

The Frontiersman

NEW ZEALAND

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The Frontiersman

NEW ZEALAND

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THE LEGION OF FRONTIERSMEN
NEW ZEALAND COMMAND

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The Empire

DANGERS BESET IT.

ITALY'S GROWING POWER.

MENACE IN THE MEDITERRANEAN

"The heart of the Empire is fed by arteries which are 80,000 miles of trade routes. If any of those arteries is affected the heart and the outposts of the Empire throughout the world must suffer."

Upon this consideration was centred the main point of the address delivered by Commandant J. C. Findlater to a gathering of interested residents in the Legion of Frontiersmen's Rooms at Eltham. Items of topical interest, the more recent events of world history and the position in which the British Empire now was placed were dealt with by the speaker whose lecture provided much food for reflection.

Lieutenant C. W. Carnerass, O.C. of the Eltham Troop of the Legion of Frontiersmen, which arranged the address, presided and introduced the speaker as one well-known to many Eltham citizens as an able student of world affairs.

"If we cut the globe along the 20th meridian and consider that portion to the left towards America, we have little to fear, thanks to our friendship with the United States," said Commandant Findlater in opening his address. "But anything concerned with that portion from longitude Greenwich towards New Zealand is a vital matter for the British Empire at

the present time.

"History is repeating itself along the route through the Suez Canal. At the moment we are faced with a difficult problem in Palestine and the route has been further endangered as a result of Italy's activities in the Red Sea region during the past two years."

Britain's interest in the Suez Canal dated back over a long period and it was due to Disraeli's foresight that the British Government secured what up till recently was considered a strong line in the Empire defence. When, last year, Mussolini staggered the world by sending 400,000 men to stage the successful campaign against Abyssinia, he altered the course of world history, particularly so far as it concerned the British Empire. Into the Mediterranean and the lands which surrounded it was being written more history than had taken place in the other six seas put together.

Referring to the sanctionist policy adopted by Britain in the Italo-Abyssinia conflict, the speaker said the reason for its application was the belief that Italy, deprived of war materials, could not continue the campaign. That sanctions failed in their purpose was no condemnation of the principle involved, because the essential factors of war still were supplied. Italian trade was staggered however by the operation of sanctions and in that direction the policy did serve its purpose.

Though Britain had the support of other Mediterranean Powers in the event of hostilities being commenced against her in that area, this did not

prevent the Italian Press from making out a strong case for an attack upon Malta. So strong was this challenge that the British Fleet stationed at the island was removed to Alexandria, together with Dominions and overseas units.

The hitherto impregnable position of Malta now was considerably weakened by the fortification of the island of Pantellaria, mid-way between Sicily and Tunis and based upon the shallow ridge which connected the two mainlands. This offered an admirable patrol-ground for submarines and the traffic passing along this route could be checked without difficulty. A blockade at this point would seriously affect the whole route and the supposedly strong line of defence too.

The Red Sea, carrying 80 per cent. of Britain's export trade chiefly to India, also was in danger through Mussolini's dominance of Abyssinia and the British Parliament at the moment was engaged in seeking a more secure route. There was a possibility that Cyprus would offer a solution and re-fortification in progress here indicated that its prospects were being investigated.

Holding an interest, sentimental and otherwise to New Zealanders, the Dardanelles also were a key-point. Under the Lausanne Pact, which had been affected following the Great War, this was to be a demilitarized zone and Turkey whose integrity had been guaranteed by the signatories, was to seek permission before re-fortifying the area. Recently, Turkey, realising that Japan had withdrawn from the League, and seeing the

weakness of France, and Britain too, from a military point of view, had had reason to doubt the strength or value of her guarantee. Accordingly, she had given notice of her intention to re-fortify the zone, and as it was evident that Turkey had power to enforce her purpose, Britain had agreed to the request.

There was one other strategic point in the Mediterranean—the Balearic Islands now under Spanish control. Italy's purpose in surreptitiously aiding the rebels was not wholly concealed, her desire to gain a footing here being most obvious.

The trouble in Spain might be attributed to the poverty rampant among the people. This was partly due to the geographical configuration, less than half of the country being under cultivation. The struggle there was between the various forms of Government generally applied in other European countries, Fascism, Communism and Socialism.

"What is the position of Europe to-day?" asked the speaker. "Is it to be dominated by the Fascist party or other forms of dictatorship, or is the British democratic Government to survive against these other types of Government?" Mussolini had succeeded in binding Italy into one whole raising her in rank to the third greatest Power in Europe. Poverty and illiteracy still prevailed, however, particularly in the south.

Great changes also had been effected in Germany where individual liberty had been sacrificed to Hitler's aims. "As a comparative point, would you say that 99 per cent. of the German people were all behind Hitler in the re-unification of the Fatherland, when you consider that at previous elections he had a minority of five millions?" asked Commandant Findlater. The results of the last election according to information released indicated that the Germans were unanimous.

Dominating the military, political and civil life of the people, down to the smallest group, Fascism, through Mussolini, dictated the policy of every form of local government in Italy. The liberty of the individual was lost. Hitler was similarly powerful, though he adopted more ruthless measures when interfered with.

France's alliance with those nations which constituted buffer states on the eastern border of Germany was not so favourably regarded now as formerly. In the north-west portion of Czecho-Slovakia, an area bounded on both sides by German territory were 6½ million German-speaking people of

typical German patriotism and Nazi influence there was strong.

The Polish Corridor, free use of which was granted to Poland as an avenue for the export of her produce, separated Germany from her former possession in East Prussia and Hitler's leanings towards this territory were typified in his efforts to confiscate the Free City of Danzig during the past two years. The new Poland was apprehensive of the growing Nazi power and had made its chief port at Gdynia, some distance further along the seaboard. Poland also was allied with France. German friendship with other Central European states was increasing and the most recent development was seen in Dr. Schaff's tour of these countries ending in an order for £54 millions left with Yugoslavia.

France's weakness was demonstrated in the fact that during the past four years there had been 48 changes in Cabinet. Britain's help could be called upon in the event of aggression by any other Power, though unfortunately this agreement was not reciprocal, but France had recognised the strength of Germany so far as to negotiate the Franco-Soviet pact, a tribute to the astuteness of Litvinov.

Britain's interest in Palestine was a vital one, declared the speaker. Though a small territory, it provided the means whereby oil from Iraq and Persia could be transported across country by the medium of a pipeline, thus obviating the necessity of a 2000-mile journey from the Persian Gulf to Cairo by way of the Red Sea.

The anti-Semitic feeling arose from the suggestion by Lord Balfour when the agreement was negotiated that Palestine should be a home for the Jews. From the Arabs' point of view, much depended on the meaning of this suggestion, on whether Lord Balfour implied "a home" or "the home." Jews, since their re-establishment there had developed Palestine but the trouble between the two factors, Arab and Jew, though for a long time essentially economic, went deeper than that.

The Wailing Wall in Jerusalem was sacred to the Arab as the Moslem considered that this was the departing place of his god into heaven. During the 400 years of Arab occupation the Jew had worshipped there but it was only since the territory had been mandated to Britain that the trouble had developed. In August, 1933, the Jews had sought to secure the rights to the Wall and the ground surrounding it and this resulted in a clash in which 330 were

killed. This was the opening disturbance in a long series of religious and racial conflicts.

Moslem friendship with Britain, fostered by Lawrence, did not become stronger when the promises made were not fulfilled and Moslem antagonism centred in Palestine. In Syria and Trans-Jordania also the Arabs were clamouring for concessions, chief of which was the demand for self-government now granted to Egypt and to their brothers in Tunis.

"Behind the Jews are 15 million co-religious sympathisers with the wealth of the world behind them, behind the Arab is the great Moslem empire," said Commandant Findlater. "It is almost hopeless to expect a settlement. With this racial antipathy between Arab and Jew, he will be a keen optimist who will look to such a position in the near future. The Arab has issued a challenge to British supremacy and 10,000 troops are now engaged there in an attempt to restore law and order."

The successful conclusion of the Anglo-Egyptian pact was a tribute to the reason and ability of the British Government. An amicable settlement had not been possible some years ago, because the Sudan, then not wholly developed, had not been included in the agreement. Now that the Sudan had reached the required stage of development, Britain felt that her interests here, as well as those in Egypt, would be well protected under Egyptian control and the alliance of the two countries was complete.

With the Mediterranean route likely to be barred to her, Britain had established a new and more open route by way of South Africa and the formation of naval bases at Simonstown and Capetown were steps towards this end. It had the added advantage of making the protection of the Pacific more secure.

Britain had borne her share of the burden of the economic difficulties with which the world was confronted following the close of the Great War and the parts she played in the demonetization of French currency was indicative of her endeavour to re-establish world economic on a sound basis.

At this point, the speaker had to terminate his lecture, a recurrence of throat trouble making continuance impossible.

A vote of thanks to Commandant Findlater, proposed by Lieut. Carnross, was carried by acclamation.—*Eltham Argus.*

LEGION OF FRONTIERSMEN.
NEW ZEALAND COMMAND.

Commandant.

Commandant J. C. Findlater.

Chief of Staff.

Major W. Ricketts, D.C.M.,
Commissioner.

Lieut.-Colonel C. H. Weston, K.C.,
D.S.O., V.D.

Staff Officers.

Captain P. A. Warren.

Lieut. W. Wearne.

Liaison Officer.

Lieut. D. H. Graham.



The Frontiersman

WEDNESDAY, DECEMBER 16, 1936.

EDITORIAL.

In a few days Christmas will be with us: in a troubled world the Prince of Peace will reign; and the wars and rumours of wars will be hushed. Perhaps in the turmoil of Spain it will be only for a few hours. But whether for an hour, a day, or a week, man will be at peace with his neighbour.

So in this season of goodwill among men, we, in our humble way, send out our greetings to our brethren. The life of our publication has been a short one so far; but it has been eventful, and, we hope, a progressively improving one. But we have no false pride in ourselves, and it is with all sincerity that we acknowledge the loyal assistance we have received from adjutants and secretaries. They have responded magnificently to our appeal for news and more news, and it is solely to their enthusiastic co-operation that we have been able, month by month, to present such a lavish miscellany of Legion activities. May the New Year find their enthusiasm undimmed by any gastronomical prodigies they may be called upon to perform within the next week or so.

The year in the Legion has been one of progress. There have certainly been minor ailments, but the Legion spirit has ridden unscathed over these. What is more—there have been numerous enrolments of new members of the right sort. Adjutant Alex Klee, of Dunedin, might well point with pride to the three new troops at Invercargill, Naseby and Wyndham, and the tentative formation of a Southland squadron. We, too, are proud of them and our congratulations go out un-

stintedly to our brethren in the south. Squadron reports indicate steady internal growth in efficiency and a continuance of the camaraderie of fellow members in a great cause.

No doubt this issue will be a few days late in reaching members, and for this we apologise. The delay is due to the printer, who is so damn busy that he kicks the cat twice a day and curses the secretary every time he sees him, and the secretary says un-Christmas-like things about "the cow who said he'd have it out on the 15th!"

Well, here's hoping you prop the Christmas number up against the leg-bone of the turkey and find something in it to keep you going between the walnuts and the champagne.

A happy Christmas to all from "The Frontiersman."

Danger in Europe

POLAND A WEAKNESS.

FUTURE POSSIBILITIES.

Western European Powers have reached an agreement that at present they have no wish to go to war over the control of Spain (writes Eugene Young in the "San Francisco Chronicle"). Germany, Italy, France, and Britain have entered into a neutrality pact; and even Russia has underwritten it. The conflict between the Imperial democracies and the Fascists has been postponed indefinitely. The Spanish factions will have to fight it out with such smuggled aid as they can get from outside sources.

