

# THE FARNHAMIAN.

Vol. XXVI., No. 2.

July, 1939.

## Editorial Notes.

It is a difficulty, shared by editors of school magazines, that nothing can be found to put in these notes save a few jottings collected here for convenience. This is not to say that nothing ever happens in school life; on the contrary there is a continuous stream of events and activities, but all these are set out in the pages which follow. Our own magazine may claim to be as exhaustive as any publication of its kind (and dare we say exhausting?), and there is little left for editorial observation. This term, however, there is an omission. No writer has appeared with an eye-witness account of the school journeys that have been made since our last issue, and so it falls to us to voice for all concerned their appreciation of the excursions led by Mr. Varey. One was a day trip to Cheddar and district, the other was further afield to Belgium for a stay of a week, during the Easter Holidays. Both were thoroughly successful and enjoyable enterprises.

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Congratulations to D. H. J. Harris on his success in the Civil Service (Clerical Class) Examination. He was placed 722nd out of 7,159 candidates. He has now left to take up a post under the Prison Commissioners.

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Valete: R. N. Atkinson, D. Baker, A. Barnes, D. H. J. Harris, J. A. Judge, G. J. Over, D. A. Preece, G. E. J. Scofield, P. M. Small, W. G. B. Sims, R. V. Smith, G. E. Wheeler.

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Salvete: D. P. Archer, G. J. Baker, M. W. Cooley, P. J. Figg, J. A. Harris, T. S. James, D. H. Small, N. H. McNab, K. S. Trollop.

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The Prefects this term are: F. P. Lambert (School Captain), A. St. C. Garrood (Vice-Captain), W. J. Baker, F. R. Barclay, M. C. Colwill, J. W. Stoye.

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The following are Sub-Prefects: J. M. Aylwin, P. F. Copping, D. L. Davies, G. F. M. Hawkins, K. C. W. James, G. S. Webb, G. R. J. Wilkinson.

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The remaining appointments are: Cricket: J. W. Stoye (Captain), M. C. Colwill (Vice-Captain). Athletics: J. H. James (Captain), M. C. Colwill (Vice-Captain). Swimming: F. P. Lambert (Captain), J. M. Aylwin (Vice-Captain). Shooting: A. St. C. Garrood (Captain), D. L. Davies (Vice-Captain). Assistant Editor of Magazine: P. F. Copping. Assistant Librarians: G. R. J. Wilkinson, K. C. W. James.

## First Impressions.

I came to England by plane. It was rather nice as far as Amsterdam, but then it became very unpleasant. Only some products of the German chemical industry saved me from having to use those well-known paper bags always provided for a certain purpose. Behind me sat a typical English gentleman, about 65, I should think, quite unmoved by all the jumps the plane made, smoking his pipe, reading "The Times," and chewing something indefinite at intervals. When the stewardess announced that we would arrive in Croydon at 10.30 p.m., he said very drily, "What an optimist!" I relate this because I think it not only funny, but also as typically English as its author. The English language altogether seems very humorous to a foreigner—a sort of continuous Shavian sarcasm.

A striking percentage of the everyday English conversation appears to consist of the phrase, "I am sorry," with its different variations. I once saw somebody rush down the stairs at an Underground station, pushing and bumping into everybody, and just turning his head in all directions, repeating, "Sorry, sorry, sorry." And nobody seemed to mind. In Germany he would have probably arrived at the foot of the stairs more or less crippled, and followed by innumerable curses. I suppose I could approach somebody in the street, kick him right in the face, say "So sorry," and disappear. Probably nothing would happen!

By the way, "to mind." A few days ago I went into Room A in the break. The school captain immediately came up to me and said: "Would you mind not coming in until the bell goes? This is the VIth form room." Of course I did mind, as this sort of feudalism in school life was quite new to me. But I had already learned something about English politeness, so I just said: "No, of course I don't mind at all," and went out. Never mind.

English politeness is rather peculiar when compared with either the German or the French variety. When I, for the first time, took a ticket in an English bus, and the conductor said "Thank you" when I handed him the money, I stared at him as at a miracle. (Just as you would be stared at, if you said "Merci," "Danke schön," or whatever it might be, to any bus conductor abroad). On the other hand, during my first time in England I still had the habit of shaking hands with everybody. Some of the Englishmen who were victims of my innocence (the weak characters) accepted my affectionate greetings, however, unwillingly; whilst others (the strong characters) just left my arm to wave outstretched in the air until I got tired and withdrew it.

If you enter a shop in England, ask for something and do not buy it in the end, the salesman never makes many efforts to persuade you. If the same thing occurs in France you will be compelled to stay in that shop for half an hour at least, being assailed by the persuasive powers of several salesmen. In Germany, of

course, conditions have changed. Nobody will try to make you buy anything because nobody has got anything to sell. Not even "Ersatz."

When I came to this country, I was firmly convinced that I knew something about it. But I was wrong, even in such matters as clothes. When I first saw English boys running about in deepest winter without coats, I was absolutely terrified. I shiver still to think of it, although I've now come to realise that wearing as little as possible in winter and as much as possible in summer is a real sport here, quite different from on the continent. But I fear I shall never be able to take part in this particular game.

London, by the way, is a terrible place for foreigners on account of the utter topographical innocence of her inhabitants. I once got out at an Underground station and asked somebody for a street, about 300 yards away as it happened. After a good deal of hesitation, my informant sent me the wrong way; and it was not until I'd made three further unsuccessful inquiries that I finally hit on the excellent idea of asking a bobby. On another occasion, coming from Golders Green, I asked a conductor to put me out at Swiss Cottage. When we were in Oxford Street, he tapped me on the shoulder and said quite cheerfully, "Fares, please."

In passing, I might mention that I once read in a German newspaper: "Excited Scenes in the English Parliament. Members throwing chairs and inkpots, etc." On visiting the Houses of Parliament, therefore, I was very surprised to find that there was not a single chair (nor an inkpot) to be thrown, only very nice fixed benches (red leather for the Lords and black for the Commons!)

Schools, of course, are very different in Germany; and from the point of view of the unfortunate schoolboy (but only from this point of view) the schools over there are surely preferable. Lessons from 8 o'clock to 10 o'clock only, free afternoons, little homework, no exams every term—and, in consequence, less learning. The scholastic system, like everything else, has, of course, received no benefit at all from the Nazi regime, and the standard has fallen considerably since 1933.

These notes, naturally, cover by no means all my first impressions. I could tell a great deal more. But whilst I know that the English like to laugh, I am not at all sure whether they like to be laughed at. And so I had best make an end.

E.B.

## Break.

[AN IMITATION OF ALEXANDER POPE.]

'Tis said that on the awesome trump of doom  
 The dead will rise and burst from out the tomb:  
 E'en thus when casual *Mac* clanged "second bell,"  
 Two hundred souls leapt from a silent hell;  
 Ten score of serfs exchanged relief in looks,  
 And all were clatt'ring pens or shutting books.  
 Now what a tumult rocks the building through!  
 "Indeed," quoth *Tranquil*, dry, "a very zoo!"  
 Royal *Bacchus* turned upon a tipsy side  
 And smiled at praise he thought the shouts implied.

