improve the health conditions, cannot fail to impress the visitor.

We are now about to proceed up the waters of the Amazon River and to see something of the interior of your State, and shall look forward to again visiting you and the city of Para on our return before proceeding to England, where I shall not fail to make known to my Government the hospitable manner in which we have been received in Para, and the great impression which this port and river, with their enormous possibilities for future development, have made on our minds. I hope that in the future the visits of our ships may be more frequent, and that the time is not far distant when the largest battleships may be able to enjoy the hospitality of your grand harbour. In conclusion, I beg to propose the continued prosperity of the United States of Brazil, and more especially the State of Para, and the health of His Excellency the Governor.

CHAPTER XVIII.

Our trip up the mighty Amazon River from Para to Iquitos, a distance of 2,100 miles.

Sunday, January 19th, 1909.—At 4 a.m. the pilot came aboard, and we at once weighed and proceeded on our way up the Amazon River at 10 knots in lovely weather, tropical routine being carried out. About two or three hours after starting we began to witness some magnificent scenery, the banks being lined on either side with lovely tropical trees and plants, the most prominent of which were the India-rubber trees, the production of rubber being one of the chief industries of the country. At one time we were in mid-stream and the next so close to the banks that birds of all descriptions and plumage could be seen, and the chatterings of the parrots plainly heard, and at one time an alligator about ten feet long was seen lolling in the sun on the muddy banks; in fact, one



THE VOYAGE UP THE AMAZON.

The "Loa" Series.

could hardly keep from the enchanting view to carry out the necessary work of the ship. The Captain, Navigator, and officers, assisted by the Quartermaster, were in the meantime busy carrying out a running survey, the sounding machines being kept constantly going and observations taken, etc. At 6 p.m. we anchored at a small village (Guayara). The boats are then lowered and the men go away for exercise, which is very necessary to prevent fever, etc. The nights here are very hot, and one would like to sleep in the open, but this is impossible owing to the mosquitoes, flies, etc., which are very annoying and very numerous, and against which all precautions had been taken by the Captain, who had, as mentioned, netting erected, etc., during our stay in Para.

Wednesday, 20th.—At 5.30 we are again under weigh, the same magnificent scenery being met with. About every mile a native hut is seen on the banks and some natives in dug-outs fishing, etc., who show their astonishment at the sight of a British man-of-war by waving of hands, dancing, and rushing from their huts to the very edge of the banks, some of them being quite European in their dress and others nearly nude, especially the

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youngsters. At one place where there was a telegraph station one gentleman gave us quite a salute by the firing of several rockets, he having no flag to dip to us. Surveying carried out as yesterday, and at 7.30 p.m. we anchored off a small place called Gurupa.

Thursday, 21st.—Got under weigh at the usual time, the weather being hot with heavy tropical showers at intervals. The usual routine was carried out, with make and mend from noon, the men for the most part not indulging in the usual nap, they being much too interested in watching the scenery, birds, and monkeys, a number of which were seen on the port bank, and were mostly of a small specie. In the evening we anchored at a small place (Prainha), and were soon infested with swarms of flies, mosquitoes, and locusts, the latter completely covering our awning. Several of the largest were taken and preserved by our naturalist, B. C. Reed, Painter II. At 9 p.m. the foremast searchlight was burnt just by way of exercise for the crew.

Friday, 22nd. — Proceeded at the usual time, weather hot and showery. Got into more open country, which is mostly swamps, with here and there a cattle ranch and several huts of a more modern kind, they having

tilled roofs in the place of thatch. Lots of birds seen, mostly egrets and crested cranes. In the evening we entered the Rio Tapajos, and anchored at a place called Santarem, where we were soon surrounded with boats, the occupants of which had turtles' eggs, parrots, etc., for sale. This place is a small town 474 miles up the river. The population is about 4,000, and about twenty of these are European. There are no true Indians in the town, but a few come from up country to sell curios and skins. The houses seem to be well-built, but nearly all one storey in height. They are made of red bricks and red tiled roofs, many of them being white-washed. There are many mud huts with thatched roofs, and some are built of grass and palm leaves. The streets are moderately wide, well made and clean. They grow rubber and cocoa for export and sufficient tobacco for their own use. There is a wireless telegraph station behind the town, a telegraph office facing the river, also two churches and a theatre. The latter is rarely open. The Captain and officers landed for a stroll, the men going away for a pull in the boats for a little exercise. At 9 p.m. the after searchlights were burnt, and as the

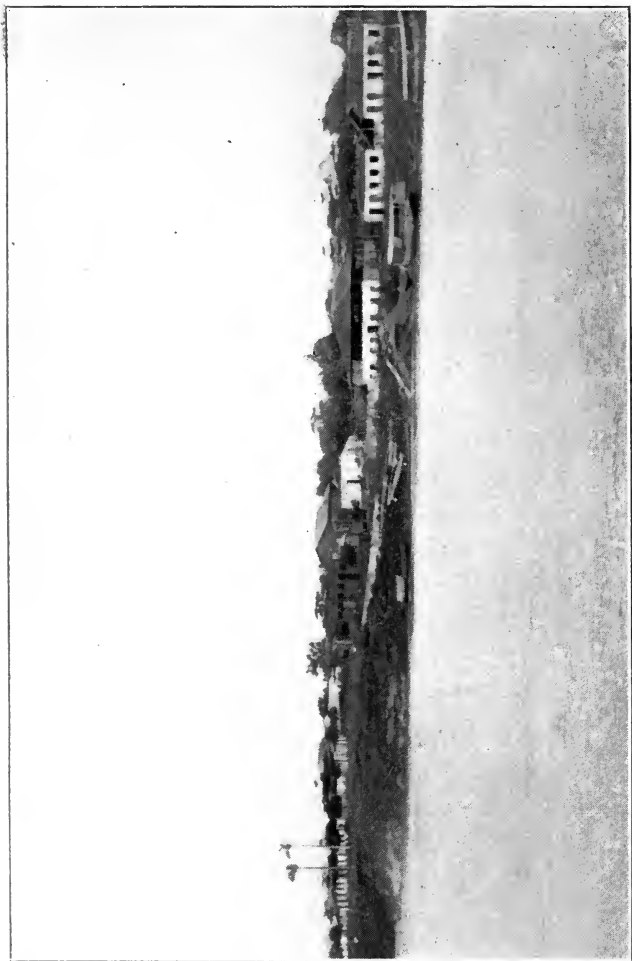
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rays were thrown on the houses, etc., the natives could be seen scampering in all directions, some of them, I suppose, not having seen anything like it before.

Saturday, 23rd.—Got under weigh at the usual time and proceeded as far as a place called Juruty, a distance of about 115 miles, where we anchored at 7 p.m., the weather being hot and showery. Several large alligators were seen. During the night the steamboat is sent with mails to the SS. "Ambrose," of the Booth Line, which kindly stopped for same in answer to signal by flashing, she having left Manaus at 10.30 a.m. and covered a distance of 266 miles in 14 hours.

Sunday, 24th.—Got under weigh at the usual time, divine service being held on poop. The rest of the day was passed in gazing at the splendid country as we passed along within a stone's throw of shore. At 11.30 we pass the town of Villabella, of 400 inhabitants, whose exports are indiarubber, cloves and capaiba. At 7 p.m. we anchored off Garcas, which anchorage we were glad to leave, being nearly eaten up with our cousins (the mosquitoes).

Monday, 25th.—Weighed the usual time,



ON THE AMAZON: SERPA.

750 miles from Para, is a town of 5,000 inhabitants. Its importance is due largely to the fact that it collects the export duty on rubber coming down the Madeira River, which runs through the richest rubber estates in Brazil.

and at 1.30 we pass the thriving little town of Serpa, on Grand Serpa Island, whose inhabitants number about 800. Their exports chiefly consist of indiarubber, cloves, skins, sarsaparilla, and red pottery. At 6.30 p.m. we anchor off Eva Island and are visited in the course of the night with a severe rain-storm. It was very laughable to see those who were sleeping in the fresh air under the awnings rushing down for cover in a state of *deshabille*, with hammocks and bedding on their backs!

Tuesday, 26th. — Got under weigh at 7.30 a.m., and proceeded to Manaos, where we arrived at 2 p.m. The ships in the harbour were gaily dressed with bunting in honour of our visit, we being the first English man-o'-war that had ever entered the roadstead. Several officials, amongst whom was His Britannic Majesty's Consul, paid visits to the Captain, and were received with all due honours. The hands in the meantime make preparations for coaling, the lighters being brought off and secured alongside. This city is 889 miles up the Amazon and has a population of 50,000 (about 250 British). It is well lit by electricity and, like Para, has a very good service of electric trams. The

streets are well made and there are some fine buildings, such as the Governor's Palace, theatre, law courts, orphan asylum, gymnasium, and military barracks. The houses, again like Para, are built of red brick and often whitewashed. Many are three storeys in height. They have a good water supply and a plant that can turn out as much as 25 tons of ice daily. Here, as on the Amazon in general, the principal trade is rubber, and very large quantities are constantly being exported.

Wednesday, 27th.—Weather fine and hot, hands employed coaling, 240 tons being got aboard at an average of 30·8 tons per hour, which was fairly good considering we had to fill all bags and the heat intense. The Captain landed early and paid his visits, and in the evening a ball was given to our Captain and officers in honour of their visit at the Governor's Palace, at which there was a large attendance of the local officials and aristocracy, and an enjoyable time spent. Our officers were conveyed to and from the shore by a tug kindly lent by the Booth Line. As showing the interest of our visit to Manaus by the inhabitants, a leading daily paper published part of its news in English,

our daily doings being fully recorded : a compliment, needless to add, greatly appreciated by the ship's company. I give the following cutting from same, which shows the interest taken in our arrival :—

CAPTAIN CRAIG'S VISITS.

Yesterday morning at 9.30 a.m. the steam pinnacle of the "Pelorus" brought on shore Captain Arthur Craig, who proceeded immediately to the British Vice-Consulate, where he was joined by Mr. Robilliard, who accompanied him in his official visits.