Yet there is a new rush to arm on the troubled Continent. Germany has announced that 200,000 men will be added to its army and that the reserves also will be increased. France is trying to follow suit with an increase of its land forces. Italy is to keep its war manufactures going, following the elaborate army manoeuvres in the north. Britain is hastening its programme, especially the construction of aeroplanes. And all the smaller nations are endeavouring to find means to follow these examples.

French propaganda agencies are trying to make the most of the German action as a menace to their country's safety. Germany, on the other hand, is saying the whole purpose is to meet the growing danger from Russia. Of the contradictory statements the ones from Germany, in this case, at least, carry the most truth.

I have told how busy the Moscow regime was with intrigues in the Balkans and Central Europe while the other Powers were worried over a possible clash on the Spanish revolution. In recent weeks there have been reports, which seemed truthful,

that a formidable concentration of the great Russian army had been made on the frontiers facing Poland and Rumania. These have been followed by accounts of speeches supposed to have been made by Joseph Stalin, Marshal Klementy Borishilov, and others warning the country to prepare itself for a war in the near future.

Poland Seeks Aid.

Poland has become so alarmed over the supposed danger that Russian and German armies will march across its territory for a clash that it has been seeking aid from both France and Britain. The dictatorship at Warsaw, which in 1932 turned away from the alliance with France to make a ten-year non-aggression treaty with Germany, now is trying to find ways to re cement the alliance. Military conversations of a highly practical nature have been held between the two staffs.

It is Poland, in fact, that is the real danger spot in Europe, not Spain, with Central Europe secondary.

Here are some of the chief factors in the situation as it is developing:—

Czechoslovakia has a firm alliance with Russia that would, first, permit part of the great Soviet air force to use its fields, which are being highly developed with the aid of the big ally; and, second, the march of Russian troops into that country for operations against Germany.

There are two routes for the advance of the Russian armies into Central Europe: through Galicia, held by Poland, but largely peopled by Ukrainians who hate the Warsaw rulers, or through Northern Rumania.

The latter country, overawed by its great and powerful neighbour, has assented to the use of its territory for such an expedition. A strategic railway is to be pushed from the Russian to the Czechoslovakian frontier, to couple up with the roads of this country.

The Czechs have strong frontier fortifications which might hold off the Germans until the Russians arrived, particularly as other Russian armies would be descending on Poland proper and large Reich forces would have to be gathered further west to meet this threat.

Would be Drawn in.

Rumania, if it gave the Russians free passage, would be drawn into the war and Yugoslavia, which has always been a sort of protectorate of Russia because it is peopled by Southern Slavs, might join if Italy became concerned. The combined armies could descend on lightly-armed Austria and Hungary unless Germany and Italy

SQUADRON REPORTS

A SQUADRON, AUCKLAND.

O.C.—Pioneer Capt. W. Palmer, M.C.

ADJUTANT.—Lieut. C. F. Stevenson.
SECRETARY.—Lieut. G. B. Morton,
C.P.O., Box 1093, Auckland.

H.Q.—Wandsworth Building, Anzac Avenue, Auckland.

TROOPS.—4.

SOCIALS.—Our dance season has closed with our last "flannel" dance held on Saturday evening, 28th November. Our fortnightly dances which have carried on from March till the end of November comprise our most flourishing activity this season. From the social aspect they have been most successful and have become so well established as to provide the means for members, their wives and friends with regular social entertainment. The very full attendances at almost every function testify to their popularity. These functions contribute very largely to the maintenance of our Club rooms by reason of being wholly financial successes. With a very energetic committee, treasurer, M.C., and the ladies' auxiliary working parties the organisation for controlling the dances is about as perfect as we could wish for and has ensured the smooth running arrangements which have contributed to this part of our social activities being so enjoyable for all. Although the regular season is closed until the summer is over we will be holding our customary big social event on New Year's Eve when the usual big Hogmanay dance will be held. If any visiting Frontiersmen should be in Auckland on this date be sure and come along. It is worth coming to. It is the one night of the year when we go through to the "wee sma' hours" and if no taxis are available we will have plenty of wheelbarrows to go home in.

SHOOTING. We have held no more matches since our last report, but we are practising. The Navy boys are away for awhile giving us an opportunity for improvement. We are also getting ready for the open service range on which targets are being made available for us so we hope to have something to report from there before long. A friend of the Squadron has donated a very handsome gold medal for competition between members and this trophy will attract many competitors. There will be a

lot of polishing up of rifles, adjusting of sights and many of us ancient soldiers adjusting our spectacles when this trophy is put up for competition. **DRILLS?** Well, ask the Adjutant and the Sergeant Major! Somebody will be for it all right. There's something in the longer twilight proving too detracting. Are some of the old dodgers playing bowls or skittles while someone is waiting for them on King's Wharf? Still some of us do drill, we won't mention how many, but one drill had this scribe wad at each trooper had an Officer and a couple of N.C.O.'s to drill him.

MEETINGS: Are well attended and members do take an interest in their Squadron business. In fact so much interest is taken that we cannot get on to sing song until about eleven pip emma.

LECTURE: Frank Bartley, who is one of our most recent members, entertained us on the 25th November with a most interesting talk (he will not permit it to be called a lecture) on life in Shanghai and sidelights on service in the Shanghai Volunteer Corps. Em. Bartley was a member of this famous Corps for 25 years and from what we have already heard from him he must have a wealth of experiences. He holds the Corps' Long Service Medal with two bars denoting his service abovementioned. It was interesting to hear him tell of how the various nationalities comprising the Corps took their departure for the Great War and how friends in peace by the will of nations bid farewell to serve elsewhere as enemies. The Corps has a rifle range outside Shanghai and although we believe he holds a championship medal for marksmanship, he admits however, that the shooting has not always been on the "bull." He has told us though how he once tried to be a diplomat and at the behest of the authorities attempted to mediate in a boundary dispute outside the corrugated iron fence. The result of this was that he insisted on the iron fence being provided with manholes for future diplomats to dive through when "welly angry" Chinamen refuse to accept the olive branch.

ARMISTICE MEMORIAL PARADE: On the 15th November (Sunday) the Old Contemtable Association organised a combined parade of ex-service men associations for an Armistice Memorial service at the Town Hall. The Squadron was well represented by

sent sufficient forces to hold them back. Bulgaria also would be at their mercy.

I do not believe such a conflict is imminent. Russia is far from prepared for a great campaign. It has its huge army of 1,300,000 men and an air force that is believed to be the strongest in Europe, on paper.

But what worries Germany, Italy, and the smaller Danube nations that might be attacked is the strained situation in Poland. With Marshal Pilsudski gone the dictatorship is not in such strong hands as formerly and it is beset with economic and financial troubles that have made its position insecure. It has followed the repressive tactics of Pilsudski, but has not suppressed the underlying enmities of the Ukrainians, the peasantry, and large portions of the industrial workers.

Furthermore, it is a historical fact that the Poles themselves are politically unstable, reacting violently under pressure. The dictatorship was imposed by Pilsudski because he knew this to be true. There is also a question whether the army is fully to be relied on, because it is not united behind the military faction that has assumed control.

Therefore, Poland may have its own revolution; and if one should come both Russia and Germany would be likely to intervene. That would start a great war in the East of Europe which would probably extend to its centre.

These are the chief reasons not only for the increase of the German army, but for the attempt of Germany, Italy, Austria, and Hungary to get together. They are all aware of the tremendous strength of the French fortifications along the German and Italian borders and it is hardly likely that an attack would be launched in this direction even if a coalition were perfected.

New Members

M.—Eltham: Em. C. S. Rush and O. H. G. Collingwood.

O.—Te Kuiti: Em. W. Horne, plumber, King Street, Te Kuiti.

R.—Dunedin: Em. W. R. King (Dunedin), W. Jobson, A. J. Moore, A. R. E. Wilson, C. J. Knowles, P. G. Knowles, W. A. Anderson, T. A. Christie (Capt.) T. F. Christian, V.D. (all of Naseby). Em. E. Rabbidge, A. O'Keefe, A. C. Balling, W. R. Brown, B. W. Bennie, J. K. Clarke, A. W. Crosbie (all of Wyndham).

a detachment of over 40 uniformed members who paraded with the St. Andrew's Pipe Band to lead us. The combined parade marched up Queen Street to the music of three bands. Each association carried colours and the big turnout was quite impressive. This was the first occasion that such a representative parade had been held and the Old Contemptibles' Association deserve much credit for their initiative and organisation. The public showed much interest and their response in supporting the Service was very gratifying.

BLIND INSTITUTE'S BAND CONCERT: On the 24th November a party of over 20 of our members in mufti assisted the New Zealand Institute for the Blind at the Institute's Band Concert at the Town Hall. This concert was the conclusion of the Institute's Band's tour of the North Island and the success of the function was very gratifying to the Institute who thanked the Squadron for supplying workers to assist them.

SQUADRON CHILDREN'S XMAS TREE PARTY: This annual function will take place this year on Saturday the 19th December. It is one of our best patronised functions and although it is for the delight of the kiddies it is the despair of their parents for the youngsters' appetites and ideas are bigger than their parents' imaginations. However this is another case of where the fathers attempt to justify their Legion and make some amends for their absences from their family hearths during the year. There will be a very rotund Father Xmas in the person of a well-known Legionary and plenty of lemonade and ice creams for all good Frontiersmen.

Best Wishes to all Frontiersmen for a Merry Xmas and Happy New Year.

C. SQUADRON, GISBORNE.

O.C.—Capt. A. Steele.
ADJUTANT.—Lieut. H. B. Green, 4 Peel Street, Gisborne.
H.Q.—Ormond Road.

Christmas Greetings to all ranks and units, also to isolated members wherever they may be.

The big event this month was the opening of the rifle range at "Pehiri." On Saturday, November 14; a party of seven left Gisborne to do the necessary work of putting the range in order. Tents were pitched, targets prepared, flags hoisted and various odd jobs done. Ample justice was done to the moss turned out by the

camp cook Fm. J. Goldsmith, and later the party was entertained by the O.C., Capt. A. Steele and Mr. Steele. The final touches were added to the range on Sunday morning and at 10.30 the official party arrived, comprising Col. R. Gambrell, Major A. Muir and Capt. P. Warren, with the O.C. After a very appropriate and stirring address to about 50 enthusiastic rifle club members and friends Col. Gambrell declared the new rifle range opened. He went down to the 200 yard point and fired five rounds, the first being a bull, which drew forth a round of applause.

Four teams of eight took part in a competition, but unfortunately heavy rain set in about noon and the greater part of the programme had to be cancelled. However all teams were able to shoot off at 200 yards, 5 rounds application and 10 rounds rapid.

Results were as follows:—
Hawke's Bay Regt. 152 282 434
W.E.C. M.R. . . . 139 268 407
Visitors' Team . . . 129 205 334
L.O.F., C. Squadron 127 167 294

G. SQUADRON, WANGANUI.

O.C.—Capt. N. Annabell.
ADJUTANT: Lieut. W. Little, No. 2 Lane, Wanganui.
H.Q.—Guyton Street, Wanganui.
Troops—1.

We must congratulate you on the November issue and the reproduction of the Monument in plate form. I am sure every member of the Legion will be pleased with it and have it framed. There is nothing special to report this month beyond the usual drill and routine work. We have one more meeting this year which will be taken up by a lecture on ambulance work.