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The din grows less—the dreadful noise abates:  
 Outside, a thirsty rout accumulates.  
 To soothe their throats, by labour sore and parched,  
 Straight for three crates of milk the sufferers marched;  
 Steadfast amid the press of clutching paws  
 Phlegmatic *Gilbert* handed out the straws;  
 What if they snatched and gulped and played the boor?  
 —They swallowed less perhaps, but squirted more.  
 When striving *Nanus* soon began to sweat,  
 The splashing liquid wrought its havoc yet;  
 When pompous *Tumens* thought to have his say,  
 Lo! more and more joined in the lacteal fray.  
 Across the plain a second army poured  
 Who thought the stomach mightier than the sword:  
 These hurried to besiege poor jovial G——  
 (Some came to cadge, but ev'ry one to gorge).  
 One constellation was in great demand  
 And cries of "Ice!" were heard on ev'ry hand.

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With pockets crammed, staid *Cog* strode back to see  
 If *Jacques* would play at chess with such as he.  
 Within a trice the board was duly there  
 And knight for knight returned an equine glare.  
 The chequered field equipped for derring-do,  
*Cog* sallied forth—and moved his king's pawn two.  
 Anon a black pawn faced the foe: perchance  
 Some ugly scheme was purposed in th' advance.  
 A mitred form next left his monarch's side:  
 Two squares he passed, the third he occupied.  
 A member of the rival church (for shame!)  
 Perceived the feat and, jealous, did the same.  
 What now? Is this elation or despair?  
 A beauteous queen to quit her royal square!  
 She spies the foe, upon a plan she lights,  
 And bold steps forth, and murmurs "Women's rights!"  
 Her tardy spouse looks up and finds she's gone  
 Four squares north-east, a regal Amazon.

The foe, alarmed, debate within their camp—  
They scorn the warrior, but they dread the vamp.  
At length a knighted horseman leapt with guile,  
Attacked th'invader from the bishop's file.  
All unsuspecting of the peril near,  
The ebon mount assumed a knavish leer,  
When suddenly the queen so blessed by fate  
Snapped up the bishop's pawn, and *Cog* cried "Mate!"  
The king's transfixed in ecstacy of love:  
He must withdraw—alas! he cannot move.  
Th' advent'ress guarded by the church's power  
Exults to see her black-faced rival glower!

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As "Scholar's Mate!" exclaimed the dozey *Jacques*,  
Nearby was heard a sudden fearful "crack!"  
The wretched culprit hastened to explain:  
His flying marble had shot through a pane.  
Another sound dispersed the gaping crowd—  
The bell was ringing, long and very loud.

P. F. COPPING.

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## The Square Deal.

About 100 years ago the railways of Great Britain were beginning their long period of prosperity, and other forms of transport by turnpike road and canal feared the consequences. The monopoly of transport quickly went to the railways, and the stage coaches began, one by one, to be driven off the roads. The old post house and coaching inn became the railway hotel, and the sound of the post horn gave way to the whistle of the locomotive. The majority of the canals were unable to compete with the railways and rapidly fell into disuse and decay. In fact the whole country was greatly affected by the coming of this new form of transport.

Since the railways showed every sign of prospering, it was only right that some degree of legislation should have been set up to prevent them from over-charging and showing undue preference to any trader. Acts were, therefore, passed to restrict and determine the charges for carrying merchandise, to make the railways common carriers, and to oblige them to publish their rates. These restrictions, however, did not hamper the railways until they began to be challenged by competitors who laboured under none of these Acts.

With the perfection of the petrol engine after the war, road transport began to be a serious rival. This competition grew steadily, and since 1930 the number of motor-lorries of 2 tons unladen weight has been doubled; but the hauliers who own them fix their own rates and, not being common carriers, choose the most profitable loads. In some cases goods have been delivered

by road and the empty crates returned by rail, because the motor transporters would not accept such an unprofitable load. The monopoly of transport, such as it was 100 years ago, is almost non-existent to-day. Even the heavy raw materials such as coal, iron, and steel are now being carried by road. Something, therefore, immediate and drastic must be done if the railways are to survive without accepting a Government subsidy.

They, therefore, ask that the existing regulations fixing rates should be abolished, and that they should be allowed to decide on their own charges just as do the road transporters. It must be made clear that the railways are not asking for preferential treatment or special protection, but merely for a fair chance to run their business on an economical and profitable basis. If these proposals were accepted, all forms of transport would be on an equal footing, and restrictions could be applied to all of them instead of to only one. This would enable the railways to compete fairly and on equal terms with their rivals.

There is room in this country for both road and rail transport. Long-distance heavy traffic should be prohibited on the roads, and this action would have the effect of removing the convoys of heavy lorries, which obstruct the roads and are a menace to other users. The railways are in a position to carry the heaviest of loads long distances without inconveniencing or endangering any-one. For short distances with light loads the motor lorry is undeniably more convenient; but this is the only form of commercial traffic which should be allowed on the roads. These measures would bring about a better co-ordination of transport and would help to free the congested highways.

The claim of the railways for a square deal has been greatly misinterpreted by many people. They belong to the section of the public which seems to think that railways are obsolete, and the fact that they are at present in financial difficulties appears to increase this opinion. This is, of course, not so; the railways are not obsolete since no other form of transport has been devised which can take their place and give the same service. They are in financial difficulties through no fault of their own and when their just claims have been met they can look forward to many years of usefulness. If this is not done, however, they will sink into the position of so many continental railways, of existing on a subsidy and thus becoming a liability to the nation instead of an asset. To allow our railways to fall into decay would be very unwise, since in war time they would be invaluable as motor transport would be restricted through a shortage of petrol. Moreover, in years to come, the roads will be so congested that the only expedient means of transport will be by rail or air.

G. R. J. WILKINSON.

## Model Aeroplanes.

The hobby of making model aircraft has been described as one of the most satisfying pursuits in existence. As well as giving scope for employment of brains and hands in their construction, there is a real thrill in seeing one's own creations in strong and stable flight. Those who regard the flying of model aeroplanes as an essentially juvenile occupation are probably unaware of the fact that progress has been made far beyond the "flying-stick" type with its exposed rubber motor. The models flown to-day have built up fuselages and double surface aerofoils, and bear much stronger resemblance to full size aircraft.

The new systems of construction may be accounted for by the revolution brought about by the introduction of balsa wood in this country, being first brought over here by the Americans in 1929. The wood is twice as light as cork, and may be cut easily with a razor blade, which is in fact about the only tool needed for constructing models. Previous to 1929 all the models here were of birch and piano wire, covered with silk, and consequently very heavy, which cut down the duration of flights. But with the advent of balsa, an entirely new technique had to be evolved, both in building and flying. A new type of glue was used consisting of celluloid dissolved in acetone, which dried hard in about a minute, speeding up construction enormously.

The wood can now be obtained in strips of square or oblong section and also in sheets of different thicknesses. When the framework of a model has been made it is covered with Japanese tissue paper, and then "doped" to tighten it up. The power consists of twisted rubber which is still the most popular means of propulsion, on account of its cheapness, simplicity, and high proportion of power to weight.

Rubber powered modelling forms the main branch of the hobby to-day, but many build gliders which are towed up kitemise at the end of a long cord. At the maximum height obtainable with the tow-line, the glider drops off, and may then be 150ft. up, from where it starts gliding.