The first visit was, of course, to the Palace, where Captain Craig was received by the Governor, the police band playing "God Save the King" on his entry. Champagne being served, and Captain Craig and the Governor having mutually toasted each other, His Excellency led the Commander of the "Pelorus" over the Palace, showing him the various rooms, and more specially calling his attention to the paintings of the Amazonian artist Aurelio Figueiredo.

Afterwards Captain Craig and Mr. Robilliard visited the Mayor, Colonel Domingos de Andrade, who received them in his private room, introducing them to Dr. Benayon, Town Secretary, and to the Municipal Physician, Dr. Virgilia Ramos, in whose company the visitors inspected the Town Hall, afterwards adjourning to the Council Chamber, where Captain Craig expressed his high opinion of the beautiful painted ceiling by Centofanti.

In friendly conversation over the champagne glasses, the Mayor offered his illustrious visitor copies of the "History of the City of Manaus" and of the "Commercial Statistics of Manaus."

Captain Craig replied, thanking the Mayor for his kindness and again affirming his very high opinion of

Manaos in particular and the Amazon State in general.

From the Town Hall our visitors went to the Capitania do Porto, where they paid their respects to the Harbour Master, returning afterwards to our offices.

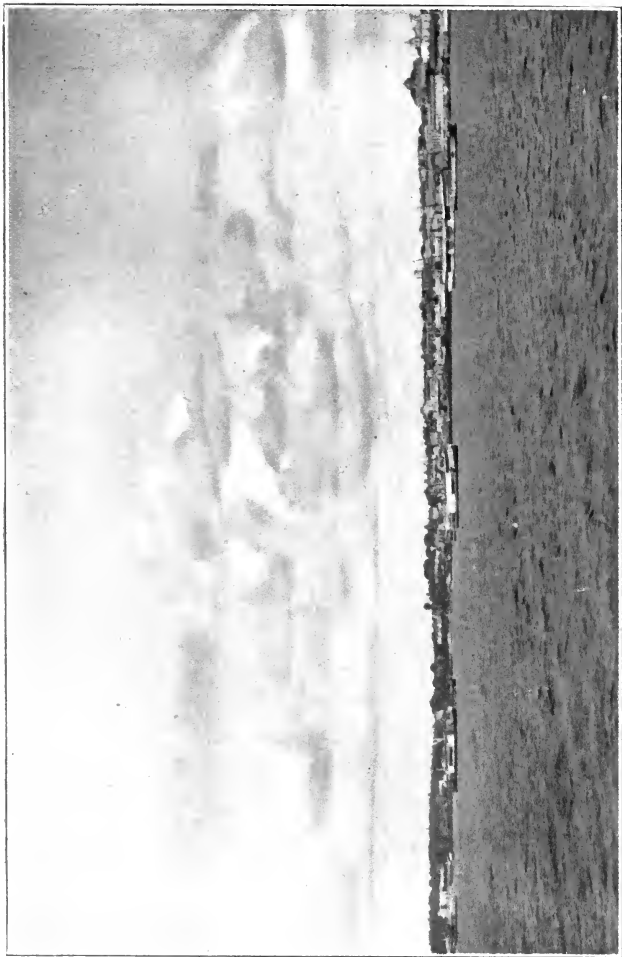
Here Captain Craig and Mr. Robilliard were received by our director, Dr. José Gayoso, and Mr. Garnier, who introduced the Commander of the "Pelorus" to his fellow editors and to Senator Nery, Colonel Affonso de Carvalho, President of the State's Congress, and other gentlemen there present.

Captain Craig thanked our director for what he was good enough to call "our extreme kindness in publishing a special English supplement."

Dr. Porfirio Nogueira, in reply, drank the health of Captain Craig and the British Navy in a neat little speech in English.

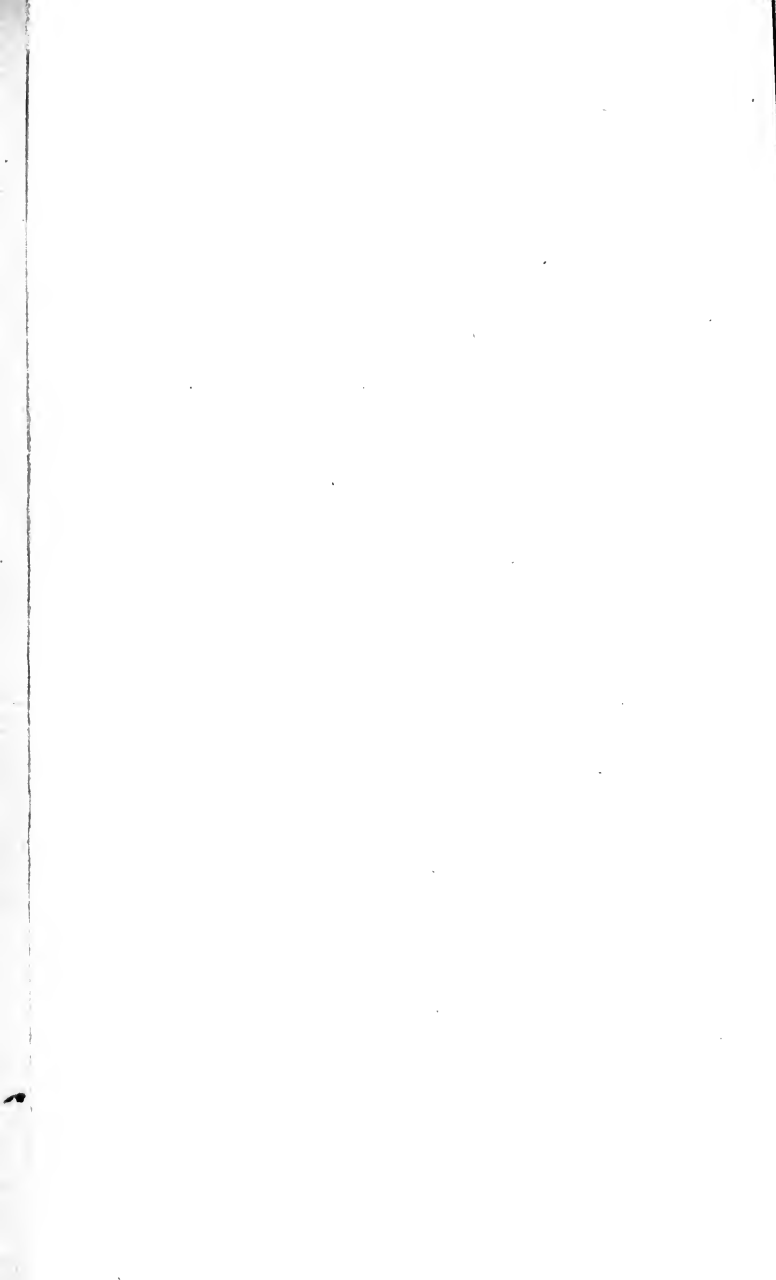
From our offices our distinguished visitors went to the Headquarters of the 1st Army District in order to visit General Fernandes, commander of the forces, after which Captain Craig retired on board.

Thursday, 28th.—Weather hot, with some showers. The Captain and several officers landed at 10 a.m., and, after visiting His Excellency the Governor, were taken for a tour round the town, visiting the principal buildings, etc. At 2 p.m. leave was granted to the watch until 7 p.m., and a ball was given to officers and petty officers, commencing at 9 p.m. The following extracts are taken from the English supplement of the paper already alluded to :—



ON THE AMAZON : MANAOS.

855 miles from Para, and about 5 miles up the Rio Negro. The population numbers 50,000, with 250 British residents. About 20,000 tons of rubber are collected here yearly from the surrounding country and sent away chiefly by the Booth boats.



CAPTAIN CRAIG'S VISIT.

Yesterday, a little before 10 a.m., Captain Craig, accompanied by Engineer-Commander E. J. Weeks, Staff-Surgeon J. G. Watt, Staff-Paymaster G. Wyllys and Lieutenant H. J. M. Crichton, came ashore, where he was joined by the Consul and our representative and proceeded immediately to the Palace.

Received by His Excellency the Governor, a tour of Manaos was rapidly arranged, and our visitors, in the company of Colonel Publio Bittencourt, Secretary of State, proceeded in the palace carriages to the Orphan Asylum, Institute Benjamin Constant.

Received at the gate by the Mayor, Colonel Domingos de Andrade, and Sisters Elisa Martignoni and Herminia Cataccio, the illustrious visitors carefully inspected the asylum, visiting each room and admiring the really beautiful specimens of embroidery work done by the orphans.

On this occasion, Colonel Domingos de Andrade, in the name of the Sisters and the Institute, offered Captain Craig a particularly fine specimen of embroidery, the work of one of the orphans.

On leaving the Institute, Captain Craig wrote the following in the visitors' book :

"On the first occasion of the visit of a British warship to Manaos, His Excellency the Governor has very kindly allowed myself and my officers to visit the Benjamin Constant Institute. We have been surprised to find such a splendid institution so far up the Amazon River. The beauty of the building, its cleanliness and good order, the system of instruction and the skill of the orphans in needlework, have especially impressed us. This institute need not fear comparison with any similar one in Europe, and is a great ornament to the city of Manaos."

From the Institute Captain Craig and his companions went to the Theatre, where they were met by the director, Dr. José Gayoso, who did the honours for the house.

Our visitors especially admired the very fine samples of joinery there to be seen, and the magnificence of our local wood.

After carefully inspecting the monument in St. Sebastian Square, the party took to their carriages, and were driven to the Law Courts, which were carefully visited, and where full justice was done to the architectural beauties of the building.

From thence the party adjourned to the Cassina Hotel, where Mr. Robilliard had ordered lunch for all.

After refreshing the inner man, a movement was made to Booth's Offices, and from thence the party was conveyed in the steam tug "Lontra" to the Plano Inclinado, where Captain Craig and the officers of the "Pelorus" visited Giddy's foundry and repair shops, being received by Mr. Richardson, who showed them over the works, which is the largest private repair shop in the North of Brazil.