"G" Squadron takes this opportunity of wishing all members of the Legion in New Zealand a Merry Xmas and a bright Happy and Prosperous New Year.

H. SQUADRON, HASTINGS.

O.C.—Capt. W. C. Taylor.
ADJUTANT.—Lieut. F. H. Pickering, 120 Marine Parade, Napier.
H.Q.—Hastings: Russell Street, Napier; Artillery Barracks, Kennedy Street.
Troops—2.

"H" Squadron activities during November have been just as good as ever, but the results are down to a minimum—owing to the near approach of Father Xmas.

All ranks have been suffering from the after-effects of the last war and are anxiously waiting for pay day to come round. I did hear it whispered that all members who are behind with their Squadron accounts intend to give the secretary a pleasant surprise and show a clean sheet for Xmas. Won't the Adjutant have a smiling face if that should happen? Coming events cast their shadows before and it is evident there is some truth in the above as three additional applications have been received for the "Frontiersman."

We have just received a challenge to a shooting match from "C" Squadron, Gisborne. Ned Kelly was hanged for less than that. They evidently think because Gisborne is such a desolate little village that they can throw challenges to all and sundry. We do not wish to take advantage of this Squadron, Mr. Editor, and, seeing that they have been able to rake up funds from somewhere to get a range, we will give them plenty of time to get used to the "wintry winds" and get in some practice.

If Fm. Jackson is included in the Gisborne Team, "H" Squadron will have to include Adjutant Pickering to shoot against him. I am led to believe that it is on record that two cows were shot dead 1000 yards away from the rifle range. At the enquiry which followed the only two misses were traced to the Adjutant so we will leave it at that. However, the challenge will be taken up early in the New Year.

I sometimes think that we need artificial respiration in this district. When going through my first aid course some years ago, I always remembered that respiration consists of two acts—Inspiration, the enlargement of the chest cavity, during which air is drawn into the lungs, and expiration, the diminution of the chest cavity during which air is driven out of the lungs. "A pause follows the act of expiration." The pause is where we are now.

I. SQUADRON, WELLINGTON.

O.C.—Capt. T. J. I. Thomson.
ADJUTANT.—Lieut. A. A. Duncan.
SECRETARY.—Fm. Drummond Duthie, P.O. Box 314, G.P.O., Wellington.
H.Q.—12 Victoria Street, Wellington (P.O. Box 1228).
Troops—4.

I. Squadron, Wellington has had its finest Church parade over many

years. Meeting in the morning at headquarters and strongly supported by a troop from K. Squadron, Masterton under S.Q.M.S. Ansell (all arrived safely through using both motors and railcar,) we advanced through the city, and arrived headed by the Legion band, at Kent Terrace Presbyterian Church: There cannot be, for one moment, in the mind of anyone who has participated in a church parade, a doubt as to its great value to Squadrons and their individual members; there being present only those who are honestly and continually striving for the general advancement and betterment of members, they are there one body in spirit, and the ties which bind comrades together are strengthened. Great indeed is the power wielded by a talented and sincere preacher over the hearts and minds of his hearers. Rev. W. Gilmour, B.A., inspired by a great occasion, with moving yet simple language, told us as one of the Canadians, of his familiarity with the men of goodwill the Frontiersmen, of their history—their aims, ideals and unwritten laws, and proved himself before he had finished, indeed a comrade, a brother, and a great leader. In days when ministers complain of a general lack of interest in matters spiritual, a crowded gathering was held engrossed by every utterance; a splendid example of what a church service for Frontiersmen should be. Upholding the spirit of justice and self sacrifice, he voiced his regret that he could not revisit with the six thousand Canadians, Vimy, Ridge, on the occasion of the King's unveiling of the great memorial to Canada's Sixty Thousand dead.

Where a more flashy brilliancy would have failed in its object, his simple, direct, yet heart and throat gripping sentences made a great impression; giving testimony as he did to the firm conviction that though it might not be in our time, the day would yet dawn when men will live in peace with each other, and war will be no more.

Headed by Capt. Thomson, accompanied by the Commissioner, Colonel C. Weston, I. Squadron with its many visitors, marched to the Cenotaph ably led by the band. Here our wreath was placed by Capt. Thomson, while nothing of the full ceremonial was omitted, including as it did Bandsman Peterson's great effort. Thereafter a return was made to headquarters. If it is with all comrades throughout New Zealand as it was in Wellington, on Sunday the

fifteenth of November—a day marked with a white stone, to linger in the memories of those privileged to be present, all will be well.

Amid war and rumours of war, in a mad and distracted world, where all that was once most stable is now as water, it is indeed a good thing that Frontiersmen be fortified and reimbued with the spirit of justice and self sacrifice, for in these unhappy times, it is no mean thing to play the game in our ordinary everyday lives, and certainly no small task. The years bring with them their disappointments, and there are moments, when, tired and discouraged, the strongest of us may lose his hold on all that matters.

To all Squadrons and troops in New Zealand, I. Squadron sends its Christmas best wishes and fraternal greetings.

K. SQUADRON, MASTERTON.

O.C.—Lieut. E. J. Wright.
SECRETARY.—S. Q. M. S. W. D. Ansell, 7 Rimu Street, Lansdowne, Masterton.
H.Q.—Jackson Street, Masterton, (Phone 1994).
Troops.—1.

Christmas greetings to all Frontiersmen and may the New Year be of the best. At this time of the year we think of our friends and our best friends can be found in the ranks of the Legion.

Fortnightly meetings are still held, and we were pleased to welcome a visitor from Palmerston North at our last meeting, Fm. Kenny.

Eight of our members accepted the invitation of I. Squadron to attend a Church Parade in Wellington on November 15, and we had a good time meeting old coppers. It was a cow of a day when we left here, but fortunately it cleared up and the parade was held under ideal weather conditions.

Saturday, December 5, 1936, marks the anniversary of the resuscitation of K. Squadron, and to fittingly celebrate the rebirth, we are holding a smoke. December 5, 1935 saw K. Squadron's rebirth, and to-day our strength is 28; thanks to the visiting Squadrons, I. and N., who pushed us off again on the right road, and to these Squadrons we send fraternal greetings.

The photo of the memorial is now framed and hung in our rooms and our thanks to the donor.

L. SQUADRON, NEW PLYMOUTH.

O.C.—Capt. T. L. Brown.
ADJUTANT.—Lieut. E. S. Bridger,
C/o. Auto Parts Ltd., New Plymouth.
H.Q.—Defence Office (Drill Hall).
Troops.—5.

Although there's not much to report from the town troops this month, quite a lot of good work is being done in the country, as you will see by Egmont Troop's report. As well as this, at Urenui and Rahotu, the Legion, combined with the local Returned Soldiers' Association, has organised functions to stimulate interest and recruiting in the Queen Alexandra Mounted Rifles. We are glad to report that these have been very successful, and the Q.A.M.R. strength is being increased by our efforts. At both the above functions, rifle matches were fired; at Urenui the M.R.'s proved the victors, and at Rahotu the Legion. We are very glad to see this interest being taken in the defence forces, as it also helps to buck our own troops up in the various centres and fosters the right spirit between the two organisations.

We are very sorry that this month we are going to lose the staff officer in charge of the regimental district, as he is being transferred to Wellington. Major Conway, during his term of office here, has done everything possible to assist us, and all legionaries understand what a tremendous asset this is; as a token of our appreciation we made him a presentation per Pioneer (Colonel) Beverand at a farewell dinner given by the officers of the Taranaki Regiment and Q.A.M.R. We wish the major every success in his new job.

Two of us were present at the opening of S. Squadron's new clubrooms in Waverley, and as usual we got the typical Waverley welcome. We congratulate Captain Boyer and his worthy henchmen on the new rooms, and can see that they had to do quite a spot of work to make things as they are.

Egmont Troop.—The movement to create interest in the local troop of the Q.A.M.R. which was sponsored by this troop, and resulted in the formation of the Okato Volunteer Association, progressed a step further when a social was held in the Hampton Hall on November 5. A very pleasant evening was spent in games, competitions, and items. Prior to supper, the following speakers addressed the gathering:—Lt. L. Hickford, chairman of the association; Major L. M. Fairbrother, second in command, 1st Bn. Taranaki Regiment; S.S. M. Bell, Rev. E. Gribble, and Capt. E. Harford, Squadron Leader C Squadron, Q.A.M.R. Eight recruits were enrolled after supper.

At the first parade held a fortnight later, several more recruits were enrolled, and the total strength, including those members who had remained on the strength from the old troop, has now reached 18. We, naturally, feel pleased that our efforts have met with some success, and hope for continued progress.

A meeting was called by the troop to take further steps to form a Scout

Troop, at which were present the assistant commissioner, and scoutmasters from New Plymouth; also several residents of the district. It was decided that this troop should act as the committee, with power to add, for the Scout Troop. At a later meeting of the troop it was decided to form a Scout committee comprising all members of this troop and any residents who had shown a keen interest in the matter. Major Fairbrother was elected chairman of the committee. An executive of seven was also elected, four of whom are members of the troop. We hope next month to be able to report that the Scout Troop is an established fact.

We conclude by wishing N.Z.H.Q., the editor of the "Frontiersman" and his staff, and all comrades, all the best for Christmas and New Year.

M. SQUADRON, ELTHAM.

O.C.—Capt. J. T. Scott.
 ADJUTANT.—Pioneer Lieut. R. B. Ford, Stanners street, Eltham.
 H.Q.—Eltham.

ARMISTICE DAY.

The annual church parade was held at Hawera on November 8. Representation of all troops was good considering the time of the year, a very busy period for those engaged in dairying pursuits. About 40 of all ranks fell in at the Scout Hall under Captain J. T. Scott, and marched to the Defence Hall, where the parade, comprising Q.A.M.R., returned soldiers, territorials and cadets was marshalled by Staff Captain J. Henry. Preceded by Q.A.M.R. Band and Hawera Pipe Band, the parade marched to St. Mary's Church, where the service was taken by Canon Malcolm, the lessons being read by Major Smart. Before dismissal on returning to the Defence Hall, the squadron was thanked by Colonel Gibb, and complimented on its turnout. Major Conway also tendered congratulations. The parade was dismissed none too soon; a violent thunderstorm broke shortly afterward and raged till the early hours of next morning. The high wind that prevailed during the march was rather disconcerting, causing quite a number to break ranks and chase their hats.

Eltham Troop.—There was a good attendance at the monthly meeting on November 12, Lieut. C. W. Carncross presiding. Two new members were initiated and routine business transacted. Specially important business was brought forward and dealt with in an exceedingly satisfactory manner. A short range shoot was arranged for the following Saturday. A glorious day, but a disappointing attendance.

Stratford Troop.—Squadron Headquarters paid an official visit on November 26. A good muster greeted the O.C., and, in the unavoidable absence of Lieut. W. Davis, the chair was taken by Corporal F. Oliver. After routine business had been transacted, the parade was addressed by Captain Scott, matters of vital interest being discussed. The result was the same as at Eltham—exceedingly satisfac-

tory.

M. was well represented at a meeting called by the Ngaere branch of the Farmers' Union for the purpose of forming a Defence Rifle Club. As everything is in order and the range site has been approved, it is expected that the club will shortly be an accomplished fact.

Legion assistance was appreciated to the extent that Captain Scott was elected president and Sergeant McGarrigle and Pm. A. Coleman deputy-presidents.