Models powered by petrol engines of from 2½ to 15 cubic centimetres capacity are rapidly gaining favour, the aeroplanes having from 5 to 10 feet span. In America, where a complete set of parts and a motor may be obtained for about £2 10s., there are thousands of petrol models. We shall not catch up with the number of planes or engines here, but in each club over here there are generally two or three models of this type.

The principal event of the aeromodellist's year is the competition for the Wakefield Cup, the winning of which is recognized as the blue riband of model aeronautics. This gold cup, presented by Lord Wakefield, is competed for each year by teams from various countries, the contest this year being held in the United States, as it must take place in the country of the previous year's winner. Britain holds at present the world record for duration

by a model rising off the ground with a time of 33 minutes 9 seconds, with the aid of a rising air current.

The movement has grown in about ten years from a few people working on their own, to the stage now when there are about 300 clubs in the country. There are two clubs, one at Farnborough and the other at Farnham, on whose flying grounds meetings are held on most Sundays. Why not go and see a meeting. You will certainly be interested, and if you do join a club, the "old hands" will be very willing to help you and give you advice.

A. PIERCE.

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## Submarines.

The history of the submarine began in 1620, when Cornelius van Drebel built one which was said to be propelled by twelve oarsmen and could submerge from 12ft. to 55ft. The "Housatonic" was the first ship to be sunk by a submarine, when blockading Charlestown during the American Civil War. Napoleon refused to use submarines during the Napoleonic war. Many experiments were carried out in France and the United States of America, but it was not until 1906 that countries seriously began to construct submarines.

At the beginning of the World War it was clearly seen that submarines were not a menace if used only as an arm of a modern navy. Germany soon realised this and altered her plans. Her submarines were used to attack commercial shipping, and many merchant ships of all nations were destroyed. The submarines could easily manœuvre in the congested waters of the Channel without any danger to themselves. In this campaign many liners were sunk, among them the "Lusitania." The Government of the U.S.A. sent a warning note to Germany, who gave orders that no passenger boat was to be fired on unless it deliberately attacked a submarine. This order did no good and still these outrages continued until September, 1916, when we saw the end of the first campaign in Home waters. The British lost 166 steamers and 168 fishing vessels during the campaign. In the following year Germany started their second campaign, which lasted for three months. So serious had the attack on our merchant shipping been that Admiral Jellicoe sent a letter to the Prime Minister telling him that we would have to conclude peace if the attacks on our commercial shipping were not prevented. The convoy system used years ago was introduced and our losses decreased rapidly.

From 1918 onwards those nations who could not afford to build large battleships decided to increase their submarine forces. It is said now that Italy has the largest submarine force in the world. Nowadays submarines do not play a very important part in modern warfare. The ways of detecting them and the use of depth charges have established an effective method for destroying submarines.



Submarine work is very dangerous, and the personnel receive higher rates of pay, according to the sort of work they do. Since 1921 there have been nine British submarine disasters. In 1931 the firm of Liebe, Gorman and Company invented the Davis apparatus, which was first used when the "Poisedon" was rammed by a Chinese steamer off Wei-Hai-Wu. Twenty-nine lives were saved by means of this apparatus. The other method of rescue is by the Diving Bell used some time ago when the American submarine "Squalus" sank off the coast of New Hampshire.

W. J. BAKER.

## Football.

### SPRING TERM.

#### 1ST ELEVEN.

Played, 4; won, 1; lost, 3; drawn, 0; goals for, 14; goals against, 19.

Jan. 14.—F.G.S., 3; Farnborough G.S., 8.

Feb. 4.—F.G.S., 3; Camberley C.S., 5.

Feb. 11.—Godalming C.S., 1; F.G.S., 5.

Feb. 18.—F.G.S., 3; Eggar's G.S. (Alton), 5.

#### 2ND ELEVEN.

Played, 4; won, 1; lost, 3; drawn, 0; goals for, 11; goals against, 15.

Jan. 14.—Farnborough G.S., 7; F.G.S., 0.

Feb. 4.—F.G.S., 2; Camberley C.S., 4.

Feb. 11.—F.G.S., 7; Godalming C.S., 0.

Feb. 18.—Odiham G.S., 4; F.G.S., 2.

#### UNDER 14 XI.

FARNHAM CHAMBER OF COMMERCE SCHOOLS FOOTBALL CUP.

Preliminary round: F.G.S., 6; Hale, 3. First round: Churt, 1; F.G.S., 11. Semi-final: West Street, 1; F.G.S., 2. Final: F.G.S., 6; East Street, 0.

The newly-formed Competition amongst the Schools in the district for the Farnham Chamber of Commerce Cup is likely to prove popular, as it fills in an awkward gap in our football towards the end of the Easter Term. We were invited to enter a team of boys under 14 years, and gladly availed ourselves of the invitation, as we are fortunate in having a good number of boys of that age to choose from. There was no difficulty in getting an eleven; rather the difficulty arose from the fact that there were so many boys whose ability and age made them eligible. We experimented a little to begin with, but in the end settled upon a team which turned out to be really good, playing football at times above the average for their age. Fortune was not on our side in the draws, for we had to contend

in a preliminary round and then found ourselves pitted against most of the strong sides in the Competition. We experienced little difficulty, excepting against West Street, a game we were rather fortunate to win as we did. It was in this game that some experiments failed.

The final against East Street was rather a one-sided affair. We were slightly bigger and heavier but, even so, it was the really superior football and understanding of our boys that gave us such an easy victory; in fact, were it not that in the second half, with a very comfortable lead behind them, our boys slackened off and played an individual rather than a combined game, the score in our favour would have reached double figures.

The team which took part in the final was: Austin; Boulter and M. Colwill; W. Sturt, K. Kirk and Wellby; Parker, Gibbs, Hutchings, Cobbett and Hewes. Others who played in the competition were D. Sturt and Newport.

## INTER-HOUSE FOOTBALL.

### KNOCK-OUT COMPETITION.

1st XI.—Challenge Cup presented by Major G. J. James.

35 mins. each way; extra time, 5 mins. each way.

Preliminary round: Tuesday, January 31st: Harding, 3; Massingberd, 7. Semi-finals: Tuesday, February 7th: Childe, 3; School, 1. Tuesday, February 14th: Massingberd, 4; Morley, 1. Final: Tuesday, February 21st: Childe, 3; Massingberd, 4 (after extra time).

### JUNIORS.

25 mins. each way; extra time, 5 mins. each way.

Preliminary round: Wednesday, February 1st: Morley, 3; School, 0. Semi-finals: Wednesday, February 8th: Childe, 0; Morley, 2. Wednesday, February 15th: Harding, 1; Massingberd, 0. Final: Wednesday, February 22nd: Morley, 3; Harding, 1.

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## Cross Country Runs.

March 11th, 1939: v. Midhurst G.S.—Won by 4 points.

1, D. J. McLeod (F.G.S.); 2, Steele (M.G.S.); 3, Carter (M.G.S.); 4, M. C. Colwill (F.G.S.); 5, Hill (M.G.S.); 6, F. P. Lambert (F.G.S.); 7, G. E. J. Scofield (F.G.S.); 8, J. H. James (F.G.S.); 9, J. M. Hutchings (F.G.S.); 10, Redknap (M.G.S.); 11, Fletcher (M.G.S.); 12, Dawley (M.G.S.); 13, Maude (M.G.S.); 14, Lucking (M.G.S.); 15, J. M. Aylwin (F.G.S.); 16, F. R. Barclay (F.G.S.).