Engineer-Commander Weeks was more particularly struck by the variety of machines, and expressed his surprise that in Manaus we had foundries so well fitted up.

At half-past three Mr. Robilliard conveyed the party on board the "Lontra."

THE BALL.

Ever since Sunday the decoration committee have been actively employed in festooning the Palace and otherwise preparing for the ball which was given yesterday in honour of the "Pelorus's" arrival.

In the vestibule, gracefully decorated with foliage and bunting, the white and red ensigns draped the principal doorway, which was further ornamented with the portraits of Their Majesties King Edward and Queen Alexandra, and of the Governor, Colonel Antonio Bittencourt.

The same spirit of international amity presided over the scheme of decoration in the ball-room itself, where crowns and caps of liberty in the most friendly pro-

pinquity formed the centres of numerous little trophies of the flags of Great Britain and Brazil and other friendly nations.

The greatest thanks of the colony are due to the decoration committee, whose untiring efforts lent a fairy aspect to the scene.

The catering, as was to be expected, was fully up to the traditions of old England, and the well-known competence of the bar and table committees.

Dancing began a little before ten, the Brazilian National Anthem having been first played.

The ball opened with the march "Pelorus," composed specially for the occasion by the talented musician A. Bayma, the band playing a selection from *Il Guarany* until the signal was given to begin dancing.

The ball programme proper was composed of the following pieces: "Les Sirenes," waltz; "Con Slancio," polka; "Esperance," waltz; "La Surprise d'Amour," quadrille; "Guimazotis," schottisch; "A toi," waltz; "Sans façon," polka; "Le Beau Danube Bleu," waltz; "Quand l'Amour Meurt," waltz; "De Paris à Londres," schottisch; "Serenade," waltz; "Tic Tac," polka; "Galants Propres," schottisch; "Bien Aimée," waltz.

The last item in the programme to be performed by the band was "God Save the King."

The ball arrangements reflect great credit on all concerned, and especially to the decoration, catering, and music committees. Mr. Bayma should have special mention, for it was to his efforts, both in the designing of the programme and in writing various pieces of dance music, in addition to the "Pelorus' March," much of yesterday's success was due.

Friday, 29th. — Weather fine and hot. About 11 a.m. His Excellency the Governor, accompanied by all the principal officials,

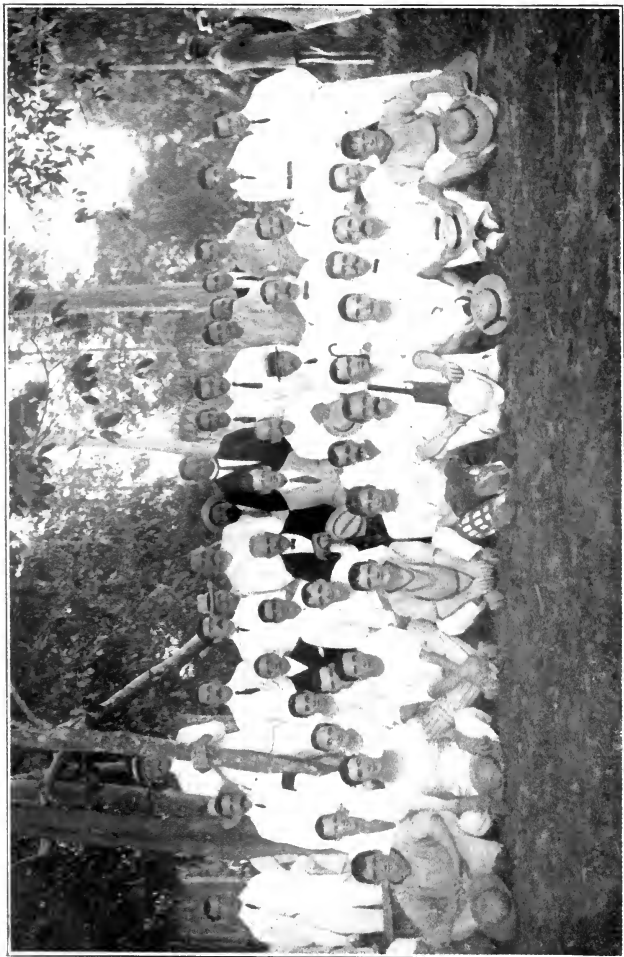
came aboard to visit our Captain, the customary salute of nineteen guns being fired on his leaving. A visit was afterwards paid by the Portuguese Consul, who was saluted with seven guns. At 2 p.m. leave was given and the men entertained at the Manaus Athletic Grounds, refreshments being issued, the men returning aboard at 7 p.m., having spent a very nice time at cricket, tennis, etc. In the evening the officers and petty officers were invited to a special cinematograph exhibition in honour of our visit. The following cutting will be of interest, and shows the busy life our Captain led whilst here.

CAPTAIN CRAIG'S VISITS.

Yesterday morning His Excellency the Governor of the State, accompanied by H.B.M.s Vice-Consul, Mr. Wyndham Robilliard, his Aide-de-Camp Captain Serafim de Carvalho, the Mayor of Manáos, Colonel Domingos de Andrade, and Messrs. Antonio Monteiro de Sousa and Lyonel Garnier, paid his formal return visit to Captain Craig.

The visitors were taken on board by the tug "Hercules" a little before ten a.m., and were received at the gangway by Captain Craig and his officers, a guard of honour being also drawn up to receive them.

In the Captain's room a friendly conversation was soon started, the Captain showing the Governor some snapshots taken by him when on the China Station, and again expressing his very favorable impression of our State and city. Champagne being served, the



THE CRICKET TEAMS AT MANAOS.

Governor drank to the British Navy, and especially to the Commander and officers of the "Pelorus"; Captain Craig replying with a toast to Amazonas and Brazil.

On His Excellency's withdrawal, the customary salute of nineteen guns was fired.

As had been previously announced, yesterday morning His Excellency the Portuguese Consul in Manáos, Dr. J. A. Magalhães, went on board the "Pelorus" and invited her Commander to attend the funeral services to be held at the Cathedral on Monday, February 1st, in remembrance of the murder of His late Majesty King Charles I. of Portugal, and of His late Royal Highness, the Crown Prince of Portugal, on the same date.

Captain Craig was pleased to accept the invitation, not only as an act of international courtesy between two traditionally friendly countries, but also because he had had the honour of making His Majesty's personal acquaintance when in the "Majestic."

General Ricardo Fernandes, C.O.F. of this district, being unwell, was unable to personally visit the cruiser yesterday in order to pay Captain Craig a visit. He therefore sent his A.D.C., Lieutenant Felipe Antonio Xavier de Barros, who in his name complimented Captain Craig. The Commander of the "Pelorus" thanked him for his visit and expressed his wish for the General's speedy recovery.

Saturday, 30th. —Leave was given at noon and the men entertained at the Athletic Grounds, where they were conveyed by special trams. A football match was played between the second and third divisions, the former winning by three goals to nil. In the evening the officers were entertained at a smoker, for

particulars of which I am indebted to the local daily paper :—

THE SMOKING CONCERT.

As was previously announced, on Saturday night the Manaos Athletic Club gave its promenade Bohemian Concert offered to the Captain and officers of H.M.S. "Pelorus." The club-rooms were very nicely adorned, the terrace being ornamented with coloured electric lamps and flags, thanks to Mr. Schwabe's kindness in supplying the current from the Manaos Harbour Plant.

Nearly every English-speaking resident, Briton or American, was present, and the brilliant effect was further heightened by the presence of several ladies.

The proceedings were opened by Mr. Bradford, who played as an overture "Narcisso," the exquisite rendering of which was greeted with loud applause. Mr. E. C. Holden's song, "The Clang of the Forge," Mr. Packer's "To Anthea," "Rosa" by Mrs. M. Fischer, and a very well-played piano solo, "Fantasie," by Miss Marina Baird, followed, and were much appreciated by all.

Mr. Leon Espinosa recited the Court scene from "The Merchant of Venice," revealing considerable dramatic talent; and Mr. Penfold's very comic song, "I want to go To-morrow," was most enthusiastically encored, obliging him to give the audience the "revised version," so-called, of "Little Brown Jug." Mr. Hall followed with "The Dream of Paradise," very well sung indeed. The first part finished with Mr. E. R. Hawkins, who, being encored in "Trooper Johnny Ludlow," delighted his audience with "Mrs. 'Enery 'Awkins," which was magnificently rendered.

After a short interval the performance began again with Mr. Klapproth's fine piano solo "Hochzeit Marsch," Mr. Packer's song "Love, could I only tell thee," and Mr. Hall's "The Deathless Army," both very well sung. Mr. Robilliard afterwards

mounted the stage and recited "Jim Bludso," amidst much applause, and being encored he recited a poem of Kipling's.

The Misses A. and M. Baird played as a duet various selections from "Il Guarany," a perfect feast for music lovers, both on account of the intrinsic beauty of the selections themselves, and perhaps even more because of the perfect rendering which the Misses Baird gave it. Mrs. Fischer again sang, this time the "Ave Maria" (Gounod), and was well received.

The "First Appearance, Probably Last," of Rastus Cousin, a very clever impersonation, was much applauded, and it is hoped that this "First" will *not* be the last of a whole series of "appearances."

Mr. Terry Morrell, who was about the most hard-worked man present, all little worries and details about concerts, etc., being generally, by a kind of tacit and general consent, shifted on to his shoulders, found time to get up a splendid song with a magnificent and very original chorus, and playing some rather weird instruments.

Mr. Hawkins then closed the programme with his "Evening Song," refusing the encore which he obtained, and made instead a neat little speech, thanking the ladies, the officers of the "Pelorus," and all who had in any way contributed to make the concert the success it undoubtedly was.

Captain Craig replied, thanking the British residents for all their kindness, and expressing his own and his officers' entire satisfaction, not only with the concert, but also with all the festivities promoted by the colony.

The concert ended at midnight, Mr. Penfold playing the Brazilian National Anthem and afterwards all present joined in singing "God Save the King."