N. SQUADRON, PALMERSTON NORTH.

O.C.—Capt. J. E. M. Mewett, O.B.E., M.C.
 ADJUTANT Lieut. J. L. C. Merton, M.C., 146 Featherston street, Palmerston North.
 H.Q.—Rangitikei street, Palmerston North.
 Troops.—5.

Our Christmas party fell on 5th December. The weather was once more beautiful; but only just; because as the last of us were leaving after clearing up the mess in Capt. Warria's garden it began to rain in real earnest. About 40 children came and were placed under the orders of Lt. Clark, C/o Sports; and Q.M.S. Taylor, C/o Ice Cream and Drinks. The orders given and the manner in which they were carried out, was in accordance with the best traditions of the Squadron.

Two Scotch lassies and a little girl from Ashurst were heartily applauded for an exhibition of dancing, and later in the afternoon Mr Scott gave a performance of conjuring and ventriloquism which was enjoyed by everyone, especially the two small boys who were co-opted to assist. Father Christmas made his appearance after tea and was greeted with cheers as he distributed his gifts—an unexpected donation of a bundle of comic papers sent the children away thoroughly happy.

Our last meeting for the year falls on 18th December, when we go into recess until January 29th (and fortnightly thereafter).

A "competition" for Christmas hamper to pay off the debt on the piano fell to No. 996—"Doc" Mules. We are pleased to say that the proceeds will go towards liquidating the liability.

DANEVIRKE: The usual meetings and parades were held during the month. We are pleased to say have three new nominations. We also had an informal visit from Lieut. D. Graham; also a visit from Sergeant N.

Waite of Hawera troop; who has signified his intention of joining this troop on transfer. We go into recess until 18th January, 1937.

Whariti Troop: The November meeting was well attended, Captain Mewett, O.B.E., M.C., and Pm. Fraser being visitors. Pm. Fraser gave a very interesting address on the formation of N Squadron. The members of the troop convey hearty Christmas greetings to all Frontiersman readers.

O. SQUADRON, TE KUITI.

O.C.—Capt. J. R. Wilson.
 ADJUTANT.—Lieut. J. I. K. Dodds, M.M., Lawrence street, Te Kuiti.
 H.Q.—Rora street, Te Kuiti.
 Troops.—2.

During the month the squadron held a half-yearly meeting at No. 2 Troop's H.Q. at Pio Pio. This idea of a half-yearly meeting is something new in this squadron, and that it was a success goes without saying. After the business had been completed a very enjoyable social was held. We had as visitors Sgt. May and two other members of Awakino Troop, L Squadron. We congratulate Sgt. May on his promotion. This interchange of visits keeps alive the Legion spirit, and also tends to keep the members, out-back especially, in touch with the latest news from N.Z.H.Q.

The O.C., Capt. J. R. Wilson, accompanied by Adjutant and the acting-O.C. No. 1 Troop, attended the annual smoko of the Te Kuiti Platoon, "D" Company, Waikato Regiment. The O.C. gave a very interesting reply in response to the toast of the Legion, and incidentally this resulted in our obtaining information why some of the young fellows of the town will not join up with the volunteers.

During the week-end, November 14 and 15, three platoons of the Volunteers went into camp for practical experience with the Vickers machine-gun and the Stokes mortars. The O.C. and the Adjutant were the guests of Capt. E. M. Mackersey for lunch and spent the afternoon with the boys just to let them see we take a little practical interest in them.

Q. SQUADRON, NELSON.

O.C.—Capt. D. Hughes.
 ADJUTANT.—Lieut. G. Thomas, Wellington street, Nelson.
 H.Q.—Nelson.
 Troops.—3.

The squadron has had quite a busy month. The three troops have held their fortnightly parades. On November 10 Squadron H.Q., accompanied by a number of City troop members, visited Rai Valley Troop. After the meeting the visitors to Rai travelled to Pm. Hibberd's farm and bedded down in the hayloft. At break of day on Sunday we were called to a hearty break-

fast cooked and provided by Fm. Hibberd and his good lady, and travelled to Havelock, picked up a launch and sailed into the beautiful Pelorus Sound for a day's fishing. We had a wonderful day, had a good catch, arriving back at Havelock about 6 p.m. While fishing for schnapper Lieut. Thomas made a wonderful catch—a blue cod and the skeleton of a cod—just the head and backbone. It was suggested that the poor old cod swam so fast to catch the bait before it was hauled in that he wore himself out. Capt. Hughes was very kind in helping him in with the line, and the said line passed very near the bait box.

The Nelson Pipe Band invited the squadron to a dance and social on the 20th. The investiture of uniforms took place at this function by the Mayor of Nelson. A number of the squadron attended in uniform. The Nelson Pipe Band is the official band of the Legion. A church parade was held at the Presbyterian Church on Sunday, 29th, the Pipe Band being in attendance.

R. SQUADRON, DUNEDIN.

O.C.—Capt. G. R. Mitchell, D.S.O., V.D.

ADJUTANT—Lieut. Alex. Klee, 49 Bowen street, St. Kilda, Dunedin S 2.

H.Q.—Moray Place North, Dunedin. Troops.—6.

The month has been rather a quiet one, with the usual routine work being carried out. On Wednesday, November 4, the monthly meeting was held and the business was speedily disposed of. The main item was the preliminaries for the squadron's fourth annual reunion to be held on Saturday, December 12. When the first reunion was held we were only a troop with a membership of 30. This was in December, 1933. December, 1936, sees us a squadron with a nominal roll of 120, and we have cut adrift to fend for themselves the Southland members, numbering to-day in the vicinity of 30. If any of you North Island blokes happen to be in Dunedin on the 12th, come along and we guarantee to give you a good time.

On November 11 the squadron paraded at St. Paul's for the Armistice Day service. The 18th was taken up with drill at the Drill Hall, and wet weather prevented us from having a little practice in compass bearings on the 25th.

Unfortunately lately the Saturday afternoons have turned out wet, and this has prevented us having our open range shooting. This is a pleasure we have to come.

I received a note from Fm. Bob Davis, of Wymdham, last week, and he told me that he had already forwarded seven applications, and with the rest to come in can assure a start of the Wymdham Troop with 20 members. Good stuff.

Catlins River Troop: This troop is working along steadily, although just now the seasonal activities may affect the attendances for a while. I had visits lately from (Major) Allan Finlayson and Sergt. Harry Sell, and both

seemed to be satisfied with the progress.

Naseby Troop: Of course we have a troop in Naseby, and a darned good troop, too. Didn't you know? You have only to turn over a couple of pages to read all about it.

Wyndham Troop: This newly-formed troop reports that they hope to get going in January with about 16 members. Good luck to them.

S. SQUADRON, WAVERLEY.

O.C.—Capt. H. Boyer.

H.Q.—Waverley.

Troops.—1 and section at Patea.

On November 7 we had the opening of our new club-room; 22 Range and H.Q., of which brief notice appeared last month. This was a great evening, as we had visitors we had often hoped to see here. In addition to the Commandant and Major Ricketts, all H.Q. staff (with the exception of Lieut. Graham), Pioneer Captain Palmer, M.C., and Sergeant Buckley, all the way from Auckland, Captain Mewett, M.C., from Palmerston, Pioneer Geo. Bertrand, Lieut. Bridgen and Q.M.S. Therklsson from New Plymouth, Captain Scott and Lieut. Pioneer Foord from Eltham; also Fm. Jack Tennant and Bob Waterland from Hawera. We were sorry not to have seen Captain Les. Brown, of New Plymouth, but he sent an apology and we drank his health. We had a small amount of squadron business, which only took a few minutes. Speeches of a happy nature followed, and we settled down to enjoy the evening in the good old Legion style. We noticed Captain Palmer left Waverley in a Hawera man's car; probably he had "Buckley's chance" of getting there otherwise.

A fortnight later we entertained the boys of the local Troop Q.A.M.R. About a dozen of the Territorials turned up, and about 20 of our men. Billiards, cards, etc., were enjoyed, also a short talk by the O.C. on the early history of the Wairoa Redoubt. (Hearsay, of course; though he looks ancient, he can't remember 1860-5).

By the way, the Wellington W.C. Regiment have asked us to provide lorries to assist in mechanising the regiment while in camp here in January-February; also the Taranaki Regiment have given us a bigger job a month later, and we intend to carry it out to the best of our ability. I'll tell you more about it after the event, so if you don't hear much of us for a month or two, we shall be too busy putting the Legion on the map.

Fm. F. Bilton, Tennent, J. Tuffin and W. Webb have all acquired special merit in our squadron of late.

HUTT VALLEY TROOP (Unattached).

O.C.—Lieut. A. Henderson.

Secty.—Cpl. N. H. Barrett, 110 Williams Street, Petone.

Christmas, plum pudding, and useless presents! Another year gone; well,

the best of good wishes and season greetings, to all from Hutt Valley.

The monthly meeting was held at Upper Hutt on Wednesday, November 25, a good muster being present. On December 16, the troop are joining with the boys of the rifle club for a "buck" party to wind up the old year!

The Hutt Valley troop and rifle club held a combined social and dance on Wednesday, November 11, in the Petone Central Bowling Club pavilion, the occasion being the wind-up of the 1936 shooting season at which function trophies won during the season were presented by Mr. E. S. Nell, one of the club's vice-presidents, who deputised for Colonel C. Weston, K.C., D.S.O., who was unable to be present. Troop Leader Lieut. A. Henderson welcomed the guests, about 160 being present. Exhibitions of tap and fancy dancing, presented by pupils of the local dancing schools, helped to make the evening the most successful and enjoyable held so far. Excellent music was supplied by Mr. F. and Miss Bryant. A dainty supper was served by the committee, everyone doing it justice. Dancing continued until midnight.

In order to assist the local defence units in some way, several members of C Company, 1st Battalion Wellington, and the 17th Battery, have joined the rifle club, and these have not only proved themselves to be good shots, but are real sportsmen and just the type of men the Legion would welcome when their volunteer training is completed.

INVERCARGILL TROOP: O.C. Lieut. H.C. McKenzie M.C.; Secretary Fm. G. C. Dunn, 73 Deveson Street, Invercargill. H.Q., Drill Hall, Invercargill.

The Invercargill troop closed down for the holiday season on Saturday, December 5, when a social evening was held to mark the occasion.

On looking back over our first six months of service, we do not feel particularly pleased with ourselves, as we have not reached that stage of efficiency which we should have. When we started out as an independent troop, all were keen to carry on and increase our unit, so that we could become of squadron status. But during the last two months, attendances have dwindled until it has been almost impossible to hold meetings.

Perhaps this column is hardly the place to mention such details as this, but as this number will be the final for the year, I think that it is a good time to ask all onerups, and perhaps members of other units—are you doing all you can to make your unit a success? We have a new year almost upon us, and I would ask you not to expect your secretary to do all the work, as regards efficiency. You can do your bit by being present at all meetings. You all know our meeting dates and so you can arrange now to keep all those dates free during the year, even if you have to sacrifice a little pleasure on occasion. It is only by that spirit of sacrifice that the spirit of the Legion can come to mean anything to us, and if we are not prepared to

put the Legion first, then to be quite candid, we are only a hindrance to those who are prepared to do so.

So I leave the thought with you chaps, and personally, I am positive 1937 will see us make such great progress, in company with our Wyndham comrades, that we will be the pride of the corps.

I would also convey to the Legion all through the Dominion, the compliments of the season, and a successful New Year, which sentiments, Mr. Editor, include you and your staff.

CHRISTCHURCH TROOP.

O.C.—Capt. W. Kilber.

ADJUTANT.—Lieut. J. Russell.

