

KINGHAM HILL MAGAZINE

No. 20

SEPTEMBER, 1921.

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CHRONICLE OF EVENTS.

On June 3rd we joined with all loyal subjects in celebrating the King's Birthday.

The Swimming Bath was opened for the season on June 6th.

On Wednesday, June 15th, Mr. Fred Meehan was married to Miss Hilda Widdows, of Churchill. We wish them health and happiness.

We regret to record the death of an old Kingham Hill friend—Dr. Warde Fowler. The funeral, which took place on June 19th, was attended by a large number of friends.

On June 23rd the Birthday of H.R.H. the Prince of Wales was celebrated in the usual manner.

During the last week in June we were pleased to see Leonard Perry on Kingham Hill for a few days previous to his return to Canada.

July 1st, " Dominion Day," our thoughts were with our old boys in Canada.

On July 2nd the first match in the House Competition for the Cricket Cup took place between Sheffield and Durham—the latter house team won by an innings and 30 runs. For the winning team V. Balfour scored 33 not out, and L. Osborne 25.

On Sunday, July 3rd, addresses were given in the Chapel on behalf of the Church Missionary Society by the Rev. —. Snee, in the morning, and General Phayre in the evening.

We had the Rev. W. Fisher with us on Sunday, July 24th. His addresses, both morning and evening, gripped the attention of all present.

We were very pleased to see our old friends, Mr. Tucker, Mr. Bairstow, and Mr. and Mrs. Cock, during the summer months, and trust they benefited by their stay on Kingham Hill.

August week—Reunion Week—was bright and fine and was thoroughly enjoyed by visitors and residents. We were glad to have our old friends, Mr. Shrimpton and Mr. Birch, with us again.

On Monday, August 1st, the boys had their Sports, which proved to be a very enjoyable afternoon for spectators and competitors. The various house competitions were well contested, and the Flower Pot race and Obstacle race caused a great deal of amusement.

The following is a summary of the results :—

100 Yards Open : Camp, J., 1 ; Orris, Cyr., 2 ; Osborne, L., and Anderson, B., dead heat, 3.

Corner Spry (House Competition): Durham, 1; Sheffield, 2.

150 Yards (under 12): Pitchford, R., 1; Robinson, C., 2; Anderson, B., 3.

250 Yards (Old Boys): Ward, W., 1; Silver, H., 2; Mitchell, H., 3.

80 Yards (under 9): Anderson, P., 1; Mason, W., and Nash, A., dead heat, 2; Thompson, J., 3.

Boat Race (House Competition): Bradford, 1; Durham, 2.

100 Yards (Old Boys): Ward, W., 1; Silver, H., 2; Fryer, R., 3.

200 Yards (open): Orris, Cyr., 1; Pawson, F., 2; Camp, J., 3.

Long Jump: Osborne, L., 8ft. 8ins., 1; Rodwell, A., 8ft. 6ins., 2; Pither, F., 8ft. 4ins., 3.

Long Jump (Old Boys): Ward, W., 13ft. 4ins., 1; Silver, H., 12ft. 9ins., 2; Barlow, T., 12ft. 7½ins., 3.

Sack Race (House Competition): Bradford, 1; Sheffield, 2.

Hurdle Race (Old Boys): Ward, W., 1; Barlow, T., 2; Smith, C., and Mathias, H., 3.

Half-Mile (over 13): Orris, Cyr., 1; Camp, J., 2; Lamb, L., 3.

Quarter-Mile (14—17): Mitchell, H., 1; Rowley, J., 2; Higham, R., 3.

Hurdle Race: Osborne, L., 1; Orris, Cyr., 2; Rodwell, A., 3.

Cycle Race (Slow): Farmbrough, J., 1; Floyd, P., 2.

Relay Race (House Competition): Sheffield, 1; Durham, 2.

Flower-pot Race (House Competition): Sheffield, 1; Durham, 2.

Obstacle Race: Orris, Cyr., 1; Collins, A., 2; Major, J., 3.

Obstacle Race (Old Boys): Jones, J., 1; Arch, A., 2; Mitchell, H., 3.