In conclusion, a very enjoyable evening was spent by all, and as Captain Craig said, we are sure all who were present will remember the M.A.C.s "Pelorus" Concert for many years to come.

The programme was as follows :—

PART I.

- Overture ... "Narcissus" Mr. R. F. Bradford
 Song "The Clang of the Forge" Mr. E. C. Holden
 Song ... "To Anthea" ... Mr. F. Packer
 Récitation "The Merchant of Venice"
 Mr. L. Espinosa
 Song "Rosa" ... Mrs. M. Fischer
 Pianoforte Solo "Fantasie" ... Miss M. Baird
 Comic Song "I want to go To-morrow"
 Mr. W. Penfold
 Song ... "The Dream of Paradise" Mr. H. Hall
 Song ... "Trooper Johnny Ludlow"
 Mr. E. R. Hawkins

PART II.

- Pianoforte Solo "Hochzeitmarsch"
 Mr. G. Klapproth
 Song "Love could I only tell Thee" Mr. F. Packer
 Comic Song "A Different Girl Again"
 Mr. W. Penfold
 Song ... "The Deathless Army" Mr. H. Hall
 Recitation ... "Jim Bludso" Mr. W. Robilliard
 Pianoforte Duet "Il Guarany" ...
 The Misses A. & M. Baird
 Song ... "Ave Maria" ... Mrs. M. Fischer
 Comic Song "Bill Simmons" Mr. T. E. T. Morrell
 Sonatas Mr. H. Purcell
 "First Appearance, Probably Last"
 Rufus Jackson (Rastus Cousin)
 Song ... "Evening Song" Mr. E. R. Hawkins

THE BRAZILIAN NATIONAL ANTHEM.

"GOD SAVE THE KING."

- Accompanist Mr. W. Penfold



ON THE AMAZON. A VIEW OF MANAOS



LETICIA, THE FIRST PERUVIAN VILLAGE ON THE AMAZON.

Sunday, 31st. —At 9.10 a.m. divine service was held and then leave given. A cricket match was played v. Manaos, which ended in a win for the latter; refreshments were afterwards served. In the afternoon the ship was thrown open to the public, who crowded us out until 5.30 p.m.

Monday, February 1st.—At noon leave was given to the watch. Official lunch to His Excellency the Governor and English residents, etc., at which there were the usual toasts given and speeches made. We saluted His Excellency with 19 guns on leaving, and the American Consul with seven. The Captain and officers were then “At Home” until 5 p.m. In responding to the toast proposed by His Excellency the Governor, Captain Craig said :—

YOUR EXCELLENCY AND GENTLEMEN,

This is, I believe, the first occasion on which a British warship has visited Manaos, or indeed any part of the State of Amazonas, and I think it may on that account claim to be an historical one.

The *raison d’etre* of the British Navy is to preserve peace, and thus allow our countrymen to retain and expand that international commerce of which we are justly proud. Our visit to the Amazonas is of an entirely peaceful nature, such as will, I trust, always be those of His Britannic Majesty’s ships when in the waters of the Amazon.

We consider ourselves fortunate in having been

selected by H.M. Government to visit this State and to have had the opportunity of seeing the prosperous and growing city and port of Manaus, and of meeting its people, which includes so many of our own countrymen. The beautiful situation of the city, its fine buildings, water supply, electric lighting and tram service, its harbour works, and shipping, and the immense value of its trades, cannot fail to be very impressive to anyone visiting the Amazon for the first time. I have been very greatly impressed by the very cordial reception given to me by His Excellency the Governor and by the great hospitality extended to the "Pelorus" during our stay at Manaus, which commenced with the magnificent Ball given at the Palacio; and I hope our visit will tend to strengthen the friendship between the British community, the State Government, and the inhabitants of the capital.

And, in conclusion, I ask you all to drink to the United States of Brazil, the State of Amazonas, and His Excellency the Governor.

Wednesday, 3rd.—At 10 a.m. the Captain and several officers landed and were entertained at golf, etc. Leave given in evening.

Thursday, 4th.—Usual routine until 9.30, when we are exercised at general quarters, after which the hands are employed dismounting 4in. guns, etc., until noon, when the usual make and mend is given, with leave from 2 till 7 p.m. Captain visited the market with H.B.M. Consul. SS. "Bernard" arrived, from which we got a small mail. The following characteristic cutting from the local daily is worthy of a permanent niche in the log, and

shows at least that the inhabitants of Manaos were greatly concerned that a right good impression of themselves and their country should be carried away by us, and needless to add such an impression was inspired in the entire ship's company.

AU REVOIR.

To-day at noon the "Pelorus" will leave us for Iquitos. It is absolutely unnecessary to repeat here that all of us who have had, at the same time, the honour and pleasure of coming into daily contact with her officers and men, will feel as though we had lost something, as though there were a gap made in our daily life, a gap which it will take months to overlook and which it will be long ere it be filled up.

The "Pelly boys," as we were beginning to affectionately call them, had become part and parcel of us—we were just getting used to them, and now we are losing them. Fortunately it is not yet "Good-bye." They will ere long be again amongst us on their way back from Iquitos, and we shall have another chance of showing our friendship to the British Navy before the "Pelorus" finally leaves our shores.

We hope and trust that when our new-made friends are far from us, and Manaos is spoken of, that we shall have in them ever ready champions of our town and State, so often libelled by those who know us not. They will be able to tell those who slander us that Manaos is a progressive city, that wild Indians do not walk about naked in our streets, and that we are not exactly the fever-stricken "white man's grave" our Rio friends say we are.

On her way to Iquitos, the "Pelorus" will have an opportunity of seeing some of our up-country towns, and of yet again appreciating the luxuriance of our vegetation.

We are certain that Captain Craig, the officers and men of H.B.M.S. "Pelorus," will keep a corner of their hearts for Manaos, and we hope that on their return we shall be able to add to the impression already caused, as we sincerely hope and believe that Manaos will not forget the "Pelorus."

In our name and in that of our readers we wish the "Pelorus" a very fortunate voyage and a prosperous and rapid return.

Friday, 5th.—Usual routine until noon, when we prepare for sea. The SS. "Hilary" arrived about 10 a.m., and a few stores brought by her were got aboard. At 3 p.m. we get under weigh and proceed at 12 knots to a small place called Jacaretuba, about 38 miles, where we anchor at 7 p.m. This, of course, being on the main river, a strong tide is met with, and soundings, etc., are taken, the survey being proceeded with. The same beautiful country was passed on either side.

Saturday, 6th.—Got under weigh at six o'clock and proceeded at the usual speed against a strong current, the course having to be altered incessantly to avoid the logs with which the river abounds at this time of the year. These are very dangerous to the ship, and the propellers are also liable to get foul and broken by striking the debris which is torn from the banks by the current. About noon we passed



ON THE AMAZON: TABATINGA.
The frontier town of Brazil, about 1680 miles from Para. There is a small fort with muzzle-loading guns, and a guard of Federal troops.

a fairly large settlement on the right bank called Manacapuru, the inhabitants of which turned out *en masse* to see us pass. At 7 p.m. we again anchor at Anory, having got another 106 miles on our journey.

Sunday, 7th.—Weighed and proceeded at 6 o'clock; weather fine and hot; usual routine, and divine service held on poop, after which the day is passed as usual. We passed a large village on right bank called Anajaz, of about 200 inhabitants, whose chief occupation is rubber, which they gather and send down in the river steamers. At 6 p.m. we anchor off Botija, having steamed about 111 miles in 12 hours against a good current.

Monday, 8th.—Under weigh at usual time, rather higher land being met with, trees more tropical and soil a red clay and sandstone; several different species of birds being seen and also several alligators. The usual routine carried out, bedding being aired and bags mustered. At 7 p.m. we anchor, having steamed 100 miles, at a place called Caiamba Island, where we are tormented greatly during the night by mosquitoes and beetles.

Tuesday, 9th.—Weather hot, with some showers. Weighed at the usual time and proceeded, but the tide being exceptionally

strong we only managed to get to Envirapreta, about 98 miles, where we anchor at 6 p.m. and spend another nice night with our usual tormentors.

Wednesday, 10th.—Weigh and proceed at the usual time; weather hot, with some showers; usual routine until evening, when one watch man and arm ship and the other watch go to physical drill. We anchor about 6.30 p.m. at Abacate Island, having steamed about the same distance as yesterday.

Thursday, 11th.—As yesterday, weather hot with showers. Hands went to small-arm drill, etc., in forenoon; make and mend given after dinner, physical drill and collision stations in evening. We anchor at Parana Timbatuba at 7 p.m., having steamed only 78 miles, the tide being very strong and a lot of floating trees, etc., met with, several of which were struck by ship and propellers, the shock of which could be felt throughout the ship. Several large alligators, parrots, etc., were seen, the country being very swampy, with few inhabitants. During the night we were visited by heavy rain and lightning.

Friday, 12th.—Usual routine until 9.30, when we exercise general quarters and carry

out divisional drill. Remainder of day passed about as usual, we anchoring at 8 p.m., five shackles, off S. Paulo de Olivenca, having covered about 120 miles, where we lower the whalers and land stewards to procure fresh provisions if possible, but they were unable to do so.

Saturday, 14th.—Usual time under weigh ; weather showery ; usual routine adhered to. Passed a small village (Boa Vista), the houses of which were more up-to-date than any yet seen. At 7.30 p.m. we anchored at Araras, 89 miles from previous anchorage.

Sunday, 15th.—We got under weigh at the usual time, weather showery. About 8.50 we passed Tabatinga, which is a small village, and boasts a fort with a few troops to guard the Brazilian boundary. After steaming for about half-a-mile we stop off the village of Leticia, marking the Peruvian boundary, where a boat was sent in charge of an officer to make enquiries *re* officials, etc., but no one of any rank being found there, we again proceed on our way, the usual routine being carried out. At 6.30 p.m. we anchored at Ambiyaca, which is 101 miles from former anchorage.