Points: F.G.S., 66; M.G.S., 70. Distance, about  $3\frac{3}{4}$  miles. Time, 22 mins. 2.5 secs.

April 1st, 1939: v. Lord Wandsworth College—Won by 2 points.

1, P. J. Rose (F.G.S.); 2, Robertson (L.W.C.); 3, M. C. Colwill (F.G.S.); 4, D. J. McLeod (F.G.S.); 5, F. P. Lambert (F.G.S.); 6, Tacchi

(L.W.C.); 7, Rankin (L.W.C.); 8, J. H. James (F.G.S.); 9, Davis (L.W.C.); 10, Cole (L.W.C.); 11, Johnson (L.W.C.); 12, Parsons (L.W.C.); 13, Chapman (L.W.C.); 14, J. M. Aylwin (F.G.S.); 15, Thorogood (L.W.C.); 16, J. M. Hutchings (F.G.S.); 17, F. R. Barclay (F.G.S.); 18, Dawe (L.W.C.); 19, G. E. Wheeler (F.G.S.); 20, D. H. J. Harris (F.G.S.).

First eight of each team counted.

Points: F.G.S., 68; L.W.C., 70. Distance,  $3\frac{1}{2}$  miles. Time, 21 mins. 55 2-5 secs.

## Shooting.

### S.M.R.C. SPRING COMPETITION.

The School obtained the position of 18th, with 741 points, in the above competition.

Individual Scores.—D. L. Davies, 94, 95, 189; A. St. C. Garrood, 94, 92, 186; B. C. Job, 92, 94, 186; W. B. Sims, 89, 91, 180.

v. Tiffin Boys' School, Kingston.

On March 16th the School gained a victory over Tiffin's School by 28 points.

Totals.—F.G.S., 1,123 points; Tiffins, 1,095 points.

Individual Scores.—B. C. Job, 97, 96, 193; A. St. C. Garrood, 95, 97, 192; D. L. Davies, 94, 97, 191; W. B. Sims, 91, 95, 186; L. Atkinson, 90, 91, 181; P. K. Digby, 91, 89, 180.

Counted Out.—D. H. Harris, 90, 87, 177; G. J. Over, 88, 86, 174.

v. Rutlish School, Merton.

On March 31st the School gained a victory over Rutlish by 49 points.

Totals.—Rutlish, 965 points; F.G.S., 1,114 points.

Individual Scores.—A. St. C. Garrood, 95, 96, 191; B. C. Job, 96, 91, 187; D. L. Davies, 92, 93, 185; L. Atkinson, 91, 94, 185; W. B. Sims, 92, 93, 185; D. Harris, 90, 91, 181.

Counted Out.—P. K. Digby, 90, 88, 178; G. J. Over, 79, 81, 160.

v. Rutlish School, Merton.

On May 25th the School gained a victory over Rutlish by 310 points.

Totals.—Rutlish, 795 points; F.G.S., 1,105 points.

Individual Scores.—B. C. Job, 98, 93, 191; A. St. C. Garrood, 95, 94, 189; D. L. Davies, 94, 91, 185; P. R. May, 90, 94, 184; L. Atkinson, 89, 92, 181; W. B. Sims, 88, 87, 175.

Counted Out.—T. J. Booth, 90, 78, 168; P. K. Digby, 79, 85, 164.

## House Shooting.

### SPRING TERM, 1939.

1.—SCHOOL.—D. L. Davies, 88; A. St. C. Garrood, 80; G. J. Over, 76; F. R. Barclay, 76; R. Meier, 76; J. M. Aylwin, 74. Total, 470. Counted out: E. Sichel, 72; A. R. King, 63.

2.—HARDING.—B. D. Heelis, 86; P. J. Rose, 85; B. C. Job, 80; P. K. Digby, 75; K. Watts, 73; L. S. Philips, 64. Total, 463. Counted out: J. P. Parker, 60; J. D. Heelis, 36.

3.—CHILDE.—R. Atkinson, 77; P. R. May, 76; D. Preece, 76; D. C. Taylor, 76; L. Atkinson, 74; M. C. Colwill, 72. Total, 451. Counted out: R. F. Hughes, 64; G. J. R. Wilkinson, 58.

4.—MASSINGBERD.—T. J. Booth, 91; M. S. Binning, 70; P. F. Le Brocq, 80; D. H. J. Harris, 69; B. A. Garfath, 69; F. P. Lambert, 65. Total, 444. Counted out: K. C. W. James, 64; C. D. Gray, 49.

5.—MORLEY.—Purfield, 78; Bidwell, 74; W. G. B. Sims, 74; R. L. Webber, 71; D. Boulter, 69; Johnson, 69. Total, 435. Counted out: Weekes, 62; Lickfold, 50.

The Spoon was awarded to T. J. Booth (91).

## Inter-House Sports.

### OPEN RESULTS.

Quarter Mile Relay (4 x 110).—1, School (J. M. Aylwin, H. R. L. Johns, W. J. Baker, A. St. C. Garwood); 2, Childe; 3, Massingberd; 4, Harding; 5, Morley. Time: 52 4-5 secs.

Mile Relay (4 x 440).—1, Childe (R. F. Hughes, J. W. Stoye, L. Atkinson, M. C. Colwill); 2, Massingberd; 3, School; 4, Morley; 5, Harding. Time: 4 mins. 14 1-5 secs.

Mile Medley Relay (440, 220, 220, 880).—1, Childe (L. Atkinson, G. R. J. Wilkinson, J. W. Stoye, M. C. Colwill); 2, Massingberd; 3, School; 4, Morley; 5, Harding. Time: 4 mins. 21 1-5 secs.

Hurdles Relay (3 x 90, 3ft. hurdles).—1, School (J. M. Aylwin, H. R. L. Johns, W. J. Baker); 2, Childe; 3, Massingberd; 4, Harding; 5, Morley. Time: 49 4-5 secs.

Half Mile Team Race (teams of two).—1, Childe (M. C. Colwill); 2, Massingberd (J. H. James); 3, Massingberd (D. J. McLeod); 4, Childe (R. F. Hughes); 5, School (G. E. Wheeler). Time: 2 mins. 22 2-5 secs.

Long Jump (teams of three).—1, School (W. J. Baker, J. M. Aylwin, A. St. C. Garwood); 2, Childe; 3, Massingberd; 4, Morley; 5, Harding. Aggregate Distance: 51ft. 6ins.

High Jump (teams of three).—1, School (M. R. Jones, G. E. Wheeler, J. M. Aylwin); 2, Childe; 3, Massingberd; 4, Morley; 5, Harding. Aggregate Height: 14ft. 3ins.

### JUNIOR RESULTS.

Quarter Mile Relay (4 x 110).—1, Morley (D. A. Barnes, E. J. Jerome, R. W. N. Gibbs, D. B. Boulter); 2, Massingberd; 3, Harding; 4, School; 5, Childe. Time: 62 3-5 secs.

Half Mile Relay (4 x 220).—1, Morley (D. A. Barnes, D. W. Chitty, E. J. Jerome, D. B. Boulter); 2, Childe; 3, Harding; 4, Massingberd; 5, School. Time: 2 mins. 11 2-5 secs.