Tug-of-War (House Competition): Sheffield.

Tug-of-War (Visitors v. Hill): Hill, 2—0.

Consolation Race: Ridgard, C., 1; Sanders, D., 2; Nash, C., 3.

On Tuesday the cricket match between the Visitors and the Hill resulted in an easy victory for the Hill. Visitors, 36; Hill, 170.

The Final for the House Competition took place on the Wednesday. Durham House again winning the Cup. The scores were: Durham, 64 and 65; Bradford, 22 and 36.

On Thursday, August 4th, the match between Norwich House and the School took place. Norwich easily defeated the School, the scores being: Norwich, 195; School, 39 and 70. The principal scorers for Norwich were G. Griggs (77) and H. Silver (66).

In the evening the gathering of the Clans took place as usual. Mr. Young and friends paid a visit to each House. A very happy time was spent by one and all.

Friday, August 5th, being wet, the cricket match between Norwich House and Visitors had to be cancelled.

The following note on Football has been supplied by G. Bond, Hon. Secretary:—Our annual meeting was held at Norwich House on July 15th, and was well attended. It was proposed to run two teams from Kingham Hill, the 1st team to enter for the Oxfordshire Junior League and Shield, while the 2nd team enters the Chipping Norton and District League and Rollright Cup. G. Bond was elected Hon. Secretary, P. Floyd Captain, with F. Rose as Vice-Captain, and F. G. Goddard and G. Griggs to make up the Committee. Our first League game takes place on Saturday, September 17th, when Leafield pays us a visit. We hope for a successful season.

Our hearty congratulations to Alfred Jarvis and Cyril Viner (Blue and Gold), who very creditably passed the "Teachers' Certificate Examination" at the end of their two years' training at Goldsmith's College, London. They have obtained excellent posts—A. Jarvis at Queen Alexandra's Orphanage, London, and C. Viner at Stony Stratford School, Bucks. We wish them every success in their future career.

Douglas Board, Warrant Officer, R.M.L.I., repeated his favour of last year and gave the boys a very useful and pleasant time in the Gymnasium. Among the many new games he introduced to the boys were the following:—Bombardment—Mounted Combat. Wrestling on Box Horse—Sea Serpent. Corner Tug, and many others. On Tuesday afternoon the Gymnasium was filled with spectators, and the boys keenly contested the various events between the three Houses. On Wednesday morning, when there was a further display, Mr. Young thanked D. Board for his kindness in coming, and hoped the boys would remember and practise the various games.

On August 17th the Swimming Sports for the boys took place. The weather was all that could be desired, and some excellent racing took place. The results of the competition were:—

Championship (two lengths): Vecchi, A., 1; Jenkins, 2; Rodwell, 3.

One Length (boys passed this year): Du Pre, C., 1; Pither, F., 2; Davies, A., 3.

Diving (three tries): Vecchi, A., 1; Jenkins, H., 2; Lovegrove, E., and Du Pre, C., 3.

Clothes Race: Osborne, L., 1; Rodwell, A., 2; Jenkins, H., 3.

On August 30th Durham House added to their laurels by easily defeating the Rest. It was a great pleasure to all to see S. Meacher acting as umpire in this match. The scores were: Durham, 83; The Rest, 44 and 26.

The following note upon the doings of the Kingham Hill Cricket Club has been supplied by the Hon. Secretary, F. Harwood.

We had a fairly good season; owing to ideal weather, all matches were finished. The most exciting games were those, 1st XI. against Chipping Norton (away), when our team won by 7 runs, and that of Shipton (away), when we lost by 4 runs; 2nd XI. against Chadlington (home), the match being drawn

65 runs each. We congratulate F. G. Goddard on being top of the batting averages and D. Groves for the best bowling; also H. Silver and E. McSweeney for batting (2nd XI.), and Mitchell for heading the bowling (2nd XI.).

Results.—1st XI. : Played 15, won 11, lost 4.

BATTING AVERAGES.