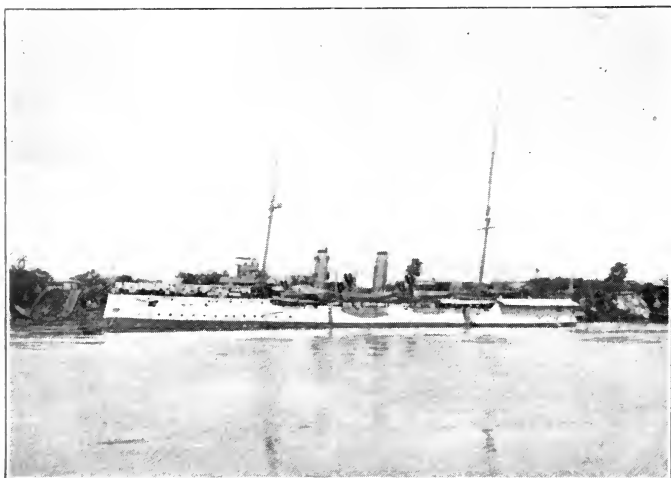
Monday, 16th.—Usual routine. Weather

fine and hot ; hands are employed dismounting guns, etc. The usual physical drill was carried out morning and evening. After having steamed 101 miles we anchored at Sipisea at 7 p.m., where we were soon infested by the usual pests, which were greatly increased in numbers by the burning of the after searchlight at 9 p.m., they being attracted by the light.

Tuesday, 17th.—We get under weigh at 6 a.m. and proceed to Iquitos, a distance of 81 miles, which is reached by 5 p.m., where we anchor and salute Peru with 21 guns, the different officials paying their visits. The wharves and principal buildings were gaily dressed with flags, etc., in honour of our visit, the word "Pelorus" being arranged in colours in a conspicuous place, and looked very attractive in its rich setting. As we were the first British man-of-war ever anchored here, the people turned out *en masse* to welcome us. This town has about 14,000 inhabitants, there being about twenty Europeans. It is situated 2,037 miles up the Amazon, and was the last port up the river which the "Pelorus" visited. The town is lit by electricity and was well decorated with electric lights when the "Pelorus" visited the town. The houses



ON THE AMAZON. TYPICAL SCENERY.



H.M.S. "PELORUS" AT IQUITOS.

are built of red bricks and mostly whitewashed. Most are one storey in height, but some are two. Outside the town the Indians live in huts made of wood and leaves. There is the Palace and a theatre, also a steam tram runs through the town. Here, as on the river generally, the temperature was hot and very damp. The mosquitoes were not very bad on board the ship until we got near Iquitos and at Iquitos.

Wednesday, 17th.—Weather fine and hot ; hands employed cleaning ship. The Captain paid his visit to His Excellency the Governor, His Britannic Majesty's Consul, etc., which were afterwards returned and salutes of seventeen and seven guns fired on their leaving the ship. In the evening the officers, etc., were entertained by the Governor to a dinner, leave being given from 2 until 7 p.m.

Thursday, 18th. — Weather hot, some showers ; usual routine and small-arms drill carried out. In the evening the men were entertained at a cinematograph show, where refreshments were provided free, leave being granted until midnight to attend same, and at which an enjoyable time was spent. The Captain and officers attended

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a ball given in honour of our visit at the Palace.

Friday, 19th.—Exercised general quarters, etc., in the forenoon, a make and mend with leave being granted at 2 p.m. A football match was played with a team representing Iquitos, which terminated in a win for the ship by six goals to nil, after which they tested their strength by a tug-of-war, our men gaining an easy victory. Refreshments were kindly supplied by the Iquitos Sports Club. The Captain and officers visited the principal buildings, &c., in the forenoon and attended the Alhambra Theatre in the evening, a special performance having been arranged in their honour.

Saturday, 20th.—Usual routine until 11 o'clock, when the decks were cleared. At 12 o'clock the official luncheon took place, during which our Captain made the following speech in reply to the toast proposed by His Excellency the Governor :—

Your Excellency and Gentlemen,—I welcome you on board his Britannic Majesty's ship "Pelorus," which is the first to ever enter Iquitos, and may therefore on that account be claimed historical in our service. We consider ourselves fortunate in having been chosen by H.M. Government to visit this side of the State of Peru, and meeting the people

of Iquitos, and seeing the prosperous and growing city, its buildings, &c.

Our visit is of an entirely friendly and peaceful nature, such as has existed, and will, I trust, always exist, between our countries, and those of our ships that visit the Amazon waters.

I should have liked to have proceeded further into your beautiful country and seen more of its people, but as it is imperative that I should arrive in England by a certain date I cannot do so.

I have been greatly impressed by the very cordial reception given to me by His Excellency and the hospitality extended to the "Pelorus" during our stay at Iquitos, which I shall not fail to make known to his Majesty's Government. I hope that our visit may tend to strengthen the friendship between the British people and your State Government.

In conclusion, I ask you all to drink to the State of Peru and His Excellency the Governor.

Luncheon over the ship was inspected by the visitors, and the machinery, &c., explained to His Excellency and other gentlemen by the Captain and officers. The men in the meantime got up an impromptu sing-song and dance on the mess-deck, which being overheard by His Excellency and others they made their way there to watch the sport, which happened at the time to be a cakewalk, and showed their appreciation by calling heartily for an encore. At 3.30 p.m. the Captain and officers were "At Home," which was largely attended, especially by the fair sex, who were conveyed to and from the shore by

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a tug kindly lent by the Booth Co. At 5 p.m. His Excellency took his departure in the torpedo-boat "Maqusea," being saluted with 17 guns, the remainder of the guests leaving about 6 p.m. The Captain and most of the officers dined ashore during the evening, the usual leave being given to the men.

Sunday, 21st. — Weather fine and hot. Leave was given at 2 p.m. and the ship thrown open to visitors, a good number flocking aboard. The hands prepared for coaling in the evening.

Monday, 22nd.—Hands employed coaling during the forenoon, 75 tons being taken aboard, which I might state is kept here in very small quantities, the river boats burning for the most part oil and wood, which is obtained from the natives along the river. The price of coal here is very high, about 75s. a ton, which is due to the heavy freight it has to pay. In the afternoon the ship was cleaned and leave given to shooting team at 3 p.m., who had arranged a shoot with the Iquitos Sports Club, and leave from 4 until 7 p.m. for men. The shoot was at 200 yards, six men firing in each team, no sighter allowed, the Sports Club using the Mauser rifle. No great score was made.



AT IQUITOS. LUNCH PARTY ON BOARD.

The centre figures are H.B.M. Consul, The Governor of Iquitos (in hat), and Captain Craig, R.N.



AN "AT-HOME" ON BOARD.

in a Man-of-War 217

the weather being very hot. Scores:—

“PELORUS.”

SPORTS CLUB.

Five rounds at 200 yds.

	Pts.		Pts.
C. Hill, P.O.1 ...	19	F. Molero ...	12
G. Callaghan, P.O.2	19	O. Bouillon ...	12
J. Smith, R.M. ...	19	T. Albanacin ...	8
E. Clark, C.P.O....	18	C. Haltenhaff ...	7
J. Mallett, A.B. ...	18	D. Lauria ...	7
Mr. Elliott, Gnr. ...	5	B. Saavedia ...	6
	<hr style="width: 50%; margin: 0 auto;"/>		<hr style="width: 50%; margin: 0 auto;"/>
Total	98	Total	52

Officers, etc., attended a Carnival, which was kept up by the townsfolk for three days, and came in for a considerable share of confetti, perfume and cornflower, which are freely used by all on such occasions.

Tuesday, 23rd.—Lovely weather. At 11 o'clock the British Consul, who was taking passage to Manaos, came aboard, when we weigh and proceed, the men giving three cheers for the town and inhabitants who had entertained us so loyally and royally during our stay. In the evening we anchored at Sancudo Island, having covered 114 miles in eight hours. Physical drill was carried out night and morning.

Wednesday, 24th.—Under weigh, and at 4 p.m. we passed the Peruvian border,

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stopping at (Tabatinga) the Brazilian boundary, where we landed officer of guard and then proceeded to Capacete and anchored.

Thursday, 25th.—We anchored at 7 p.m. at Javary, 186 miles from previous anchorage, where we spent a most uncomfortable night with the mosquitoes.

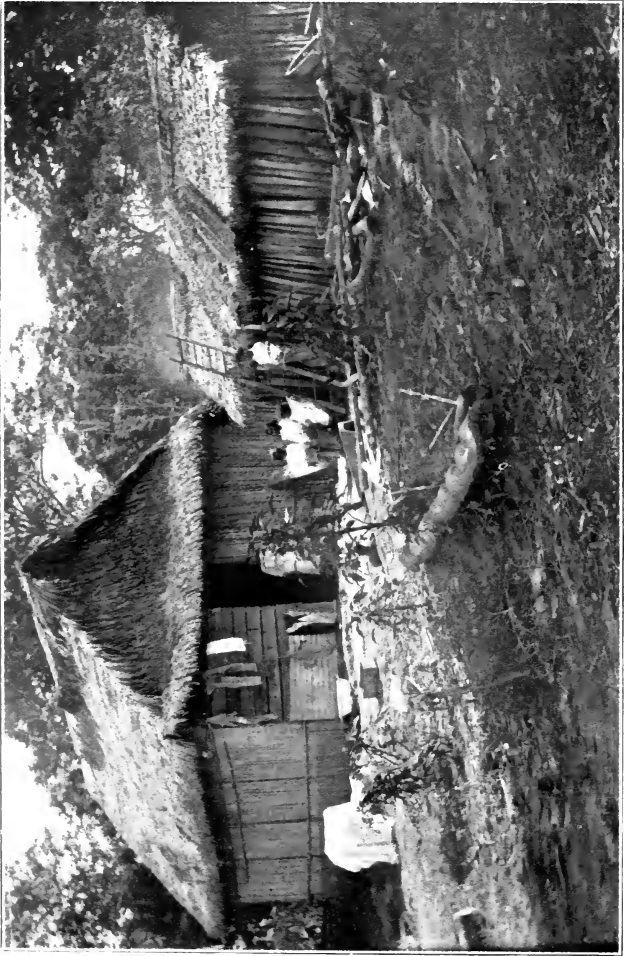
Monday, March 1st.—The past three days were spent on our return journey, anchoring each evening about 7 o'clock. Beyond the annoyance of the mosquitoes, the journey was a pleasant one, the ever-varying scene holding our attention and calling forth expressions of delight. Words would fail to do adequate justice to its beauty: it "beggars all description." To-day we got under weigh at 6 a.m. and proceeded to Manaus, where we arrived at 1.30 p.m. and were visited by the several officials. Monthly money was paid and leave given to petty officers until 11 p.m.