SECRETARY.—Fm. A. Bermingham, 452 Armagh street, Christchurch.

H.Q.—Mayfair Buildings, Worcester street.

NO REPORT.

R SQUADRON'S LATEST

New Troop at Naseby

Nestling under the shadows of the Mount Ida range, two thousand feet above sea and worry level, lies the picturesque old mining town of Naseby—a veritable piece of old world charm. Founded in consequence of the gold discoveries in 1863, Naseby at one time boasted a population of over 2000 and was a hive of industry. As the returns of the precious metal grew gradually less, so the once flourishing township settled down to a quieter existence, unspoiled by the modern commercial spirit. Naseby is in truth a delightful place to live in, with a perfect climate, and abundance of sport, both winter and summer. The surrounding mountains in the bright sunshine of Central Otago take on an indescribably beautiful velvety appearance, and the skies are cloudless.

After the discovery of gold in '63 there first sprung up a canvas town. Owing to the difficulty of obtaining building material (it took wagons three weeks to cover the 60-odd miles from Palmerston) many of the houses were built of cob and sun-dried bricks, and the majority of them are in existence to-day and still in use. Signs of the old days still show in the scarred countryside and heaps of tallings, but nature is rapidly covering the surface with new growths. Naseby has produced many fine pioneers and frontiersmen, whose descendants are still living in the district.

On Saturday, November 28, this delightful spot was invaded by two carloads of members from R Squadron, which squadron had long been casting covetous eyes over the promising material throughout Central Otago. A meeting was held in the evening in the Town Hall, there being an attendance of about 30. The visitors were introduced by Mr. S. Keogh, and after the usual preliminaries, Captain Mitchell

called upon Lieut. A. Klee to present to the meeting the aims, objects and administration of the Legion. The address was attentively listened to and at the conclusion eight applications for enrolment were signed up and definite promises of three more received. This, with the existing two members living in the district, makes a foundation of 13 members for the new troop.

After the business the visitors were entertained by the ladies at a supper and sing-song, and still later all hands were invited to a dance in the Oddfellows' Hall. Truly a packed end of the day after a motor drive of 91 miles, and we were ready to hit the hay at midnight. Accommodation had been provided for members in the Town Hall.

On the Sunday morning a church parade was held, consisting of the Naseby Band, R.S.A., Legion of Frontiersmen, boy scouts, and girl guides. After the service Colonel Mitchell laid a wreath on the cenotaph.

The Dunedin members returned home in the afternoon well content with the results of the trip.

It is worthy of mention that the Naseby Band was formed 72 years ago, and has been continually in active existence during all that time—surely a record.

To Frontiersman Dudley Clarke, ex-Grenadier Guardsman, prospector, miner, drum major of the band, instructor to boy scouts, etc., etc., must be ascribed the credit for the formation of the new troop. Since his arrival in Naseby some 12 months ago, he has been steadily and quietly doing fine spade work, and he had made very complete arrangements for the whole week-end. That everything went without a hitch speaks for his thoroughness.

Those wishing to welcome the new troop may communicate with Frontiersman Dudley Clarke, Naseby, Otago. He is undertaking the secretarial work until the election of a permanent secretary.

The Legion at War

A Club Picnic Party.

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BRIGADE H.Q. considered there was too much machine-gun activity by the enemy across the canal at night, and wanted to know what about it.

A reconnaissance was carried out by a small party of enthusiastic burglars in order to discover the position of the offending guns. These were located across the Lys, a short distance from Ploegsteert Wood. During the day the machine-guns remained suspiciously quiet but after dark became increasingly active. A brick building commonly known as the laundry to the diggers, was the centre of interest to the members of the club as it housed the Hun wasps.

On a beautiful summer's day in July, all being quiet on the Western front, with the exception of the flies, mosquitoes and vermin, Nap, our O.C., for the occasion, being unable to sleep on

account of the heat, accompanied by two Stokes with gun team complete, hid forth for an hour's sport. The lads of the village in the front line, on viewing the small procession wending its way through their domain, showed signs of surprise, to be succeeded later by looks of disgust, as they realised soon all would not be so quiet on their particular part of the Western front.

The site chosen by the High Command of the little party as the base of operations was an old abandoned brick-field. The guns were set up, shells fused and everything placed in readiness. The range of the target was approximately about 400 yards and the sector was apparently quiet owing to the habit of the Boche of enjoying a siesta after the wine and walnuts; a stray lumbie bee and a few white butterflies cavorting about were the only objects seen and heard, but nevertheless the Boys expected trouble from the enemy. Fifty rounds were allotted each gun and dusk was the time chosen for the dirty deed. The first two shells burst with shrapnel effect, killing both the Kaiser and Crown Prince, who were reviewing the German Army Sanitary Corps, or so it was reported at H.Q. at the time, but was afterward contradicted. The range was lowered a fraction and shells burst in the Lys canal with a terrific report; showers of whitebait, crayfish, cock-a-bullies and even the body of a mermaid—no doubt having an eye on the boys—blown to pieces by the force of the explosion, were scattered over the front line. (The infantry had a change of diet that evening). The range was once again altered, and in the course of a few minutes the laundry was reduced to a heap of rubble. The guns were quickly dismantled, all hands shouldering a load with every appearance of haste. After travelling a short distance towards the rear where the battery guns were situated, the Boche hymn of hate opened up with an angry barrage as a punishment for disturbing the peace. Shells were exploding all round the gun teams, members of which were forced to assume all manner of undignified attitudes, attitude being the art of gunnery. All hands eventually arrived back, tired but hungry, and were able to do justice to the foie gras, plovers eggs, turkey and duck, provided by the unit's building brook.—P.P. (Wellington).

Xmas Greetings

The Commandant and staff extend to all ranks best wishes for a Happy Christmas and a prosperous and progressive New Year.

HISTORY OF C SQUADRON

An Eventful 25 Years

C Squadron has a fine record and, particularly during the war years, it acted in accordance with the highest traditions of the service. Not only was it the first unit to join up as a body, but its record throughout the war was one to be proud of.

In an interesting memorandum from W. Linton, M.M. (who was the second man to join the squadron), states that it was early in 1911 that interest started to grow in the activities of the Legion in that district, largely through the efforts of Frank Twisleton, then farming in the Waimata Valley. He started out on a tour of the Poverty Bay and Wairoa districts—on horseback, with packhorse. In each township or station he held a meeting and explained the objects of the Legion; also at the Show that year he advertised he would be present to enrol anyone wishing to join. For a start progress was slow, but by 1914 a fine squadron was in existence.

The first camp was held on Frank Twisleton's station in May of that year and proved a great success, every man being in uniform and having his own horse and rifle. During camp field work was carried out in the hills, also a good deal of rifle practice. In those days the squadron had some good shots, as the targets proved.

"We used to hold our parades in the Garrison Hall," the narrator continues. "We had two splendid sergeant-majors, the brothers Henry, who soon knocked us into shape. In our ranks we had a number of ex-South Africans and Mounted Riflemen. Our first officers and n.c.o.'s were Captain Twisleton, Lieut. Palmer and Sgt. Maloney. Our mounted parades were held in a paddock at Matawhero during week-ends, under the two sergeant-majors.

"Then came the war; the squadron went into camp at Trentham in a body, where they joined the Otago Mounted Rifles and sailed with the second reinforcements. They did splendid work at Gallipoli, where casualties were heavy. During the entire war period parcels were sent every few weeks to all C Squadron members, and very welcome they proved. As for decorations—for the number that went away they compare well with any other unit in the British Army."

The history is continued and amplified by Fm J. Hurrey:

On England's declaration of war against Germany on August 4, 1914, C Squadron started to drill in earnest, and met for that purpose at 8 p.m. at the drill hall, about 60 being present. On Sunday morning 90 odd turned out on the polo ground at Matawhero, under the command of Captain Twisleton, and were drilling from 10 a.m. to 1 p.m.

This Saturday and Sunday drilling

continued for about two years. A class met on Wednesday nights for men wishing to obtain non-commission rank, instructions being given by officers of the local Defence force. Every assistance was given in all the parades by the commanding officer of the district and his staff. At a meeting on September 15, formation of C Squadron rifle club was commenced. This was augmented later by branches formed at Ngatapa and Motu.

C Squadron had now its first opportunity of sending men to the front and filled up Otago's M.I. quota. Captain Twisleton left for camp with 32 men.

The remounts were a splendid stamp of animal. The night before sailing, a dinner was given at the Caulton Hotel, there being an attendance of about 100. The following day the horses were put on board the boat and that evening the men left, escorted by the band, the remaining members of the squadron and the general public marched from the drill hall to the boat, where they were given a rousing send-off. (Not certain of the date; somewhere about October 3 or 4.)

Fm. F. E. Gaddum was now elected squadron leader. From now on the squadron continued drilling in preparation of men leaving for the front. The wives and friends of frontiersmen started an association, providing tobacco and comforts, etc., for the men at the front, under the guidance of Mrs. F. Gaddum, and did good work.

A camp was held at Kaitaratahi from March 26 to April 6, 1915, with about 70 men under canvas. Mounted and dismounted drill, shooting for marksman badges and Kenway Cup were carried out, besides other range practice. A sham fight was the main order of the day when the battle of the Kaitaratahi Crossing was fought. The quartermaster troop beat Sgt. Maloney's with heavy casualties. Every assistance was given by the officers of the Defence force—instruction in drill, lectures, etc., while Mr. D. Rait, of Gisborne Rifle Club, gave lectures on range and rifle practice in general. The same routine was carried out in the camps that followed: Waimata Camp at Kenways, Pakowai Camp at Blacks, Wharekaia Camp at Williams, Whangara Camp at Hurreys. These camps were all well attended. Any frontiersman looking for sergeant stripes was appointed acting-sergeant for the duration of the camp he attended. These men all obtained their non-com. rank in Wellington prior to leaving for the front. At Pakowai Camp the Maoris invited the squadron to a turnout one evening, and it was well attended and a pleasant time was spent. Lieut. Palmer, acting as auctioneer, sold a flag provided by the Maoris, the sale of which realised fifty odd pounds to go to the Maori Soldiers' Fund.

The whole time Captain Gaddum commanded C Squadron he and his wife devoted their entire energy to the betterment of the squadron and the interests of the soldiers returning from the front. For some time now the squadron had lost a number of men, killed at the front, and a great many wounded had returned. We now received our greatest loss when Major Twisleton, M.C., our commanding officer, was killed. This made the squadron more determined to keep it up to the old standard of efficiency.

On August 3, 1919, Fm. E. R. Black was elected O.C. The ladies' parcels committee forwarded a cheque for £154/7/3 to be devoted to any frontiersman or his dependants in need. The committee ceased to function as the war was over. A special vote of thanks was passed to the ladies for the noble work which they had done.

On May 23, 1920, Captain Black resigned owing to pressure of business and ill-health, and Lieut. Brechin was appointed O.C. From now on the order of the day was to shoot on the ranges as often as possible, one trip being made to Opotiki to shoot against the Opotiki Squadron. Later Opotiki travelled to Te Karaka to shoot against C Squadron. The visitors were entertained at a dinner, Maori style (kopa Maori) and afterwards at a dance in the Te Karaka Hall.

A presentation was made to Captain Gaddum of a signet ring, and to Mrs. Gaddum an illuminated address for the good work they did on behalf of the squadron.