			No. of Inns.	Runs.	Not out.	Avg.
F. G. Goddard	...	...	17	603	3	43
G. Griggs	...	...	18	434	1	25
D. Groves	...	...	17	244	1	15
C. Viner	...	...	4	54	0	13.5
W. McSweeney	...	...	8	79	2	13.1
G. Thompson	...	...	4	29	0	7.25
P. Floyd	...	...	17	123	0	7.23
F. Rose	...	...	16	97	1	6.4
J. Farmbrough	...	...	14	89	0	6.3
C. Melton	...	...	18	100	2	6.2
G. Bond	...	...	4	12	2	6
F. Mechan	...	...	13	57	3	5
T. Barlow	...	...	13	52	2	4
H. Silver	...	...	12	19	3	2

BOWLING AVERAGES.

			Runs.	Wickets.	Average.
D. Groves	...	...	245	39	6
F. Rose	...	...	274	38	7
G. Griggs	...	...	322	36	8.9
J. Farmbrough	...	...	332	31	10

2nd XI. : Played 12, won 7, lost 4, drawn 1.

BATTING AVERAGES.

			No. of Inns.	Runs.	Not out.	Avg.
H. Silver	...	...	8	120	0	15
E. McSweeney	...	...	14	194	0	13.8
G. Bond	...	...	16	168	3	12.9
H. White	...	...	14	161	1	12.3
W. McSweeney	...	...	12	106	3	11
B. Topp	...	...	7	43	1	7.1
H. Mitchell	...	...	16	106	1	7.0
G. Hancox	...	...	16	106	0	6.6
W. Coates	...	...	15	91	1	6.5
F. White	...	...	13	36	5	4
A. Arch	...	...	8	21	2	3

BOWLING AVERAGES.

				Runs.	Wickets.	Average.
H. Mitchell	...	...	...	257	48	5.3
E. McSweeney	...	...	...	164	29	5.6
G. Bond	...	...	...	126	21	6
H. Silver	...	...	...	129	19	6.7
W. McSweeney	...	...	...	110	13	8
W. Coates	...	...	...	73	5	14

On Sunday, September 4th, the Rev. Threlfall preached on behalf of the British and Foreign Bible Society. The amount collected being £1 18s.

Mr. Davies ably officiated at the organ on Sundays, September 4th and 11th, during the absence on holiday of Mr. F. G. Goddard.

T. W. SCARFE.

OUR LONDON LETTER.

Latimer House,

September, 1921.

Since the last publication of "Our Magazine," most of us have spent a very enjoyable holiday at Kingham Hill, and we thank all those who entertained us during the time we were there. We were all very pleased to see Mr. and Mrs. Cock once again at the Hill.

We take this opportunity of congratulating A. F. Jarvis and C. L. Viner on the successful termination of their College career, and we are very pleased that they have both obtained suitable posts. We wish them every success.

The following "Old Boys" have visited Latimer House since our last number of the Magazine:—F. Griggs, W. Barlow, T. Munton, R. Booth, C. Devine, G. King, R. Fassam, R. Burnett, H. and F. White, and C. Smith.

We hope to commence our "Social Season" in a very short time, and a series of Billiard Tournaments, Chess and Draughts Competitions, and Concerts will soon be in full swing, and we hope there will be the same enthusiasm as there was last season.

Perhaps it may be of interest to some to hear that R. Murton has finished with the Army, and is now in Ireland with the R.I.C.

CRICKET.

We have little to report about cricket, but since our last issue the following matches have been played:—

Latimer, 49; Primrose, 40.

St. Christophers, 62 (Stiles 8 wickets for 22); Latimer, 100 for five wickets declared (Stiles 33).

Latimer, 68; Holloway Juniors, 28 (Ward seven wickets for 17).
 Latimer, 23; St. Christophers, 121.
 Latimer, 52; St. Christophers, 47 (Stiles seven wickets for 21).
 Latimer, 80; Film Combine, 98 (Stiles six wickets for 22).
 Acland, 40 (Jarvis six wickets for 11); Latimer, 51.

FOOTBALL.