Tuesday, 2nd.—Hands employed at small-arm drill in forenoon. We prepared for coal-ing after dinner and gave leave to watch until 10 p.m. The Amazonas Theatre was free to the men, tickets for which were sent aboard, and a large number accepted the hospitality offered, putting in a very pleasant evening.

Wednesday, 3rd.—Hands took in 208 tons

of coal at an average of 37·8 tons per hour. The decks having been washed down, leave was given at 5 p.m. The SS. "Lanfranc," of the Booth Line sailed, by which we sent a mail.

Thursday, 4th.—At 8 a.m. the officers in whaler had a race with the galley manned by a crew of the Booth Co., the latter winning by about four boats' lengths. Our officers were very unfortunate in breaking an oar at the start, and therefore pulling four oars to six. At 3 p.m. a make and mend was granted. A Soccer match was played with a team representing the town, our men proving the victors by seven goals to one. At 12.30 the Captain and officers attended an official lunch at the Governor's Palace, and in the evening they entertained about 35 guests to dinner on board, after which they attended a concert on the fore-castle which had been previously arranged. An excellent programme was rendered under the able management of Eng.-Com. Weeks, at which H.B.M. Consul gave a couple of excellent recitations, and several other gentlemen kindly gave songs. The proceedings were brought to a close at midnight by the company singing "God Save the King."



ON THE AMAZON: A NATIVE HUT OPPOSITE THE SHIP AT IQUITOS.

and hospitality of whose inhabitants will long remain in the memory of those who shared it, both on our first and return visits. Nothing could have been better or more lavishly done, and we shall ever feel grateful to them.

Friday, 5th.—Got under weigh at 8 a.m. and proceeded *en route* for Para. Soundings were taken at intervals, and physical drill gone through in the evening.

Saturday, 6th.—At 11 a.m. we arrived at Santarem. The Captain was visited by the Mayor and several other gentlemen, who made a tour of the ship under his guidance, they showing a keen interest in all its details, especially the sighting and aiming apparatus. Leave was given from 3 until 7 p.m., of which full advantage was taken by both officers and men, the latter for the most part going shopping, as provisions can be procured here fairly cheap when compared with the other points of call in the river.

Sunday, 7th.—Divine service held and the Roman Catholics landed for early Mass, who were afterwards presented with a small token to commemorate their visit, in the shape of a neck chain and silver cross which had previously been blessed by the Pope. At

2 p.m. we again weighed and proceeded on our way.

Monday, 8th.—Hands are employed clearing the fore hold in readiness for a further supply of stores, which were expected at Para. About 3 p.m. we got clear of the Narrows, at the end of which we found the SS. "Pucuruhy" aground on a bank, who, when offered assistance, thankfully declined. We anchored at 6.30 at Boa Vista, 374 miles from previous anchorage.

Tuesday, 9th.—We weighed and proceeded at 6 a.m. to Para, which is situated at the mouth of the river, where we anchored at 2.30 p.m., after a very pleasant trip on the Amazon of 4,000 miles, and extending over six weeks, during which time we were very cordially received and feted by all with whom we came in contact, and who, at the different ports, tried to outdo each other in their hospitality by showing their appreciation of our visit to their waters; and which also tended to show in a most emphatic manner the very friendly feelings existing between our country and their own. To see the extent of commerce which is carried on so far through a continent like South America was a revelation to us all; and it was pleasing to know

that the great bulk of it was of British origin and carried in British bottoms. Very little sickness was contracted during the journey, and there were no fever cases; the only drawback being the mosquitoes and insects which swarm aboard and rob one of a good deal of rest at night, and the very exorbitant price of food-stuff due to the duty imposed, which is very high. I have here inserted a small list of the principal things which the average man consumes, with their prices as an example :

Bread	...	7d. lb.	Beef	...	1/3-1/6 lb.
Butter, tinned	2/6-3/9	„	Mutton	...	1/3-1/9 „
Cheese	...	2/6-3/- „	Pork	...	1/0-1/6 „
Bacon	...	2/0-2/3 „	Salmon	...	per tin 3/9
Eggs	...	4/6-5/- doz.	Sardines	...	„ 3/0
Potatoes	5d. to 6d.	lb.	Milk, fresh	...	pt. 2/6
Cabbage	...	7½d. each	Chicken	...	each 6/0
Sugar	...	7d. lb.	Oranges	...	doz. 2/6
Jam	...	2 lb. pot 2/6	Bananas	...	„ 1/6
Beer	...	1/10 small	Matches	...	„ 1/3
„	...	2/6 pt. bot.			

CHAPTER XIX.

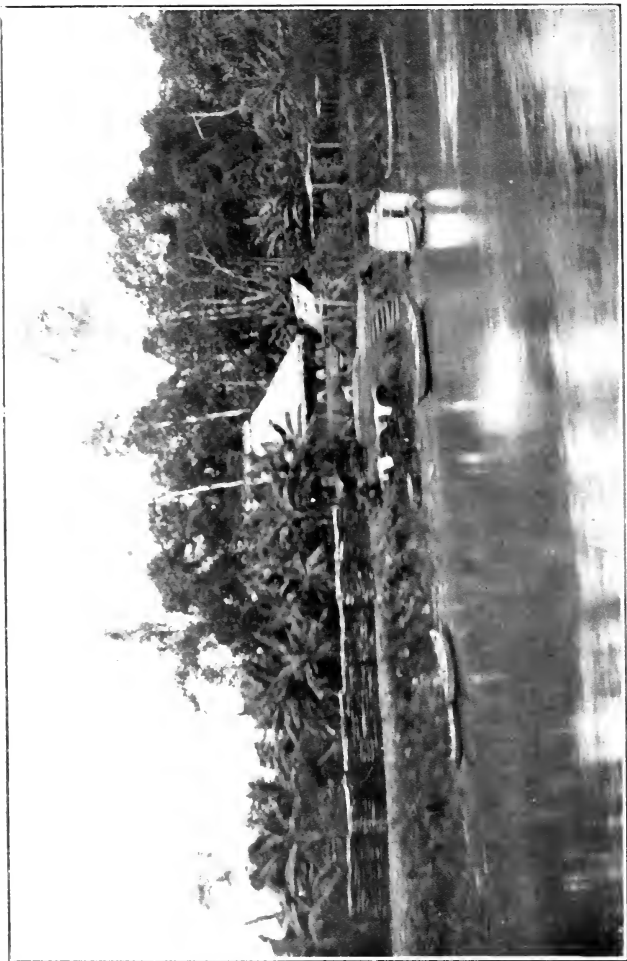
At Para.—Passage Home.—Arrival Home.

Wednesday, March 10th.—Visits paid to and returned by Captain. Officers dined ashore during the evening, and leave was granted to the watch from 4 until 10 p.m.

Thursday, 11th.—Hands employed during the forenoon getting in and stowing stores and provisions, a make and mend with leave being given to the watch at 2 p.m. The watch aboard prepared for coaling. His Excellency the Governor paid a visit to the Captain, and was saluted with 19 guns on leaving.

Friday, 12th.—Hands employed coaling, 320 tons being taken in at an average of 38·4 tons per hour, after which the decks were washed down. Leave was granted at 5 p.m.

Sunday, 14th.—Got under weigh at 5 a.m. and proceeded to sea, the usual routine being carried out. At 2.30 we stopped to drop



TYPICAL NATIVE HUT ON THE BANKS OF THE AMAZON.
The timber which can be seen in stacks is used by the river steamers for fuel.

pilot and adjust compasses, and then proceeded as before.

Monday, 22nd.—At sea during the past week. To-day, at 9 a.m., we arrived at St. Vincent, the usual visits, etc., being paid; we also got our mails from SS. "Orcoma," of the P. S. N. Co., which sailed later in the day. After dinner we shifted berths and prepared for coaling. Visits were paid us by the British Consul and the Captain of the Portuguese gunboat "D. Luiz."

Tuesday, 23rd.—Hands employed coaling during the forenoon, 361 tons being got aboard in four and three-quarter hours at an average of 76 tons per hour, which was our record coaling for the commission. In the afternoon we washed down and gave leave to the Rugby team, who had arranged a game with the W. T. Co. The latter team held an undefeated record here, but after a very fine game our men came off the victors by 7 points to 5.

Wednesday, 24th.—We got under weigh at 8 a.m. and proceeded to sea at 10 knots, and after four days' steaming, we sighted Madeira at 4 p.m. on Sunday (28th). We anchored shortly afterwards in the Bay off Funchal, visits being paid us by the officials

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and officers of the Portuguese cruiser "D. Carlos." Leave was granted to petty officers until 10 p.m. During our stay of two days leave was given to the men each day, who took advantage of the opportunity to purchase birds, curios, etc., to bring home, the decks presenting on leaving the appearance of a West End Stores!

Wednesday, 31st.—At 9 a.m. we got under weigh and proceeded to sea; at the same time the "D. Carlos" sailed with the Governor on board. We passed the SS. "Hilary," and exchanged signals, she kindly inquiring after the health of the Captain, officers, and men after our trip up the Amazon, where we had previously made her acquaintance. After steaming for four days we passed Ushant at 7 p.m. on Sunday, April 4th.

Monday, April 5th.—At 7.30 a.m. we passed the Eddystone Lighthouse and anchored inside Plymouth breakwater soon after. At 10 o'clock the ship carried out her paying-off trial, and we then proceeded up the harbour and made fast to our buoy, where we awaited orders to pay off and enjoy a well-deserved leave.