The annual conference was held in Gisborne. The visiting delegates were entertained after the conference to a smoko, ball and motor rides round the country districts. There was also a church parade. Everything went off splendidly and was a huge success. Miss Compton presented C Squadron with an honours board, which, unfortunately, was destroyed in the fire at the drill hall when the frontiersmen lost all their other effects. On behalf of the squadron, Captain Brechin presented Miss Compton with an enlarged photograph of members of the Legion attending the conference.

A good deal of shooting was now done for different cups, and prior to the conference a lot of recruiting was being done and the squadron was in a very strong position.

From 1923 the squadron began to lose members and was on the down grade. At the annual meeting on April 9, 1923, Lieutenant J. Hurrey was appointed O.C.

A bit of shooting was done, but from lack of attendance and indifference of members, and owing to that bogey "depression," the squadron ceased to function. The last meeting was held on May 7, 1925.

Several years later a smoke concert was held for past and present members of the Legion, which was well attended. All debts being paid, a balance of £24 was invested for use when the squadron was revived.

The high state of efficiency which the Legion had reached was due to men like Captain D'Esterre, Major Twisleton, M.C., Captain Bob Gordon, Colonel Weston and Captain Gaddum,

who devoted all their spare time and energy to the good of the Legion.

Mrs. Twisleton, Miss Speedy, Mrs. F. Gaddum, Miss Compton, Mrs. Russell, and the Girls' Emergency Club were responsible for the success of the ball; also for the parcels and comforts dispensed to the men at the front. Every assistance was given to the squadron by the local Defence staff throughout the whole time the Legion was functioning, especially Lieutenant Slipper, Captain Rogers, Captain Turnbull, Captain Burge; also Sergeant-majors Henry (2), Woodward, Booth and Morris, which was greatly appreciated by C Squadron.

Delegates have been sent to all conferences held in New Zealand.

A resume of more recent events is supplied by the present adjutant, Lieutenant H. B. Green.

The first meeting held with the object of reforming the squadron (he writes) was called together by Captain P. A. Warren on March 6, 1933; so the credit of reconstituting old C Squadron goes to that worthy officer, for without his keen interest in Legion matters I doubt if the squadron would have come to life again. There were only six at the meeting, but after a round-the-table talk it was decided to hold another meeting on March 18. This meeting was presided over by the late O.C., Captain J. Hurrey, and there was an attendance of 14. An encouraging report was received and it was decided on the motion of Fm. J. B. Poynter and H. H. de Costa that the squadron be reformed.

And thus was C Squadron reformed (plus a lot of work by the appointed secretary, H. B. Green). It required a good deal of organising to get in touch with old-timers and collect a squad of new members. At a further meeting in April the secretary's report was that the squadron could be reformed with a membership of 45. The official act of reforming took place on April 18, when Captain Warren was in the chair. The military band which attended later became attached to the squadron, but has since faded out. Captain J. Hurrey was re-elected O.C., Lieutenant H. B. Green, adjutant-secretary; Lieutenant J. B. Poynter, troop leader, and the late W. McCullough, S.S.M.

The good work of Captain Warren is worthy of record in this history. On May 11 the then Chief of Staff, Major Findlater, paid a visit to Gisborne and a good show was put on. A public meeting was held and a lecture on the British Empire was given by Major Findlater. The military band turned out and the night was quite a successful one.

The squadron carried on under Captain Hurrey, parades and meetings being held at the Drill Hall. At the annual meeting on July 11, 1934, the late Captain W. McCullough was elected O.C. A keen frontiersman, he was ex-S.S.M. of the W.E.C.M.R., and squadron affairs became one of his main interests. He passed away in his sleep on November 18, 1935. It was a sad loss to the squadron. His great night was at the dinner given to Roger Pocock. The Napier troop came through. With his son, Lieutenant F. McCullough, O.C. troop, on his left,

and the founder on his right, with over 100 members and guests at dinner, it was a night that Mac would have long remembered had he lived.

Lieutenant Hurrey carried on as acting O.C. until the annual meeting in 1936, when Lieutenant Alan Steele was appointed.

Much has since been done. A rifle-range has been constructed on the O.C.'s property; Pehiri Station, and there has been a good increase in new members. With the additional draw of the range, the outlook for the future is good. We hope now to keep steadily forging ahead.

Personal

Capt. John Cook, New Zealand founder of the Legion, paid one of his all too rare visits to I Squadron (Wellington), on November 24.

Pioneer Capt. Palmer and Sgt. Buckley were recent visitors to S Squadron, Waverley, and speak in glowing terms of the hospitality extended to them.

For their work and preparations for the comfort of visitors at the recent church parade, Fmen. M. Marshall and Gow are warmly thanked by Capt. Thomson and members of I Squadron.

We learn that I Squadron (Wellington) was taken by surprise recently by the announcement of the marriage of their ex-adjutant, Fm. Preston, to Miss Theresa Jewess, late of the staff of the G.P.O., Wellington.

Fm. G. Martin (O.—Te Kuiti) is now convalescing. Friends of Sgt. A. A. Morris, secretary, No. 2 Troop, will regret to learn that he is in rather poor health and has been ordered a month's holiday by the M.O.

A Squadron (Auckland) reports that S.Q.M.S. Ted Budd is now out of hospital convalescent, and we are pleased to hear he has made a good recovery from an eye operation. We regret to record that Fm. Jim Edwards has undergone an urgent operation for an internal complaint, but learn that this has been quite successful.

Two events which are of interest to "H" Squadron this month: Lettie, daughter of Lieut. Bill Lowe, Troop Leader of No. 2 Troop, is to be married on December 23, 1936, and Dick, son of Squad, Sgt.-Major G. W. Keeble, also of No. 2 Troop, is being married on December 30.

H Squadron (Hastings) was very pleased to receive a visit from Lieut. Davies, Troop Leader of "M" Squadron, Stratford. It was rather unfortunate that his time was strictly limited. The writer would esteem the favour if all visiting frontiersmen would endeavour to time their appearance, particularly in the town of Napier, round about 10 o'clock a.m. The Sergeant-major has shares in a cafeteria just below his sample rooms, and he growls like — if he has to shout more than five times a week. It's your only hope of getting one across him, so please mark, learn and inwardly digest.

I Squadron members warmly welcomed back Fm. Hildreth upon his return from hospital.

The sympathy of his comrades is extended to Fm. W. McDonald (Dunedin) in the loss sustained by the death of his mother.

Fmen. F. Bilton, P. Tennent, J. Tuffin and W. Webb have all required special merit in our squadron of late (writes the Waverley scribe).

Lieut. Young, of Rai Troop (Q. Nelson), recently had the misfortune to lose his father. At last troop meeting members stood in silence in honour of one who was much respected in the district.

Shot at Dawn

Here's an event which closely concerns all squadrons and units. It is a secret at the moment, but one of the Hastings lads has blown the gaff. The Hastings S.S.M. has just passed out as an instructor in first aid, and has also obtained his "ticket" for home nursing. Any frontiersman requiring the services of the regimental midwife is asked to communicate in confidence to the adjutant, when he may hear something to his advantage.

I Squadron (Wellington) have written asking for "at least a photograph of N Squadron." We have been pondering over that "at least." We may have achieved a certain notoriety, but at any rate we are not exclusive. The request has been handed over to our official photographer, and if we can kid him to do the job there is a treat in store for I Squadron.

This from K Squadron (we thought at first, naturally, that it was from R Squadron, Dunedin): "Greetings to you, Arthur Whitehead, and hope you are doing all right (Editor: This will save K Squadron a 1d. stamp)." A low-down Scotch trick, says the treasurer, who has a flair for free ads, but can't find a way of charging this one up.

R Squadron gets the name of being—well, careful. But (writes a Dunedin correspondent) we can't equal that worthy staff officer who raids the commercial rooms of stationery during his peregrinations round the country. The squadron is now out to enrol a commercial traveller in its ranks. One would come in very handy.

Who was the blighter who, when putting a coin in the church collection plate, said, "Your two and up four"?

The New Zealand Frontiersman does not accept responsibility for, or necessarily acquiesce in, any statements made in advertisements or communications from correspondents.

Roundabout

X Squadron was fortunate in its annual children's Christmas tree party, as rain set in as soon as the gathering broke up. There was an attendance of 45 children and 42 adults.

An officer, apparently well informed, writes: "I fully support the remarks of Lieut. Henderson, Hutt Valley troop, in his remarks on the squadrons and troops who participated at conference to support the 'Frontiersman' and have not honoured their undertaking." [This letter appeared over a non de plume in the November issue.]

Apparently it's "ladies first" at Motueka. Q Squadron, on their ceremonial parades, are led by the Ladies' Pipe Band. And a jolly good band, too! Arising from the above a correspondent suggests that we publish in every issue the numbers of units not contributing to the various issues. We intend to comply with this request in the near future, giving numbers and names of troops.

Mr. K. W. Macleod, of 13 Cook Street, Karori, Wellington, writes: "I am endeavouring to get into touch with ex-members of the London Scottish Regiment, London, having served some years in that unit of the Territorial Army, myself. The name of 'Harian' appears on my list, and I understand that he is a member of the Legion. Any information in this respect or in reference to other ex-members, would be very greatly appreciated."

In order to provide a hobby for a not too-robust son of one of the members of C Squadron (Gisborne) Pm. V. Venables, of 26 Muir Street, Gisborne, would be pleased to receive used postage stamps from any frontiersman able to send them along.

A letter received recently by C Sqd. (Gisborne) from their old friend, Pm. (Capt.) C. West, who is now posted at Kopuawhara, conveys the news that he, with a few other frontiersmen, intends to do his best to revive B Squadron. Good luck to them!

A Naval Disaster

SINKING OF VICTORIA.

FOUR HUNDRED LOST.

On a calm sunny afternoon Sir George Tryon made what was probably the first mistake in his exemplary and varied career, says a writer in the "Sunday Chronicle." It resulted in a great peacetime disaster involving the loss of a battleship and the drowning of more than 400 men. Only seven years previously this large and jovial man had succeeded in uniting the Premiers into forming a

definite plan for Australia's defence.

In June, 1893, the Mediterranean Fleet was exercising under the admiral's direction in the Levant. On the morning of June 22 the ships left Beyrout with a fine manoeuvre and were steaming at a leisurely pace of eight knots to anchor at Tripoli that afternoon.

It was the custom of Vice-Admiral Tryon to spring surprises in manoeuvres and afterwards to explain the exact calculation to the assembled captains. He was a master hand at tactics and never made a risky experiment. He aimed at making his strange fleet of low-lying twin-funnelled battleships as flexible as possible for battle.

No one has been able to elucidate what was in the admiral's mind when he disposed his fleet in two lines, 1200 yards apart instead of 1600, and when he made the preparatory signals for a complicated manoeuvre, which everyone could see was bound to result in a collision. But Tryon was calm and sure when his orders were queried, and such was the confidence of the junior in their admiral, and so often was the unexpected sprung upon them that no more was said.

When the flags were hauled down and the manoeuvre—an inversion of the line, by turning inwards—was put into operation the collision between the leading flagships was inevitable. Both ships went full speed astern to avoid hitting, but with appalling noise, the Camperdown's ram cut deeply into the side of the Victoria, which straightway began to fill.

In the Victoria frantic efforts were made to close the watertight doors and so isolate the leak, but the ship filled too quickly. The men were assembled and calmly lowered the few boats, which were quite adequate to carry the large crew.

"I think she is going," were the last words spoken by Tryon "It is entirely my fault."