Half Mile Medley Relay (220, 110, 110, 440).—1, Morley (D. A. Barnes, D. W. Chitty, R. W. M. Gibbs, D. B. Boulter); 2, Harding; 3, Childe; 4, Massingberd; 5, School. Time: 2 mins. 14 3-5 secs.

Hurdles Relay (3 x 75, 2ft. 6in. hurdles).—1, Massingberd (W. H. Sturt, P. Nash, G. S. Tilford); 2, Morley; 3, Childe; 4, School; 5, Harding. Time: 40 3-5 secs.

Quarter Mile Team Race (teams of two).—1, Morley (D. B. Boulter); 2, Massingberd (P. Nash); 3, Childe (M. Colwill); 4, Childe (A. R. Morgan); 5, Harding (D. L. P. Hopkins). Time: 1 min. 13 4-5 secs.

Long Jump (teams of three).—1, Morley (D. B. Boulter, D. A. Barnes, E. J. Jerome); 2, Massingberd; 3, Childe; 4, Harding; 5, School. Aggregate Distance: 41ft. 0½in.

High Jump (teams of three).—1, Morley (D. A. Barnes, D. B. Boulter, D. W. Chitty); 2, Childe; 3, Massingberd; 4, School; 5, Harding. Aggregate Height: 12ft.

Points in the relay races and jumps were 8, 6, 4, 2; and in the team races, 5, 4, 3, 2, 1. Childe was first in the open section with 47 points, School obtaining 41, Massingberd 35, Morley 8 and Harding 4. In the junior section Morley won with 51 points, Massingberd scored 32, Childe 29, Harding 17 and School 6.

## House Notes.

### CHILDE.

First of all a word about the Boxing. We had a good entry and we must not be despondent about our low position, although our standard was rather poor. The Shooting at the end of the Autumn and Spring Terms was disappointing, but we hope to be able to improve on this at the end of the term. We did not manage to win the Knock-Out Football Competition at the beginning of the Spring Term, although we made a good fight of it. We finished last term very well, winning the Senior Athletics and gaining third place in the Juniors. Well done!

Now for this term. The Seniors can, I think, win the Cricket Cup, and the Juniors should do better than last year. Last of all, there is the Swimming. We came third in this last year, and this year we must come first. If we can manage this, we should be able to win the Cock House Shield. It's up to you.

M. C. COLWILL.

### HARDING.

So far we have not done quite as well as we might have wished in the Cock House Competition, but we have great hopes of improving our position by winning the Swimming Competition and doing well in the Cricket.

Our Shooting in the Autumn Term displayed a marked improvement, and we were able to gain second place. Up to date, our prowess in the academic line has been more than satisfactory; good results in the final examinations should therefore give us a high position in the Work Cup table.

The Juniors have done well in their Cricket Matches, winning all three of those they have played so far; and the Seniors have also been successful in their first game.

So come on, Harding—now for the Swimming!

R. K. P. STEVENS.

### MASSINGBERD.

We are now in a fair position to win the Cock House Shield, since we have a lead of several points on our nearest rival.

We gained second place in the Boxing, third place in Senior Athletics, and second place in Junior Athletics to attain this position. The Athletics were not quite up to expectations, but we made up for this in Football. We won the Knock-Out Football Cup in the first year of this Competition.

However, our Cricket has been disappointing, since the Juniors have lost all their matches and the Seniors have lost the one that they have played. Furthermore, we are only second in the Shooting, so that we may lose the lead that we have gained unless we swim well. It remains for everyone in the House to have a quarter-mile dip in the briny. So swim, you sinners!

F. P. LAMBERT.

## MORLEY.

The fact that most of our outstanding members left during the last two terms caused us to drop somewhat in the Cock House Shield positions. In the Boxing last year we obtained only third place; in Shooting we obtained first place in the Autumn Term, but unfortunately dropped to last in the Spring.

Our Juniors reached first place in both the Knock-Out Football Competition and the Athletics. The Seniors, in spite of being rather handicapped, showed real spirit, but were eliminated in the second round of the Knock-Out and only reached third place in the Athletics.

In Cricket this term we have not done so well, the Seniors losing both the matches they have played and the Juniors winning only one out of three. As regards Swimming, we are extremely short of swimmers, both Senior and Junior, so those that can swim, even if it be only a length, for goodness sake do so.

Lastly, the Work Cup. Though we have not shone here so far, let's try and do a little better in future.

G. F. M. HAWKINS.

## SCHOOL.

It is nearly the end of the School Year, and once more we count our chances for the coveted Shield. Our hopes this year are high, and the House expects everyone to play his part to regain the Shield. Up to date, our Cricket is very successful, the Seniors winning both matches they have played, while the Juniors have won their first game.

Since the publication of the last Magazine we have been fairly successful, winning the Boxing, coming second in Senior Athletics, but, unfortunately, last in the Juniors.

During the first part of the Spring Term a Knock-Out Football Competition was held; we were duly knocked out.

The Shooting has shown a remarkable improvement, due to hard work by A. St. C. Garrood; by equalling last terms scores we should win that Cup, which has eluded us for so long. Once more I hope that all will do their best to win the Cock House Shield.

W. J. BAKER.



## OLD FARNHAMIAN'S' ASSOCIATION.

### MEMBERSHIP LIST.

The following have changed their addresses:—

Craigen, R. M., 2, Wood Lodge Lane, West Wickham, Kent.

Couch, S. H., "Montrose," 29, Rosebery Avenue, West Worthing, Sussex.

Tomlinson, W. C., (Staff), Apple Tree Cottage, Thursley Road, Elstead, Godalming.

Stroud, E. A., 214, Beverley Drive, Edgware, Middlesex.

Dixon, C. J. L., Norfolk Villa, Ridgway Road, Farnham.

Gale, Rev. R. J., 68, London Road, Brighton, 1.

Stock, L. W. H., 49, Sherwood Road, Croydon.

Merricks, C. L., "Pinemarten," Hursley Road, Chandler's Ford, Eastleigh, Hants.

H. W. Hern, Fiveways Lodge, Grange Road, Camberley.

### NEW MEMBER.

Bishop, R. R. (1930-1933), 8, Welbeck Close, New Malden, Surrey.

### FOOTBALL.

Once again the Football Club has had a successful season. We did not win any trophies, but did really well in occupying third position in the Surrey Intermediate League Table in our first season in that League. The standard of play was a good deal higher than last season, but, unfortunately, bad feeling crept into one or two games, which resulted in two of our players receiving cautions. I hope this will not happen again.

The 2nd XI. finished the season by being ninth in Division II. of the Farnham and District League. The team showed quite good ability, but was rather upset by calls of the 1st XI. towards the end of the season, and, unfortunately, by a tendency on the part of one or two "fine-weather" players to fail to turn up in bad weather.

I regret that I cannot report such good progress financially. We just manage to rub along, but that is all.

We are running two teams again this year, and I hope all football-minded Old Farnhamians will join us.

At the Annual Meeting held on May 31st, Mr. Morgan, Mr. Bacon and Mr. Varey were re-elected President, Vice-President and Hon. Auditor respectively, with R. J. Page as Hon. Secretary and Captain and W. H. Dimmock as Vice-Captain.