In conclusion, no one reading this log can

fail to see that our ship was, in the fullest sense of the word, a happy one. We had, of course, our ups and downs, our disappointments and our realizations. That our commission was not all holiday making may be seen by the high standard of efficiency attained by the men both in evolutions and at shooting, they being on more than one occasion complimented on their smart performances, and there is no royal road to achieve this end but work. On the other hand, our Captain, appreciating our endeavours to deserve success, rewarded us with a generous amount of leave-giving, especially whilst in South America.

I cannot conclude this log without again thanking those who have assisted me to bring it to fruition, and particularly those who supplied the photographs from which the illustrations are made, for without these the book would lose much of its attraction. May it in years to come, when we no longer know "Andrew," serve to remind us of happy days spent in His Majesty's Navy, and none more so than the present commission of the "Pelorus."



TABLE OF DISTANCES.

FROM	TO	MILES	DAYS AT SEA
Plymouth	Las Palmas	1410	6 days
Las Palmas	Sierra Leone... ..	1290	5 "
Sierra Leone	Ascension	1000	4 "
Ascension	St. Helena	690	4 "
St. Helena	Simon's Town	1707	8 "
Simon's Town	Walfish Bay	753	4 "
Walfish Bay	St. Helena Bay	630	2 "
St. Helena Bay	Saldanha Bay	43	8 hours
Saldanha Bay... ..	Simon's Town	112	1 day
Simon's Town	Durban	764	4 days
Durban	Beria	704	2 "
Beria	Zanzibar	1050	4 "
Zanzibar	Durban	1630	5 "
Durban	East London... ..	261	1 "
East London	Port Elizabeth	126	1 "
Port Elizabeth	Simon's Town	385	2 "
Simon's Town	Walfish Bay... ..	753	4 "
Walfish Bay	Saldanha Bay	657	3 "
Saldanha Bay	Simon's Town	110	1 "
Simon's Town	Mossel Bay	211	1 "
Mossel Bay	Port Elizabeth	187	1 "
Port Elizabeth	East London... ..	126	1 "
East London	Simon's Town	506	3 "
Simon's Town	Cape Town	57	10 hrs.
Cape Town	Simon's Town	57	10 "
Simon's Town	Durban	764	3 days
Durban... ..	Mauritius	1560	8 "
Mauritius	Zanzibar	1343	5 "
Zanzibar	Kilidini	139	10 hrs.
Kilidini	Kisamayu	320	1 day
Kisamayu	Lamu	160	1 "
Lamu	Zanzibar	265	1 "
Zanzibar	Durban	1620	6 days
Durban... ..	Simon's Town	764	3 "
Simon's Town... ..	Walfish Bay	753	3 "
Walfish Bay	Swakapmund	30	5 hours
Swakapmund	Walfish Bay	30	5 "
Walfish Bay	Swakapmund	30	5 "
Swakapmund	St. Helena	1250	5 days
St. Helena	Saldanha Bay	1560	8 "
Saldanha Bay... ..	Simon's Town	110	1 "
Simon's Town... ..	Cape Town	57	10 hrs.
Cape Town	Simon's Town	57	1 day

TABLE OF DISTANCES.—Continued.

FROM	TO	MILES	DAYS AT SEA
Simon's Town... ..	Walfish Bay	753	3 days
Walfish Bay	Saldanha Bay	657	3 "
Saldanha Bay... ..	Simon's Town	110	1 "
Simon's Town... ..	East London... ..	502	3 "
East London	Durban	262	1 "
Durban... ..	Delagoa Bay... ..	325	2 "
Delagoa Bay	Durban	325	1 "
Durban... ..	Mauritius	1560	8 "
Mauritius	Simon's Town	2325	9 "
Simon's Town... ..	Port Nalloth... ..	350	2 "
Port Nalloth	Saldanha Bay	261	1 "
Saldanha Bay... ..	St. Helena Bay	65	9 hours
St. Helena Bay	Saldanha Bay	65	9 "
Saldanha Bay... ..	Cape Town	56	12 "
Cape Town	Simon's Town	60	10 "
Simon's Town... ..	Cape Town	60	10 "
Cape Town	Simon's Town	60	10 "
Simon's Town... ..	Walfish Bay... ..	753	3 days
Walfish Bay	St. Helena	1250	4 "
St. Helena	Rio de Janeiro	2150	9 "
Rio de Janeiro	Buenos Aires	1130	4 "
Buenos Aires... ..	Monte Video... ..	120	12 hrs.
Monte Video	Buenos Aires	120	1 day
Buenos Aires... ..	Monte Video... ..	120	1 "
Monte Video	Pernambuco	2200	8 days
Pernambuco	Para	1080	5 "
Para	Guayara	140	13½ hrs.
Guayara	Gurupa	121	13½ "
Gurupa	Praïnhã	123	13½ "
Praïnhã	Santarem	90	11 "
Santarem	Juruty	115	13 "
Juruty	Garcas	115	13 "
Garcas... ..	Eva Island	120	13½ "
Eva Island	Manaos	65	7 "
Manaos	Jacaretuba	38	4 "
Jacaretuba	Anory	106	13 "
Anory	Botija	111	13 "
Botija	Caiamba Island	100	13 "
Caiamba	Envirapreta Island... ..	98	12 "
Envirapreta	Abacate Island	98	12½ "
Abacate	Parana Timbatuba	78	13 "
Timbatuba	S. Paulo de Olivenca	120	14 "
S. Paulo de Olivenca	Araras	89	12 "
Araras	Ambiyaco	101	13 "

TABLE OF DISTANCES.—*Continued.*

FROM	TO	MILES	DAYS AT SEA
Ambiyaca	Sipisea	119	14 hrs.
Sipisea	Iquitos	81	10 "
Iquitos	Sancudo Island	114	8 "
Sancudo Island	Capacete	173	12 "
Capacete	Javary	186	12 "
Javary	Tupé	176	13 "
Tupé	Ipichuna	182	13 "
Ipichuna	Gillajaratuba	203	13 "
Gillajaratuba	Manaos	114	8 "
Manaos	Santarem	415	27 "
Santarem	Boa Vista	374	28½ "
Boa Vista	Para	100	7½ "
Para	St. Vincent	1780	
St. Vincent	Madeira	1045	
Madeira	Plymouth	1210	
Extras for gun and torpedo trials, &c. ...		418	
Total Miles covered during commission ...			51,268

COALINGS.

"SIRIUS."

PLACE.	DATE.	TONS.	AVERAGE.
	1906.		Per hour.
Las Palmas	September 24th	210	60'3
Sierre Leone	October 3rd ..	230	52'4
St. Helena	,, 13th ...	250	55'4
	"PELORUS"		
	1906.		
St. Helena	October 18th ...	70	56'4
Simon's Town... ..	,, 29th ...	210	48'6
,, ,,	November 28th..	260	53'8
Walfish Bay	December 12th..	120	47'5
Simon's Town... ..	,, 21st..	400	58'4
	1907.		
Durban... ..	January 2nd ...	185	59'3
Beira	,, 19th ...	80	60'3
Zanzibar	,, 29th ...	120	52'7
,,	February 8th ...	380	53'8
,,	March 8th ...	200	47'5
Durban... ..	,, 18th ...	410	48'7
Simon's Town... ..	May 10th ...	400	66'4
Walfish Bay	,, 28th ...	75	50'0
Simon's Town... ..	June 17th ...	430	51'0
,, ,,	July 30th ...	390	42'8
Durban... ..	August 26th ...	200	43'5
Mauritius	September 20th	380	49'6
Kilidini... ..	October 1st ...	330	44'5
Zanzibar	,, 18th ...	200	40'2
Durban... ..	,, 28th ...	157	60'0
Simon's Town... ..	November 1st ...	380	50'3
Walfish Bay	December 2nd... ..	380	31'4
St. Helena	,, 30th... ..	345	41'6
	1908.		
Simon's Town... ..	February 11th... ..	190	55'4
,, ,,	March 30th ...	100	75'0
,, ,,	April 13th ...	380	53'8
,, ,,	,, 30th ...	80	57'4
Durban... ..	June 9th ...	100	55'0
,,	,, 22nd ...	330	54'0
Mauritius	July 6th ...	300	50'4
,,	,, 15th ...	40	50'0
Simon's Town... ..	,, 27th ...	344	66'5

COALINGS.—Continued.

PLACE.	DATE	TONS.	AVERAGE.
Cape Town	September 1st...	350	53.6
Simon's Town... ..	" 28th ...	140	56.5
Walfish Bay	October 12th ...	60	55.0
St. Helena	" 26th ...	300	41.8
"	November 6th...	140	45.5
Rio de Janeiro	" 20th...	240	45.6
Monte Video	December 14th..	100	50.0
" "	" 23rd..	334	50.8
	1909.		
Pernambuco	January 5th ...	200	43.6
Para	" 13th ...	370	50.4
Manaos	" 27th ...	240	30.8
Iquitos	February 22nd...	73	20.0
Manaos	March 3rd ...	208	37.8
Para	" 12th ...	320	38.4
St. Vincent	" 23rd ...	361	76.0

Total amount of coal taken in during
 commission 12,092 tons.

FOOTBALL.

ASSOCIATION TEAM.