In a few more minutes the flagship turned quickly over to starboard, exposing her still revolving propellers, the men running down the sides of the hull into the sea, and in an instant the fine ship had disappeared. The personnel of the watching fleet was stunned. With this dramatic suddenness England lost a fine battleship and a brilliant admiral. Among the few survivors was the late Earl Jellicoe, then the commander of the Victoria, and who, although sick, escaped through the port-hole of his cabin.

In the subsequent court-martial and in the many published accounts of

the disaster it was most noticeable that no bitter accusations were levelled at Tryon, a tribute which is rarely bestowed upon public men in the wrong. The admiral was known and admired for his sterling character and remarkable ability. Many believed that his reason had failed; it was the only acceptable explanation for the signal.

Although his end was so ill-fated, Tryon was held in high opinion by the Admiralty, and had been sent to Australia, the first admiral to command the ships on that station, to fulfill a difficult mission; to persuade the Australian Government to take some of the burden of Imperial naval defence.

He arrived in Australia at a time when the tension between Russia and England had become acute, in consequence of a skirmish on the Afghan frontier. War seemed certain and to Australians very near. They had the uncomfortable feeling that they were a mighty rich and tempting prize, and very poorly defended from cruisers raiding from Vladivostok. Since the Crimean War, each State had developed a local navy of harbour defence vessels manned by enthusiastic volunteers.

To make matters worse, the Imperial Squadron was weak, being composed of antiquated wooden vessels, and one old armour-clad, the Nelson. To increase the feeling of uncertainty, there was no guarantee that England would keep the ships in Australian waters if hostilities broke out. Tryon immediately reassured the Premiers on this point.

In a sane memorandum he did much to assuage the feelings of alarm of supposed attacks from Russian raiders, of which many wild stories were being circulated. He showed that these raiders were dependent upon obtaining coal and supplies to keep long at sea so far from their home bases and that if these were withheld by stubborn resistance, the raiders could achieve little. If the raider expended ammunition in one place, he pointed out (rather a cheerful touch) that there would be all the fewer shells for the next town.

The war clouds blew away, and if there had been a less vigorous man than Tryon on the spot, the scare may have been forgotten and the financing of a navy left to another decade.

There is an old sea superstition that a ship is guided by the spirit of the man whose name it bears. If this is so, then the Australian Navy

was born under the supernatural guidance of England's greatest sea hero. On April 25, 50 years ago, the Premiers met on board the *Nelson* and came to a definite understanding regarding naval defence.

Two forces were advocated. The local navies were to be maintained for harbour protection, and a special mobile squadron of five cruisers and two torpedo gunboats was to be built to chase the enemy on the wide seas. The financial arrangements were left to the London Conference in the following year, when it was decided that England would build the ships and the States pay an annual subsidy for their maintenance.

Open Boat Voyage

MERCHANT MARINE EPIC

GUAM TO PHILIPPINES.

"I am often appalled at the apathy of the general public towards our mercantile service, upon which the Empire depends so much in peace and war, and whose traditions have meant so much in the establishment of respect for British ships and British people in all parts of the world. In what I am about to say, concerning something in which I took part, you will be able to see demonstrated the qualities of courage, endurance, faith in the Almighty, comradeship and loyalty to the appointed leader that are the foundations of our sea traditions. It is the story of what has been recognised as an epic of the British mercantile marine—the story of the longest open-boat voyage in history since the time of Bligh of the *Bounty*."

With these introductory comments, Captain Charles West, late of the merchant service and now holding an appointment in the Public Works Department, opened to members of the Gisborne Rotary Club the tale of a voyage of 1800 miles, consuming 23 days, successfully carried out by four survivors of the barquentine *Amy Turner*, one of the last of the British sailing ships of any dimensions to leave Australia, and wrecked off the islands of Guam in the Pacific Ocean.

Captain West was the leader of the survivors, and his narrative made only passing reference to his own share in the exploit, but his hearers gathered nevertheless an impression of remarkable strength of mind and morale, such as might be expected to distin-

guish the chief of a group of men who had come safely through the ordeal he described.

Foundered in Typhoon.

The *Amy Turner* of 1400 tons and fully loaded with coal, was 50 days out from Sydney on March 27, 1923, when she foundered in a typhoon off Guam, an important naval centre in the Pacific. Two days earlier the weather, which had been perfect, changed suddenly under the influence of a typhoon, which developed into one of the most severe ever recorded in those latitudes. The ship was commanded by Captain Neilson, a prime sailorman well versed in the intricacies of his profession and in the vagaries of life at sea, and before the typhoon hit the barquentine everything possible had been done to counteract its effect.

Captain Neilson had with him, on his honeymoon voyage, his young Australian wife, who in the vicissitudes which followed showed a degree of courage out of the ordinary, said Captain West. The narrator was travelling as a passenger, being a close friend of the master.

Throughout the day and night the ship was battered by the typhoon, which in 30 years' experience he (Captain West) had never seen equalled for fury. In a terribly confused sea, a huge wave swept over the poop, disabling the steering gear, smashing some of the boats, and carrying away the donkey-boiler, leaving the ship at the mercy of the storm.

Ship Plunges to Doom.

In the pale light of morning, the captain and crew of the *Amy Turner* sighted land, at the southern extremity of Guam, and with the ship breaking up under them, they tried desperately to make the land. A recurrence of the typhoon struck them, however, and with the vessel well down by the head, and obviously destined to sink, preparations were made to abandon the *Amy Turner* in the one life-boat left to the complement. Besides this life-boat was a small dory, of Norwegian type, but it was not intended to use this, as the larger boat would have accommodated the complement of 20 souls. At the last moment, however, just as the boat was rigged for launching, the ship gave its last lurch and straightaway foundered.

"When I came to the surface I found myself close to the dory, which had floated off the deck of the *Amy Turner*, and which, though water-logged, was a refuge for the moment.

The captain and crew of the *Amy Turner* were scattered over the surface of the sea, clinging to pieces of wreckage, and I managed to get into the dory, with me three men. They were Clifton Cornish, boatswain and a stout seaman, Frank Lindholm, a Russian Finn, and Cornelius Tracy.

"They baled the dory as fast as they could, while with the steering oar I tried to reach Captain Neilson and a group of others who were still holding to their wreckage. Then the wind and rain swept down again, and when a lull came a little later, we knew that there was no hope for the others. We four were the survivors of the complement of 20 men and one woman."

Efforts Unrewarded.

Baling and striving to keep the dory head-to, through a wild night, the four men in turn gave way to exhaustion, and fell asleep across the thwart of their boat. How long they slept, Captain West said, they did not know, but when they woke it was to find the storm gone. He judged their position to be some 200 miles to leeward of the island of Guam, and that it was hopeless to try to reach that haven. Instead, he advised, from his experience of those seas, that they should run down to the eighth parallel, to the southward, and make along that parallel in the direction of the Philippine Islands. On that course they might expect to encounter rain, which would be of the utmost importance to their survival.

His companions accepted his leadership, and they took stock of their position. They had aboard the dory a gallon of brackish water, two tins of meat, and one tin of milk. It was calculated that they must face a journey of at least 30 days, and the division of rations and water was made on that basis, one tin of meat being reserved in case they got among reefs and had to row their craft, which would have called for additional sustenance. A tablespoonful of water was the daily ration, and was issued at noon, while at night a small piece of meat was given to each man. After some days the party was fortunate in catching a 50lb. dolphin, which eked out their food supplies greatly, but increased seriously their thirst as the fish became dried out.

Intense Sufferings.

The ghastly monotony of the days, the agonies of thirst suffered by the men, and their additional sufferings from the effect of the lurid sun upon their bodies, were briefly refer-

red to by Captain West, who stated that they became weaker day by day, but never relaxed their determination to observe the traditions which to each man were part and parcel of his profession, the traditions built up by the wonderful masters of British ships, who were masters of themselves as they were masters of the vessels entrusted to them. On the fourteenth day out, heavy rain was experienced, and now, with their thirst for water quenched temporarily, the party began to feel seriously the first pangs of hunger, which became almost unbearable.

On the twenty-third day after the wreck of the Amy Turner, continued Captain West, the first land was sighted, and they carried the favourite breeze right in to the shore on an island at the southern end of the Philippines. He had hoped to strike more to the north, knowing that the Moros of the southern portion were not hospitable, and that if encountered by these savages, they might end their adventure in the stewpot.

However, after satisfying thirst and hunger from the coconut trees which the typhoon had flattened, they slept. Next day they lit a fire, which was seen from the mainland, and brought to their aid a party of Filipinos, who took them ashore, and three weeks later saw them off in the direction of Suakan, whence a cable message was sent to Australia reporting the fate of the Amy Turner.

Australia's Recognition.

Of the steps by which they returned to Australia, Captain West gave a sketchy outline to the gathering, referring also to the official investigations of the loss of the barquentine, which led to the presentation to him by the Commonwealth Minister of Marine of a letter setting out the remarkable details of his companions' open-boat voyage, and warmly complimenting the survivors on the courage and tenacity they had shown. The letter was accompanied by the presentation of a gold watch, engraved to commemorate the occasion.

"The others who took part in that voyage are still alive and well," concluded Captain West. "They are proud, too, of having upheld the traditions of our merchant marine, and of having demonstrated that those traditions are alive in this generation of seafaring men, who can still put up a good showing according to the standards handed down to them."

A valuable memento of the voyage, in which Rotarians showed the keen-

est interest, as the tiller of the dory in which the four survivors of the Amy Turner had made their epic journey. At the close of Captain West's address, he was accorded a hearty vote of thanks, on the motion of Rotarian I. J. Quigley, who stated that the gathering was privileged indeed, to hear at first hand the story of an exploit which so truly exhibited the characteristics of the mercantile marine.

America's Blue Ribbon Cruising Race

Hard Weather for Bermuda Fleet

FINE PERFORMANCE OF WINNER.

What the American yachtsmen have been predicting for several seasons has come to pass and the American Blue Ribbon Cruising Race from Newport to Bermuda was this year sailed in hard weather. Forty-three yachts faced the starter for the 635 mile race and after battling against four days of gale wind the first two boats to finish were separated by only four minutes. The boats left Rhode Island on Monday, June 22, and Vamarie crossed the line on the following Saturday at 7.50 a.m., 114 hours 50 minutes 13 secs actual sailing time. Four minutes later she was followed by Brilliant and then one hour and twenty-four minutes later Kirawan followed Brilliant.

While bigger craft were hove-to in an easterly gale, while theoretically more powerful boats were driven 'way off to the eastward when the strong southwesterly came in, Kirawan, a new boat, only a month out of the yard, without benefit of any highly advertised racing talent in her crew, without radio direction finder or any other similar helps, and without being required to cut down her sail area below double reefed mainsail at any time, had slogged through all the bad weather, holding close to the rhumb line most of the way, averaging five knots over the whole course and making almost a steamer track, travelling but 659 miles over a course measuring 635 miles on the chart! Here was outstanding perform-

ance from every angle, speaking volumes for the design of the boat and the manner in which she was handled. As the day wore on and with the exception of the new 36-footer Actaea, no more B class yachts were sighted, it was evident that Kirawan was due to sweep the race. She gave Actaea less than an hour and as the 36-footer was almost five hours astern of her, there was no fear of losing out to her. Kirawan had trimmed all the fleet but two, boat for boat, more than half of them being larger than she was. It was the best performance a moderate sized boat had staged in the Bermuda race in years.

Her performance is especially interesting when one realises that she is not an "ocean racer" and was not designed with that service in mind. She was planned as a coastwise cruising boat with plenty of sail for good performance in the usual light summer weather. She has an excellent turn of speed but is not overly stiff.