Results for the season are given below:—

### FIRST ELEVEN.

#### SURREY INTERMEDIATE LEAGUE (DIV. I.).

September 17th: Farncombe Res., 1; Old Farnhamians, 6.  
 October 1st: Old Farnhamians, 4; Farnham Gas Co., 2.  
 October 29th: Farnham Gas Co., 3; Old Farnhamians, 6.  
 November 5th: Old Farnhamians, 11; Haslemere and Shottermill Res., 0.  
 November 12th: Old Farnhamians, 9; Milford, 1.  
 December 3rd: Old Farnhamians, 8; Cranleigh Res., 2.  
 December 10th: Dennis Athletic Res., 3; Old Farnhamians, 3.  
 December 31st: Old Farnhamians, 6; Tongham, 8.  
 January 7th: Old Farnhamians, 2; Ash United, 3.  
 January 21st: Worplesdon, 1; Old Farnhamians, 8.  
 February 11th: Old Farnhamians, 0; Farncombe Res., 2.  
 February 18th: Godalming Y.M.C.A., 3; Old Farnhamians, 8.  
 March 4th: Haslemere and Shottermill Res., 1; Old Farnhamians, 4.  
 March 11th: Milford, 0; Old Farnhamians, 5.  
 March 18th: Old Farnhamians, 5; Brook and Grayswood, 1.  
 March 25th: Ash United, 4; Old Farnhamians, 1.  
 April 1st: Cranleigh Res., 4; Old Farnhamians, 10.  
 April 8th: Old Farnhamians, 5; Dennis Athletic Res., 4.  
 April 15th: Tongham, 2; Old Farnhamians, 1.  
 April 22nd: Brook and Grayswood, 1; Old Farnhamians, 2.  
 April 29th: Old Farnhamians, 3; Godalming Y.M.C.A., 4.

#### SURREY JUNIOR CUP.

October 8th: First Round: Old Farnhamians, 4; Tongham, 4.  
 October 15th: First Round (replay): Tongham, 3; Old Farnhamians, 2.

#### SURREY JUNIOR CHARITY CUP.

December 17th: First Round: Frensham, 1; Old Farnhamians, 8.  
 January 14th: Second Round: Ash United, 2; Old Farnhamians, 5.  
 February 4th: Third Round: Tongham, 9; Old Farnhamians, 2.

#### FRIENDLY MATCHES.

September 7th: Old Farnhamians, 6; The Bourne, 0.  
 September 24th: Old Farnhamians, 5; Occasionals "A," 6.

### SECOND ELEVEN.

#### FARNHAM AND DISTRICT LEAGUE (DIV. II.).

September 10th: Old Farnhamians, 3; Bourne II, 3.  
 September 17th: Old Farnhamians, 0; Crondall, 5.  
 September 24th: Rowledge, 3; Old Farnhamians, 4.  
 October 8th: Frensham II, 6; Old Farnhamians, 2.  
 October 15th: Bourne II, 6; Old Farnhamians, 5.  
 October 29th: Tilford II, 0; Old Farnhamians, 1.  
 November 5th: Old Farnhamians, 2; Churt, 4.  
 November 19th: Kinghams, 1; Old Farnhamians, 2.  
 November 26th: Wrecclesham II, 5; Old Farnhamians, 3.  
 December 10th: Tongham III, 1; Old Farnhamians, 8.  
 December 17th: Old Farnhamians, 3; Tongham III, 3.  
 December 31st: Shortheath Rovers, 2; Old Farnhamians, 2.  
 January 7th: Old Farnhamians, 3; Shortheath Rovers, 11.  
 January 14th: Old Farnhamians, 3; Wrecclesham II, 8.  
 February 18th: Churt, 9; Old Farnhamians, 2.  
 February 25th: Farnham Cadets, 12; Old Farnhamians, 1.  
 March 4th: Crondall, 9; Old Farnhamians, 2.  
 March 11th: Old Farnhamians 4; Farnham Cadets, 5.



March 18th: Old Farnhamians, 9; Rowledge, 3.

March 25th: Old Farnhamians, 2; Tilford II., 3.

April 1st: Old Farnhamians, 0; Frensham II, 10.

April 8th: Old Farnhamians, 10; Kinghams, 5.

#### SURREY LOWER JUNIOR CUP.

October 1st.—1st Round: Bye.

October 22nd.—2nd Round: Old Farnhamians, 2; Churt, 4.

#### RUNWICK CHARITY CUP.

November 12th.—1st Round: Old Farnhamians, 1; Crosbys, 9.

#### FARNHAM HOSPITAL CUP.

December 3rd.—1st Round: Farnham Cadets, 6; Old Farnhamians, 2.

T. C. ALDRIDGE.

### NEWS OF OLD BOYS.

Congratulations to N. J. Phillips (1921-1932), V. H. Rumble (1925-1933), E. A. Stroud (1919-1929), and C. J. L. Dixon (1923-1928) on their respective marriages.

E. C. Patrick (1920-1926) has again been going great guns. Shooting for Surrey XX. against Chobham at Bisley he scored 91. Considering the wet weather the scoring was good. The match was for teams of 8, one sighter and 7 shots per man at 200, 500 and 600 yards.

We hear that P. Ashton (1928-1934) is a member of the H.A.C. and is seeking a Territorial commission in the Artillery.

More news of National Service comes from F. W. Withers (1935-1937), who, not content with A.R.P. work at the office, is now applying to be admitted to the R.A.F.V.R.

E. A. Drew (1929-1933) is still engaged on making Farnham's new road. In the spring he gave an address to the Farnham Rotarians at their weekly luncheon on the subject of this important engineering work.

Shooting for the 3rd V.B. Warwicks, K. W. W. Bartlett (1925-1932) helped them to win the "News of the World" National Small-Bore Team Contest. His scores were 100 and 97. He was shooting in the company of the Hale family, one of whom is a Bisley King's Prizewinner.

D. W. Taylor (1928-1935) is at Banbury with Aluminium Laboratories, Limited, a subsidiary of Aluminium, Limited. The company has interests in the major aluminium companies of the world such as the Northern Aluminium at Banbury, a Swedish plant, a Dutch plant, Nuremburg, and, in course of construction, mills in India and Australia. Aluminium Laboratories have a head office in Montreal, and are the technical bureau of the whole concern. The Laboratory has been established at Banbury, and Taylor is responsible for the metallurgical side (under supervision!). When he went in September the place was not yet finished, and he was given a roving commission in the Northern Aluminium works at Banbury. He spent five months in various departments—smelting shop, rolling mill, extrusion plant, heat

treatment, inspection department, and paste plant. He enthuses over a 5,000 ton press! He hopes to be sent abroad on visits; already he has seen a bit of England, having done about 7,000 miles since he went to Banbury. He wishes to be remembered to Dick Baldwin.

A. W. Fry (1925-1930) is still in the Isle of Wight, apparently appreciating its appearance!

V. H. Rumble (1925-1933) spent the whole of February in the Anglo-Persian Company's refinery near Swansea, missing the Dinner and having only lovely Welsh rain for compensation. In April he was back at Sunbury, awaiting to return to Swansea for another six months. He laments the sad fortunes of Harding House, the biggest blow being the mere 19 entries for the Inter-House Boxing!