Date.	Opponents.	Ground.	Goals.	
			For.	Ag'nst.
1907.				
Feb. 2 ...	H.M.S. "Forte" ...	Zanzibar	3	1
" 13 ...	E. T. Co. ...	"	1	2
March 30 ...	Westbank ...	E. London	2	3
April 3 ...	Town United ...	"	1	1
" 20 ...	Jacksons II. ...	Simon's Town	1	1
" 27 ...	Jacksons II. ...	"	3	4
May 24 ...	H.M.S. "Hermes" ...	"	0	2
June 12 ...	H.M.S. "Hermione" ...	"	0	0
" 18 ...	H.M.S. "Hermione" ...	"	2	1
" 24 ...	Caledonians ...	Port Elizabeth	1	3
July 1 ..	Westbank ...	E. London	2	1
August 1 ...	Newlands ...	Newlands	3	1
" 10 ...	Newlands ...	Claremont	0	0
Sept. 12 ...	Royal Engineers ...	Port Louis	3	1
" 14 ...	H.M.S. "Hermes" ...	"	0	0
" 16 ...	R.G. Artillery ...	"	1	2
" 19 ...	H.M.S. "Hermione" ...	"	1	0
Oct. 9 ...	Europeans ...	Kisamayu	2	0
Dec. 21 ...	E. T. Co. ...	St. Helena	0	0
" 28 ...	E. T. Co. ...	"	1	1
1908.				
March 21 ...	Jacksons III. ...	Simon's Town	4	1
" 28 ...	Jacksons II. ...	"	1	1
April 11 ...	Rondesbasch ...	Rondesbasch	5	0
" 21 ...	H.M.S. "Hermione" ...	Walfish Bay	3	0
May 7 ...	H.M.S. "Hermes" ...	Simon's Town	3	0
" 15 ...	H.M.S. "Hermes" ...	"	0	1
" 21 ...	R.G.A. ...	"	2	0
" 25 ...	Worcester Regt. ...	Newlands	1	0
June 3 ...	Westbank ...	E. London	5	0
" 11 ...	E. T. Co. ...	Durban	3	2
" 18 ...	Lorenzo Marques ...	Lorenzo Marques	3	1
" 24 ...	Durban Wednesday ..	Durban	2	0
July 8 ...	R.G.A. ...	Port Louis	0	0
" 30 ...	R.G.A. ...	Simon's Town	1	1
August 1 ...	Jacksons II. ...	"	3	2
" 8 ...	Albions... ...	"	1	0
" 13 ...	H.M.S. "Hermes" ...	"	1	0
" 21 ...	Port Nalloth ...	Port Nalloth	1	0
" 29 ...	Saldanha Bay... ..	Saldanha Bay	5	1

ASSOCIATION TEAM.—*Continued.*

Date.	Opponents.	Ground.	Goals. For. Ag'nt.	
Oct. 17 ...	H.M.S. "Hermes" ...	Walfish Bay	3	0
,, 28 ...	E. T. Co.	St. Helena	0	1
Nov. 23 ...	W. T. Co.	Rio de Janeiro	1	2
Dec. 3 ...	Allan Line	Buenos Aires	6	1
,, 7 ...	Argentine	,,	0	0
,, 19 ...	"Hylgia" (Swedish)	,,	6	2
1909.				
Feb. 19 ...	Iquitos Sports Club ...	Iquitos	6	0
March 4 ...	Manaos	Manaos	7	1

RUGBY TEAM.

Date.	Opponents.	Ground.	Points. For. Ag'nst.	
1907.				
April 1 ...	Westbank	E. London	5	6
„ 6 ...	Westbank	„	0	0
May 4 ...	Muizenburg	Muizenburg	0	3
June 15 ...	Robben Island	Robben Island	0	22
„ 27 ...	Port Elizabeth	Port Elizabeth	0	22
Nov. 28 ...	Hermes & Hermione	Walfish Bay	17	0
1908.				
Jan. 14 ...	E. T. Co.	St. Helena	3	3
Feb. 29 ...	“Hermes”	Simon's Town	13	0
March 7 ...	“Hermes”	„	28	5
„ 14 ...	Standards	„	3	3
„ 28 ...	Standards	„	19	6
April 4 ...	Muizenburg	Muizenburg	6	0
„ 11 ...	Woodstock	Woodstock	11	10
„ 18 ...	“Hermione”	Walfish Bay	9	3
„ 22 ...	“Hermione”	„	15	0
„ 25 ...	“Hermione”	„	0	0
May 16 ...	Muizenburg	Muizenburg	8	8
„ 23 ...	“H.” and “H.”	„	17	0
„ 25 ...	Muizenburg	„	17	0
June 3 ...	Westbank	E. London	13	3
„ 24 ...	Durban XV.	Durban	0	14
July 14 ...	R. E.	Vacoas	18	3
Aug. 8 ...	Muizenburg	Muizenburg	3	8
Oct. 29 ...	E. T. Co.	St. Helena	0	10
Dec. 7 ...	Argentine	Buenos Aires	10	0
„ 19 ...	Buenos Aires	„	8	0
1909.				
March 3 ...	W. T. Co.	St. Vincent	7	5

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The "Silent Navy" Speaks.

THE British bluejacket is beginning to carry a pen at the end of his lanyard, and is learning how to use it with characteristic handiness and picturesqueness. The series of warships' logs, which is being published by the WESTMINSTER PRESS, is written by bluejackets for bluejackets. The object is to give each man a record of his different commissions in the Service; and judging from the eagerness with which the idea is being taken up on the lower-deck, both the plan and its execution are highly popular. It is not surprising.

The "Silent Navy" has found voice at last, and is rather astonished at the number of interesting things it has to say. A few years ago, a battleship would commission and leave for China or the Mediterranean, and nothing more was heard of her till, in three or four years' time, she returned and was laid up in one of the home dockyards for refit. Nobody asked whether she had done more with her guns than polish them; nobody cared whether she was a "happy ship," or the reverse. The history of her commission, with all its human interest and national importance, remained untold.

But that neglectful day is over. The general public is becoming anxious to know a little more of

the inside life of the Navy, and no better—or pleasanter—method of acquiring that knowledge could be found than by the study of these logs. Here is the real thing. Not the gilded Navy the civilian visitor sees on naval review days, but the Navy as the lower deck knows it, year in and year out; in the heats of the Gulf of Pechili, and in the fogs of Nova Scotia. In one log is a picture of how the little second-class cruiser “Phæton” searched the wide waters of the Pacific for the lost “Condor”; and in another an account of the way the crews of the “Goliath” and the “Yakumo” cemented the Anglo-Japanese Alliance with the characteristic *camaraderie* of the sea.

The bluejacket has his troubles, but in spite of them he is an amazingly cheerful person, as these logs testify, with an immense appreciation of quite small and—to the landsman—rather obscure jokes. But if the landsman will take the trouble to master the lower-deck vocabulary, he will no longer be in the dark as to the use of the “scran-bag”; the inner meaning of sharing “brass rags” with a shipmate; or the depth of contempt involved in calling a man a “Northampton rigger,” or a “Calliope boatswain.” To understand his humour is to understand the bluejacket himself, for it is impregnated by the circumstances of his life. The fleetman’s life is merged in the life of his ship in a way that is akin to the freemasonry of a public school or the *esprit de corps* of a regiment; but is more than either of these because it is complete.

The man in the blue jumper and wide collar is not simply the man from Hampshire or Dublin put

into a uniform and taught certain things about gunnery and brass-polishing, as the public is apt to think. He has become one of the links in a great chain, a unit in a huge system, and he knows it. During the two or three years of a warship's commission her steel sides contain the world to her ship's company. The lower-deck writers of these logs do not lay any particular stress on this point ; it is too much a part of their daily life to need comment. But in spite of the absence of that high falutin' sort of talk about "the dear old ship," which is so popular with the writers of diluted, jolly-Jack-Tar, shore-going-books-about-the-sea, the reader will realize how strong is the bond which binds the men of the Navy to the ships and the officers who have treated them well.

Apparently the ships whose logs are under review were what in naval parlance are called "happy ships." There is evidence of excellent feeling between officers and men. Whenever the officers of the "Goliath" gave a ball they let the light-heeled bluejackets have an hour or so of enjoyment before the guests arrived, "just to break the deck in." It is that kind of thing which promotes good feeling ; and in a navy that is not manned by either conscription or impressment, good feeling cannot wisely be ignored. Such an entry as "The Captain had us all aft, and gave us great credit for being so smart in our drill, and said he did not think there was a ship in the fleet to come up to us," reveals the officer who can lead his men instead of driving them.

An appeal to the crew's pride in their ship goes a

long way towards ensuring efficiency, and Sir John Fisher's words after inspecting the "Victorious," "During my long career I have never inspected a smarter ship, or smarter ship's company," pervade the log of that particular battleship in a kind of spiritual italics. Outside the Service it is difficult for people to realize the way in which the commendation of such an Admiral as the present First Sea Lord is regarded. It is something to be striven for by months of arduous toil ; there are plenty of men in the Navy who think disablement or death itself no outrageous price to pay for the credit of an evolution performed in record time. It is an old spirit, and a fine one. If it can be turned into the channel of emulation in straight shooting it will increase the strength of our Navy tenfold.

One of the most interesting features of these logs are the portraits of "men we should look to in the event of war"—the best shots in each ship during her commission. No class of men are more valuable to the nation than the gunners of the Navy, yet very little is heard of them ashore. Therefore it is a good thing to bring the best shots into prominence, as is done by giving these portraits. It will encourage straight shooting among the fleetmen by appealing to a natural and harmless sense of pride—the man who can make ten or eleven hits a minute with a 6-inch gun has every reason to be proud ; and public interest in gunnery records is increased by knowing what the men who make them look like.

Among the many excellences of these logs may be mentioned the vividly written introductions by

Mr. Lionel Yexley, whose name is so well known by reason of his good work as editor of "The Fleet." Judging from his accounts of the various sea-fights in which the "Goliaths" and "Reveniges" of old took part, the modern sailor is not so stubbornly indifferent to past glories as some people would have us believe.

At the end of the logs are numerous interesting and enlightening particulars as to ships' routine at sea and in harbour, torpedo practice, coaling records, and other things. Scattered up and down are various little articles on "coaling ship," the training of stokers, the power of guns, and so on; many of which are refreshingly breezy, and full of the irrepressible spirit of the true British "blue."

As an antidote to the washy and unreal books that are sometimes published about life in the Navy, nothing could be better than a course of these logs. To read them is to replace vague and inaccurate ideas by genuine knowledge of this supremely important service: to gain a glimpse of the inner life of the fleet. We have heard a good deal of what the public thinks about the Navy; here we learn what the Navy thinks about itself. And as Mr. Arnold White says in an introduction to one of the volumes:—

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