A meeting was held at Latimer House on June 30th, and it was decided to take part in the "Finchley and District League" and the "Finchley Charity Cup Competition."

The following officers were elected:—

President.—C. E. B. Young, Esq.

Vice-Presidents.—Canon Thornton Duesbery, Mr. J. B. Tucker, and Mr. J. C. Carley.

Hon. Secretary and Treasurer.—F. Dack.

Assistant Secretary.—F. N. Russell.

Captain.—R. E. Viner.

Vice-Captain.—W. Ward.

The season opens on September 10th, when the first match will be played at Barnet.

RED AND GREEN.

ADDRESSES OF OLD BOYS.

C. L. Viner, 12, Market Square, Stony Stratford, Bucks.

R. Burnett, 109, Richmond Road, Barnsbury, N.1.

C. Smith, 7, Frederick Crescent, North Brixton.

C. Devine and R. Booth, 66, Links Road, Tooting.

ON CHANGING ONE'S COUNTRY.

A good many reasons may be given that bring a man to the conclusion that he must leave his home ties and friends and seek his future in another country. It may be that he wishes to join a relative who has made good, who is anxious that he too shall not miss the opportunity, or, possibly, the natural desire to continue a friendship that was formed years before. Whatever reason may be given it can be truthfully said that the individual seldom entirely breaks away from certain characteristics which are peculiar to the land of his birth.

Due to his great love of his country, the Englishman is (from what one can see and hear) when abroad the greatest offender in this respect, and may find

settling an irritable task. The Scotsman seems to take to things more readily, and is able to shake off some of the old ways quite easily. The Irishman soon settles down, without losing any distinguishing traits of character, and usually ends by becoming more Irish. In other words, if he displays any old country ideas they are generally dismissed with "Oh, well, he's Irish," rather than his being censured.

The Canadian, of course, is the critic, but one wonders what he would feel like if he took a trip to England and began to display some of the Canadian ways; naturally people would notice him.

Prior to the war an Englishman talking about the Old Country was generally considered a bore. Canadians who went overseas began to realise that an Englishman had every reason to be proud of England and her ways.

It is said, "He who loves not his country, can love nothing." But love of country is only genuine when unaccompanied by prejudice, which often proves the barrier to friendship and understanding of one another.

One finds oneself, as a newcomer, to be at a distinct disadvantage, and any criticism that is levelled at one's head at a time when he has not shaken off the old conditions, nor prepared to take on the new, is apt to give him a wrong impression of the country and its people.

The mere fact that a man decides to make a change after due consideration should be sufficient justification to think that there was something abroad that might offer him better chances of getting along, so it is up to him to conform to the ways of his adopted country. In addition, have that increased breadth of vision made possible by sojourn elsewhere.

J. H. CLEARY.

A SAILOR'S LOG.

Some time ago—about eighteen months, it must be—an article appeared in the "Kingham Hill Magazine," mainly about different ports I have visited whilst serving aboard H.M.S. "Lord Nelson," which was at the time of my then writing Flagship of the Aegean Squadron. You will all agree with me that I am no gifted author, but at the same time I think you could all follow what was written, thereby gaining some insight into the customs and ways in general of one or two different nations. Before I commence to write about the Baltic, I will give a brief outline of our doings from August, 1920, to March, 1921. When we returned to the ship from our midsummer leave, we left Portsmouth and took a short trip round the East Coast and put into Harwich, which place was heard a great deal of during the late war. As we were detached from the Fleet our duties were light, so light that they were too good to last more than a month, and then we had orders to join the Atlantic Fleet at Portland. Harwich was left towards the end of September, our destination being Sheerness. On our way to Sheerness steam trials were carried out, a speed of