The well-known ocean racing yawl Stormy Weather, but slightly larger, followed Kirawan to the finish by less than eighteen minutes and once again demonstrated her ability to drive in hard weather following close on the heels of Vamarie and Brilliant and scoring over both larger craft easily on corrected time to take first place in her class. In fact these first four had rather a private race of their own, finishing more or less in a group, with the next finisher five hours astern.

The race which produced this stirring finish will probably be long remembered as the week of the "big wind"—and a vivid recollection it will be to the majority of those who sailed the stormy 635 mile course from Newport to the Island. When the sea-weary survivors gathered in the cool, shadowy recesses of the Royal Bermuda Yacht Club bar to sail the race over and lick their wounds, there was no one to dispute the fact that it had been a hard passage, beset by winds of fresh gale force, and punctuated with the splitting of sails, parting of halliards and the popping of deck fittings too tired to hold out any longer.

At the start there was some indication of the conditions to come

because the barometer was indecently high and it was felt that it would simply have to go down because it couldn't in all conscience, go much higher. It went down, true enough, and rather fast at that, once it got started, and when it came on to blow the second night things began to happen. During the next twelve hours seven yachts went home, most of them with gear carried away.

Thirty-four yachts finished out of a record fleet of forty-three starters. Sixteen were new yachts. Nine were foreign entries which took part in the Bermuda race as a shakedown preliminary to the transatlantic race which has now been sailed from Bermuda to Cuxhaven, Germany. Six German yachts, one from the Free City of Danzig, one from Holland and one representing Sweden, composed the foreign contingent and they added much to the interest of the contest all being fine vessels, and doing rather well, everything considered. Nearly all of the foreign contingent were new craft, untried—and, in some cases, hurriedly prepared—and few of their men had had previous ocean racing experience.

The fleet got away Monday noon off Brenton Reef in a light north-easterly which gradually hauled into the south and headed them about the time they got abreast of Point Judith. At this time the yawl-rigged Edlou, at her best in light weather, was leading the fleet with Vamarie, Valdyrie, Winsome Too, Teragram, Zearend and a few others well up in the lead. The wind hauled further southwest and the fleet gradually spread out that afternoon, being by nightfall well scattered. It held light throughout the night and dropped off to nothing at daybreak Tuesday morning. For at least two hours it was flat, with a glassy sea and the leaders were able to count twenty-eight sail in view, heading in all directions. At about 6.30 a.m. it came in light south-easterly backing rapidly to easterly. The barometer, which stood at 30.32, began dropping. The wind increased and the leaders drew out ahead, until at noon the strength was estimated at thirty miles and Genoa jibs began coming in on many craft. The breeze hardened steadily almost by the hour all that afternoon,

with overcast skies and scud coming in from the eastward, and by eight o'clock that night there was a moderately high and confused sea with the wind blowing up to forty-five miles and occasional heavy rain squalls. The wind reached its peak at midnight, blowing fifty miles in the puffs and many of the fleet were hove-to or under very much reduced sail by that time.

The wind held from the same quarter for hours from a steadily dropping barometer. It increased in force until midnight, and then at 1.00 a.m. it suddenly dropped utterly flat. The sky, heavily overcast with much scud up to that time, cleared directly overhead, and stars were visible. In less than twenty minutes it closed over, the wind came in again, this time in quick shift (but of only two points) to the south'ard and piped up to forty-five miles, gradually moderating thereafter. At six o'clock it dropped light again for nearly an hour and then hauled into the southwest. The south-wester rapidly increased to about twenty-five mile strength and maintained that strength and direction, shifting to southerly late Wednesday and Thursday, heading the fleet, until the majority were through the Gulf Stream and approaching the Islands.

Tuesday afternoon was when things began to pop right and left and minor failures of gear occurred on a number of the yachts. The schooner Countess was one of the first to fall by the wayside with a broken backstay fitting. She came about and went back to New London. She was about 150 miles out and turned around early Tuesday afternoon. The 46 foot sloop Alibi, was next with a blown out mainsail. The ketch Spindrift, from Great Neck, found things too much for her that afternoon and all went home. The new yawl Mandoo II popped a jib sheet about 6.30 p.m. Tuesday but carried one only to come to grief twelve hours later. The wishbone ketch Winsome Too split her mainmast partners and started things working in the way of the mast and hove-to at 8.00 p.m. The Swedish representative, the schooner Sea Vega, went home early Wednesday morning, reporting one of the crew ill and the schooner Salee under charter to

Gilbert Ottley, started a slow but steady sail splitting bee which finally hit practically everything she had and wound up with her turning back after holding on to the pieces till early Thursday. Practically all the fleet were under storm canvas Tuesday and early Wednesday, including Vamarie, though Brilliant was one of the last to shorten down and Tuesday afternoon had mainsail, foresail, main gaff topsail, fisherman staysail and Genoa set and was said to be, by the crew of Zara, who observed her, a rather awe-inspiring sight. The strengthening of the breeze finally dictated taking in of this display and it is probable that she gained half a knot when she shortened down. With a cockpit full and water up to the house a yacht is hardly on her best sailing lines, however inspiring the scene may be.

The majority of the yawls were down to double reefed main Tuesday afternoon late and several of the small sloops were hove-to. Pendragon, smallest boat in the race, was hove-to thirteen hours but she didn't part anything during the trip nor have any real difficulty.

One of the best bits of seamanship exhibited during the race was that displayed aboard the small sloop Starlight, which had both her weather lower stays part at the eyes around the mast. She was brought about, one of her crew went aloft, brought the broken ends on deck, disconnected the thimble splices at the turnbuckles, slipped the broken ends through these eyes making slip nooses which were reset around the spar and the broken looped ends which were formerly on the mast were stuck through the turnbuckles and improvised splices were made at the deck with wire rope clamps—which luckily they had aboard. A nice bit of work to handle in the Gulf Stream with a twenty-five mile breeze thrashing it up.

Zara, having pounded her bottom into rather flexible condition and making water below, turned about and made for Cape May. Not an hour after she headed for home she parted her main halliard, though she was at the time carrying nothing but a storm trysail and jumbo. Zara incidentally was the only boat with a woman

aboard—the wife of the owner—and she proved to be a hardy soul, not only being on her feet every minute but also waxing caustic, it is said, when the schooner's after-guard decided it best to withdraw!

Shortly after Zara started on her way home she was passed by a small green-decked sloop carrying double reefed mainsail and staysail, holding high and footing fast and slogging into it at a great rate. Observers aboard Zara claim to have watched her with considerable amazement, marvelling at her ability to drive into it. This sloop was Kirawan and apparently the crew of the Zara did not exaggerate for the results speak for themselves.

She must have an exceedingly weatherly hull because she was not driven off as far to the eastward by the southerly shift on Wednesday and Thursday as were many of the fleet—some as far as sixty to seventy miles off the base course. And certainly Kirawan was driven. A glance at her log shows that no time was wasted anywhere along the line. Tricks at the wheel were limited to half an hour—an arrangement which forestalled fatigue and carelessness and no doubt had much to do with her good showing. There was constant setting and resetting of sails throughout the entire run. She never carried less than a double reefed mainsail and her Kenyon never showed less than two miles, even in the light weather on Tuesday morning, and seldom under four. She carried her Genoa until noon on Tuesday.

At 4.45 p.m. Tuesday she double-reefed the main and carried her staysail. Her working jib was not carried at any time as it was improperly cut and could not be used. When she carried any jib it was either Number 1 jib topsail or storm jib. At 7.15 Tuesday night they handed the staysail and all through that night they set and took in the staysail accordingly as the strength of the wind permitted—handing the sail at least half a dozen times during the night. At 4.00 a.m. Wednesday they experienced a sudden shift to the southwest, with almost no lull in between. They tacked ship and still holding their course to Bermuda set the staysail. The log shows fresh weather, up to 40 mile

strength all that day, with occasional squalls, though no rain. The double reefed main and staysail were carried all that day until 8 p.m. when the staysail was handed. At times during this day she had water up to the shaft of the steering wheel in the cockpit. At 8 they took in the staysail and set the storm jib, carrying on through heavy rain-squalls until 11.15 p.m. when they took in the storm jib and set the staysail. Handing the staysail seems to have been their chief form of relaxation throughout the passage. Late Wednesday the wind worked south of southwest, continuing squally, and necessitating working her off to the eastward. There was a moderate sea which made up Thursday increasing toward dark. During that afternoon, in the midst of heavy rain squalls, they handed the staysail once or twice, probably to see if they still knew how. All day the wind shifted between southwest and south. At 7.30 p.m. they shook out the reefs in the main and carried on with full main and staysail and this rig satisfied everybody until about 4.30 a.m. Friday when the main split along a seam near the head and had to be taken in. The main was off about two hours and during this time they carried storm jib and staysail, averaging 5.5 on the Kenyon and holding the course, a procedure which was aided by a considerable let-up, the wind working back into the westward once more. When the main was repaired it was reset with a single reef and Number 1 jib topsail as set in place of the two headsails. This rig sufficed until 2 p.m. when the main split again, in a different seam, and it was again taken in and repaired and duly reset with a single reef. At 5 p.m. the Genoa was set, and full mainsail spread, the breeze having moderated to about 18-20 with a moderate sea. This combination to the finish. North Rock was raised at 3.30 a.m. Saturday, bearing 153 true and course was altered half a point, running down and getting Kitchen Shoal abeam at 5.10 a.m. Three or four hitches carried them to the finish line which they crossed at 8.18.

Kirawan's performance netted her four prizes—and she was only eligible for five. She took the Bermuda Trophy for best correct-

ed time of the entire fleet racing as one class, the class B trophy, the prize for the first cutter, and the prize for the first boat (on corrected time) with all amateur crew. She had a good crew of drivers, all but one of which have been over the road to Bermuda before.

Vamarie won the prize for first to finish—and the special prize for the first foreign boat to finish went to the Dutch yawl Zeecarend which was handled by "Ducky" Endt. Brilliant took second in class A and was the recipient of another special prize presented by the commodore of the Royal St. Lawrence Yacht Club for the first boat (on corrected time) built before 1934 when the latest version of the Cruising Club measurement rule was adopted. Realising that some of the older craft are out-built (at least from rating point of view) the prize was offered to give them some chance at the honours—a laudable idea.

Unveiling of Memorial

Apologies for Absence

At the opening of the memorial to the 9000 the Commandant read apologies from the following, who were unable to attend to be present:—

The Prime Minister, Hon. M. J. Savage; The Postmaster-General, Hon. F. Jones; Rt. Hon. J. G. Coates, Major N. M. C. Weir, General Staff, Mrs. M. Twisleton (Levin), Padre G. H. Gavin (New Plymouth), Capt. F. L. Brown (O. C. L. Squadron, New Plymouth), Lieut. H. Briggs (O. C. Ohawe troop, Hawera), Lieut. G. Thomas (O. C. Q. Squadron, Nelson), Capt. G. R. Mitchell (O. C. R. Squadron, Dunedin), Capt. W. Kilner (O. C. Christchurch troop), Fm. Hemphill (Dargaville), Minnie Smith (Wellington)

Masteron is in the unique position, probably so far as New Zealand is concerned, of being the domicile of three men who have been members of three different expeditions to the Antarctic. The three persons are Mr. W. D. Ansell, who was with the Shackleton Expedition in 1907 to 1909, Mr. D. Rudd, who went to the Antarctic with Amundsen in 1910-1911, and Mr. B. L. Fleming, who was a member of the Bryd Expedition in 1933-35.



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