E. A. Stroud (1919-1929) is with the De Havilland Aircraft Company on air-screw development.

B. P. Harper (1934-1935) has obtained a short service commission as an Equipment Officer in the R.A.F. In years to come he hopes to join Roy Strange (1934-1935) in Kenya at growing pyrethrum—and so make his fortune.

C. S. Pope (1920-1927), as an unattached officer of the Customs and Excise, spends his time going around the country from docks to brewery and from brewery to silk factory—and so on.

H. P. Joyce (1913-1921) is still alive and kicking!

H. N. Woodroffe (1916-1924) had a severe dose of mumps in March and April, and has now become a fully paid-up Life Member of the Association!

C. L. Merricks (1928-1935) is now at the Electrical and Wireless School of the R.A.F. at Yatesbury. He frequently meets Louch and Debenham in the N.A.A.F.I. there. He writes of his training as being very interesting.

A. J. Hall (1925-1932) writes from Hong-Kong (March): "Spring is here and it's a beautifully fine afternoon, the sky obscured by low clouds. I went out of the house just now with the object of climbing one more of the hills in this colony that I haven't already climbed, but when I looked at the range at the back of Kowloon and saw their tops all in the clouds, I came inside again. This is the season of fogs and mists. The fogs are not nearly so bad as in England, but they effectively put a damper on any urge to climb the local hills. They will persist now, with increasing frequency, till the end of April, when the warm weather sets in. After that they are less frequent, and for the greater part of the time you are either beneath a boiling sun or drenched by heavy summer rain.

"I don't feel at all guilty at talking about the weather, for it is quite impossible to write about Hong-Kong without bringing in that subject. We have two seasons—winter and summer. In the winter from November to January or February we feel at

home and comfortable. It is pleasantly cool, the rainfall is negligible and the sun shines almost incessantly. We do everything that is done in the English summer—cricket, tennis and walking, with football and hockey going on side by side with them. Only the hardiest souls—and those who are just out from England—carry on swimming throughout the winter, but it would be hard to find anybody who doesn't swim in the summer, rain or fine. I had a most gorgeous swim on Christmas afternoon. In the summer we go in every day; it is the only possible form of exercise when your covering is not immediately drenched with perspiration! The colony is well provided with nice sandy beaches, and the thing is to acquire a 'matshed.' This is a hut of bamboo framing and palm leaves, with a certain amount of woodwork, which the Chinaman will rent out for the equivalent of £20 to £30. Our own hut is eleven miles along the coast, and most of our spare time is spent there. Our friend the mosquito unfortunately prevents our sleeping there.

"The Club last summer opened a new open-air swimming pool. That was a great boon; but the snag was, being open to the sun, it became somewhat warm. For a while there were temperatures like this—water 94 degrees, air 92 degrees. And we felt cold coming out of the water!

"In the winter I pass most of my time walking. This is a wonderful place for that form of exercise. The highest hill is just over 3,000 feet, but there are lots between 1,000 and 2,000—the ground is all hills and valleys and passes. Everywhere there are the same paths that have always been used by the Chinese inhabitants, and you can wander absolutely freely wherever you wish with no fear of trespassing or causing annoyance to anybody. The frequent hills make the scenery interesting, since it changes very rapidly. I have become an enthusiastic photographer; indeed, there are few people here who are not.

"Of course there is the other side of the picture. The conditions in which the natives live here are, by our standards, appalling; everything has been intensified as a result of the war. Thousands upon thousands of refugees arrived during the past 18 months. First they came in boatloads from Shanghai; these were absorbed without a great deal of difficulty. Then when the Japanese commenced their activities against Canton every train that came from that city was packed. Coming from the office in the evening I often passed the station as the train arrived, and there were crowds of them, families with all their goods in two bundles on a pole, safe in Hong-Kong, but with nowhere to go. At night they sleep on the pavement under the verandahs, or in window sills, anywhere where they can find a place to lie down. They were, of course, in a large measure responsible for the seriousness of the cholera and small-pox epidemics. This winter we have so far been free from epidemics, but it's early to talk!

"The poverty-stricken refugees are not the only kind, however. There are plenty of rich Chinese, who find Hong-Kong safer than China. They come here and offer absurd prices for

houses and flats, and the result is that accommodation is extremely difficult to find. I was last year sharing a flat with three other chaps from my office. Our present flat we secured by booking it two months before the builder had finished with it!

"But I'm enjoying Hong-Kong. I am one of the fortunate individuals whom the summer does not reduce to the consistency of a jelly that hasn't set properly! It's a bit wearing when the thermometer never drops below 80 degrees for six months, but the correct mental attitude does much to overcome the effects. In any case I find it preferable to the other extreme which never comes here—the freezing cold of the English winter!"

He ends: "I'm a poor letter writer at the best of times"!!!

G. A. P. Hern (1927-1934) has left the *Camberley News* to become sub-editor of *The Tribune*, a socialist weekly. I. C. Patrick (1924-1934), who is still on the Staff of the *Farnham Herald*, has taken Hern's place as Chairman of the Aldershot Branch of the National Union of Journalists, at which H. E. Penrose (*News-Chronicle and Star*) is Secretary and R. F. Hatt (*Hampshire Chronicle*) a member.

News of various other Old Boys is sent by Hern. R. Baldwin was still, the last time he saw him, in the Berkshire Police at Wokingham. L. W. Cash was narrowly defeated when he stood as Labour candidate in the Aldershot Borough Elections. He is now with the London Passenger Transport Board. R. A. L. Ghost is in the Camberley Post Office. J. R. McLean Keil is a member of the Frimley and Camberley U.D.C., and he was joined on April 1st by A. H. D. Stedman. One of the latter's chief lieutenants in the election was G. S. Chennells, who is an insurance agent in Camberley and Secretary of the Round Table there. F. W. Street is in aviation at Filton (near Bristol), and writes very clever humorous stuff for the *New Propellor*—the organ of the Aircraft Shop Stewards' Council. D. E. Mullins, whose brilliant monologues were a feature of the School Dramatic Shows, is at the Camberley Telephone Exchange and something of a golfer between whiles.

J. C. U. Ground (1923-1930) is still ranching in Manitoba. He manages Baragar Bros.' Ranch, a position which enables him to avoid the heavy work which might be hard on his health. He continues: "Most of the summer months I spend on the prairie pastures with two dogs and a horse as my sole companions, apart from a large bunch of ewes and their bleating lambs. One soon gets used to 'batching' and living in a little shack away from civilisation. Of course we have our gay times too, but we have to travel to the cities, generally Winnipeg. I have just returned from a week in that city. It has just celebrated the greatest day in its history—Empire Day, the day of the Royal Visit. Words fail to describe the welcome the masses of people gave to their Majesties. Nothing has ever been witnessed like it before. The Canadian folk all across this huge country, and thousands of Americans too, simply went wild with joy. All Canada just now

is talking King and Queen, and the cheers still ring in my ears from the broadcasts from the different places across Canada where the Royal Party visited.

"These last few years in Western Canada have been very dry, so naturally fires have been big and many. We were out fighting fire for two days, but were unable to combat the flames, and two-thirds of our ranching lands were blackened. These prairie fires are terrible things.

"These last two days we've been up to our necks in wool—the shearers are here and fleeces are piled in huge sacks all around.