about 29 knots being attained. Whilst at Sheerness our turbines were overhauled, after which the ship proceeded to Portland and entered the harbour about 8.30 a.m., and so became attached to the Second Light Cruiser Squadron. Present were all classes of ships, Battle Cruisers, Battleships, Cruisers, Destroyers and Submarines. This was my first taste of Portland, and though I do not want to go there again, I expect I shall have to do a great deal of time there, and I think those of you who have been to Portland will agree with me when I say that it is not a place which one would become attached to. To cut the story short, very little of interest occurred during the months preceding December, except target practice and manœuvring. On December 8th the "Cordelia" (I forgot to mention that this is the ship I am now serving in) left Portland for Chatham, in company of H.M.S. "Cleopatra," and arrived the following afternoon. After a wait of a day or so the ship was put into dockyard hands for a six weeks' refit. Christmas leave was commenced on December 14th, and I went on first leave, and tried to forget the Navy for fourteen days. As everything must come to an end, so did my leave, but during the time I had thoroughly enjoyed myself and went back probably wiser, but nevertheless poorer. Our stay at Chatham soon came to an end, and on February 3rd we left Chatham for Portland. I was unfortunate in having to go into hospital, and so was out of the ship a month and missed a three weeks' cruise round the South-West Coast, the ship calling at Torquay, Falmouth and Penzance, also doing exercises. February 26th the "Cordelia" and "Caledon" arrived at Portland late at night and dropped anchor. March 4th the "Cordelia" left for Portsmouth, arriving in the afternoon. Luckily I was discharged from hospital on this date and travelled to Portsmouth by train and joined the ship at 10 p.m. Saturday, March 5th, we got under weigh about 4 p.m., and passed out into the Channel and headed for the North Sea, our destination being Copenhagen, at which place we were to take over the duties of Senior Naval Officer "Baltic," in place of H.M.S. "Castor," which ship was due to give leave in England after a stay of four months in the Baltic. During the night the lights of England were left behind, and next morning we were in the open sea, our course being somewhat to the north-east. All went well during Sunday until about ten p.m., when the wind blew up and the sea became rough. By midnight the wind had increased to practically a gale, and the ship pitched and rolled like a cork. A fine spectacle greeted our eyes in the morning, all foodstuffs lying on the deck mixed with tins and boots. I myself was not very sorry when we dropped anchor off Heligoland about 9 a.m. Monday. Any person seeing Heligoland for the first time, would probably ask the question, "Why should this small island have been so valuable to Germany?" Well, I think this is easily answered. First of all it commands the entrance to the River Elbe; secondly, practically the whole of the narrow strip of sea from Heligoland to the mainland is strewn with treacherous sandbanks, so that ships passing to the Elbe are bound to come under the range of Heligoland, which as a fortress formed a stumbling block to any nation that might have been at war with Germany. But this stronghold no longer exists as a fortress, but just as an island. For the past two years Allied

officers having been supervising the destruction of the great forts, and now only masses of concrete are to be seen. The town is situated around the harbour, and the remainder of the land given to all that makes a fortress. The harbour is artificial, surrounded by a concrete breakwater, but I believe that even the breakwater has got to be destroyed, thus once more allowing the sea to claim its own. There are still a few British subjects ashore, this being one of the articles signed, I believe, when Heligoland was exchanged by Great Britain for Zanzibar, that the English thereon should still continue to live there. Our stay off Heligoland was very short, as we got under weigh about 6 a.m. on Tuesday, 8th. By 8 a.m. the German coast was off our starboard beam, and off the port beam the treacherous sandbanks, the channel through being marked for miles by buoys. About 9 a.m. Kiel was reached, and after a short delay a German pilot came aboard and took the ship into one of the several locks which give admittance to the Kiel Canal, and the ship was made secure alongside the quay to await the arrival of a pilot to take the ship through the Canal, and about noon the ship entered the Canal at a speed of about 8 knots. Our journey lasted about six hours, during which time we passed mostly through open country. The right bank was for most part higher than the Canal, but on the left the land was lower than the Canal. One cannot pass through the Canal without thinking of the time and labour it must have taken to accomplish such a feat. In most parts the Canal is not a hundred yards wide, but the depth will enable almost any ship to pass through. Three massive bridges span the Canal, passing over at a great height, thus allowing ships with high masts to pass under with ease.