"Regards to all 'on the hill' and good luck and best wishes to Childe House."

Congratulations to N. L. G. Tubb (1926-1932) on his appointment as Sanitary Inspector under the Dorking U.D.C.

D. J. Carter (1922-1929) has been appointed a Higher Executive Officer at the Ministry of Health, the youngest to hold such a position, we believe.

On finishing his course in journalism at King's College, London, W. A. Smallman (1927-1934) has obtained a commission in the R.A.S.C. We imagine him beating his fountain pens into petrol gauges and re-casting his typewriter in the form of tappets.

News comes from T. K. Gardner (1928-1934) that, after one or two interesting temporary posts, he is now established in a Junior Mixed School at Tunbridge Wells.

Congratulations to one of our youngest Old Boys, John Robson (1933-1938), on winning an Exhibition to Trent College.

We were pleased to hear from T. Tidd (1935-1938) that he is making swift progress in the clerical side of building. It was gratifying to read that he finds his studies at School a definite help in his profession.

M. E. P. Jump (1928-1937) is taking well to the legal profession and has recently cleared another hurdle by passing his "Inter" comfortably both in law and accountancy.

T. R. Alston (1929-1938), at Merton College, Oxford, protests that his French tutor is a slave driver. At the same time he manages to find time for athletics, and won the 220 yards low hurdles for his College in a "Cupper" against Teddy Hall. He mourns that he cannot yet achieve the Western Roll.

It was pleasant to receive a letter from Hans Spiegel (1936-1937) acknowledging his debt to the School. He has done very well at Bradford Technical College, and is now going to Chile, where he proposes to engage in the textile industry if the conditions are favourable.

B. E. Allen (1925-1933) gives as his address: British Police, Bethlehem. He finds his work as a 1st Class Sergeant much more congenial, but more responsible. As a result of his good work he has been recommended to apply for a commission in the

Colonial Police Service, an enterprise in which we shall all wish him success.

Good times have been returned by R. R. Kirk (1932-1937) at the A.A.A. Junior Championship Meetings this summer. On June 3rd at the Surrey meeting he was first both in the 100 yards (10.5 secs.) and in the 220 yards (23 secs.). On June 17th at the Southern Meeting he won both races again, taking 10.3 secs. and 23.1 secs. respectively. On July 1st at the National Meeting he again won the 220 yards in 23.1 secs., and so becomes English champion (under 19 years) for this race. An outstanding performance. Rah Rah Kirk!

At the London Brewery Sports, E. A. Thurston (1929-1934) retained the Long Jump championship by clearing 21ft. 11ins.

It is now definite that R. N. Atkinson (1935-1939) will go up to Balliol College, Oxford, in October, and will read for the Honour School of History. We take this opportunity to congratulate him on the College award of £50 per annum for three years.

We were delighted to receive a visit from G. G. Nolan (1932-1938), on leave from Montrose, where he is a Pilot Officer. From the other side of Scotland, G. A. Heath Brown (1930-1938) writes from Prestwick, sending good wishes for the Fête. He has been doing aerobatics. On his first "loop" he forgot that the controls are reversed, and flew inverted for some time before he discovered his mistake. He is going to Uxbridge and then to No. 11 Flying School, Shawbury, for advanced flying training. Both are pleased with the life, although there is plenty of work on Navigation, Airmanship, Gunnery, Engines, Rigging and so on and so on.

S. N. Wiltshire (1923-1925) sends news from Lae, New Guinea, where he is with the Guinea Airways, Limited. [We apologise to him most sincerely for delayed publication]. He writes:—

"After leaving Papua I spent two months in Sydney, and not knowing anyone there became heartily sick of the place. Sydney isn't really to blame for that; it's a very fine city, but for one without a job and with very limited means—it's dangerous!

"I was fortunate enough to obtain a job with MacDonald in Cairns however, and more fortunate in being allowed to fly a new machine—which he had purchased in Sydney—up to Cairns for him, a distance of about 1,500 miles. From Sydney to Brisbane (my first stop and re-fuelling point) took me five hours. The machine was supposed to have fuel for only 5½ hours and the last part of the journey was slightly disturbing. I stayed the night in Brisbane and set off at crack o' dawn next morning for Cairns, another 1,000 miles, which took me nine and a half hours. That is, of course, actual flying time, but I had to make three stops en route for re-fuelling. If the weather is good the trip up the Queensland coast is beautiful, but at certain times of the year the weather is terrible. I have flown from Cairns to Townsville

(about 180 miles), and not been able to see further than the beach below me the whole way, in torrential rain. The trip would have been impossible had I not been able to follow the coast—both places being coastal towns.

"I stayed eight months in Cairns and saw most of Northern Queensland—from the air. One of our weekly runs was across to Normanton, on the Gulf of Carpentaria. The distance is about 400 miles and over country which is a real 'No man's land.' The chances of one being found in the event of a forced landing are very remote, and the country is so rocky and dry that, if you were lucky enough not to be killed making the landing, you'd most likely die of thirst. We always carried a supply of drinking water with us, but this had to be as little as possible because of the added weight. In the eight months I was with MacDonald I flew 800 hours—rather different from flying in the R.A.F., where in five years I did only 900 hours.

"I was very bucked when one day I received a radio from Guinea Airways offering me a job there at more than twice the salary I was then getting, plus accommodation and keep, and naturally I jumped at it.

"I was first stationed at Wau, an inland town, 3,600 feet above sea level, and flying small machines (Stinson Reliants, Fox Moths and Gipsy Moths) to outlying 'dromes. We call it the 'meat' run here, as we carry a lot of 'freezer' cargo (fresh meat, eggs, fruit, etc.) to feed the miners at the various claims, some of which are several hours walk from the landing ground.

"After several months of this I was 'promoted' to the three-engined Fords and stationed at Salamaua. For three months my job was to fly between Salamaua and Wau with passengers and a variety of different things for the stores in Wau.

"My brother then decided to leave Guinea Airways (and New Guinea), and this gave me a chance on the three-engined Junkers (which he had been flying for several years), as his leaving left only two pilots with the Company who could fly them, and they wanted more. Since then I have been flying them practically all the time.

"We get three months' leave on full pay after eighteen months' service. My intention is to remain here for a further term and then do a trip to England, so that will make it June, 1940, when I arrive.

"I had a game of cricket a short while ago, my first since leaving England—bowled eight overs, took four wickets for twelve runs and a week to get over the stiffness."

He very considerably sent along one of the Company's diaries, which gives the history—very interesting and informative—of the Guinea Airways and what work the machines do.

## VARIA.

Saturday, July 22nd.—School v. O.F. C.C.

Monday, July 24th.—School Swimming Sports.

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Messrs. Elphicks, Ltd., West Street, Farnham, supply O.F.A. badges, ties, wool scarves, art. silk squares and blazers.



# Old Farnhamians' Association.

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"ALBAR,"

RIDGWAY ROAD,

FARNHAM,

SURREY.

*August 1, 1927*

Permit me to inform you that your subscription (5/-) for the current year to the Old Farnhamians' Association became due on January 1st. May I express the hope that you will cheer the heart of the Treasurer by promptly remitting the amount?

Yours sincerely,

G. H. BACON,

*Hon. Treasurer.*

Arrears *1/30* *5/-*

Mr. *S. J. '12*