One other bridge also spans the Canal, but this one works similarly to the Tower Bridge, but instead of going upwards to allow a ship to pass, it swings outwards. When we reached the end of the Canal the ship was made secure alongside the quay, and our pilot was discharged. About 6.30 p.m. our journey was resumed, and after fourteen hours' steaming, Copenhagen was reached at 8 o'clock next morning, March 9th. Before entering the harbour oil fuel was taken in, H.M.S. "Castor" coming out also to take in fuel, this occupation lasting till noon, and at 1 p.m. got under weigh to enter harbour. A tug was sent to assist in getting the ship into position for mooring, and this evolution was completed by three o'clock, and shortly afterwards the "Castor" came alongside of us and made secure.

Before beginning to write about the town itself, I will first give a brief outline of the harbour as it appeared on entering. To gain entrance a ship must take precautions to enter slowly, as the channel winds about so much. Off our starboard hand was a large park, by name Langaline, this park being the same as Hyde Park is to London, a scene of fashion, etc. Behind the park the town lies, and also to the northward. On the opposite shore are large shipbuilding yards, which at the time of writing have three ships in various stages of building, also numerous ships undergoing repairs, and a large floating dock capable of lifting 15,000 tons. The "Cordelia" lay about halfway up the harbour, and further up lay Danish warships and one or two small French ships. Leave was given from 4 p.m. till 7 a.m. next morning, and I happened to have the oppor-

tunity of going, so when four o'clock came went ashore to have a look round. Liberty men were landed in the docks, and after a short walk given admittance into the park, in which the English Church stands, and outside the park the British Legation.

(To be continued.)

NORMAN WHITWORTH.

LONDON'S UNDERGROUND RAILWAYS.

It has often struck me how many people give a thought to what is considered one of the world's finest pieces of engineering, namely, the "Tube Railways." I will try and give some idea of this great work. As I expect you already know, the Tube got its name from the fact that they are nothing more than huge steel tubes covered with bricks, being fireproof and able to stand any amount of vibration and pressure. The framework of the trains is built of steel, thus making them fireproof to a certain degree of safety; the under part of a train is somewhat complicated and would require a lot of explaining.

The average depth of the "Tube" is eighty feet, the deepest one being one hundred feet.

The signalling is automatic, and it is almost impossible for a collision to take place, even were the driver to faint or become suddenly ill, nothing serious would happen. When the train is in motion the driver has his hand on a plunger, which through the pressure of the driver's hand is kept down, so that in the event of the driver being overcome by faintness his hand would naturally loose the plunger, allowing the plunger to rise and releasing compressed air from the compressed air cylinders under the train, which automatically applies the brakes. The train would, after running its own length in distance, come to a standstill, and at the same time setting the signals against the oncoming train; thus, as you can see, the signals would be set at danger all along the line, bringing the whole service to a standstill. The trouble would soon be found and rectified. Another great problem is the air, this also being obtained by electrical devices, the air supplied being ozone, the train itself performing part of this function; the energy needed to supply the air is almost as great as that of the trains. Even the lifts for conveying the passengers from the surface to the platform are a wonderful piece of work; they are controlled from both inside and out. These are also built of steel; were one of the lifts to fail while descending, the passengers would not have to remain in an uncomfortable position long, the lifts being fitted with concealed doors. The neighbouring lift would descend to the level of the lift in trouble and the doors opened, allowing the passengers to walk from one lift to the other.

The important factor of the "Tube" is not to trust the human being, for as we all know we very often fail to do the right thing at the right moment, so that wherever possible everything is made automatic.

S. JARVIS.

MEMORIAL TO THOSE WHO FELL IN THE WAR.

Everyone connected with Kingham Hill and Latimer House will, I am sure, like to see some memorial set up in honour of those of our lads who gave their lives for their country in the Great War.

After due consideration it has been thought that the best form for such a memorial to take would be a tablet on the wall of the Chapel at Kingham Hill, giving the names of those who fell, and the work will be set in hand without further delay.

There may be some who would like to contribute something towards the erection of this memorial, and if so I shall be happy to hear from them.

C. E. B. YOUNG.

