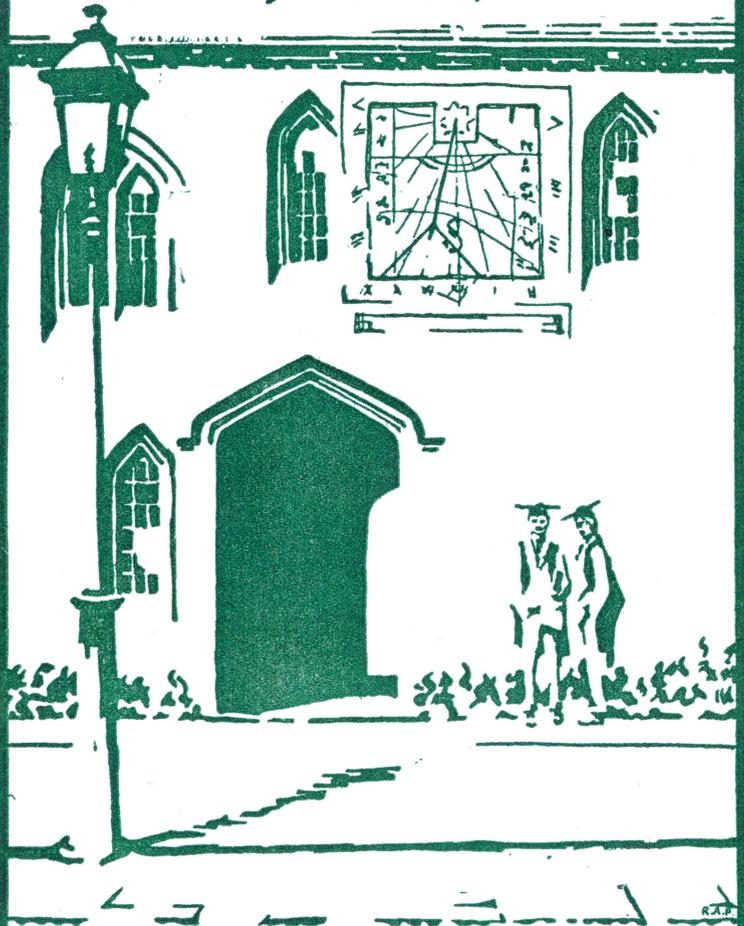


THE DIAL.



Queens' College.

Easter Term,

1926.

CONTENTS

	PAGE
Editorial	1
Old Queens' Men	5
During the Strike :	
1. The Central Organization	7
2. Motor Transport Group IV.	9
3. London Buses	12
4. Hull Docks	16
5. Hull Trams	17
6. Civil Constabulary Reserve... ..	21
Two Sonnets	24
Man of Mark	25
Lines on an Obituary Notice	27
Societies and Clubs :	
Q. C. A. F. C.	28
Q. C. H. C.	28
Q. C. C. C.	30
Q. C. L. T. C.	31
Q. C. B. C.	32
St. Margaret Society	36
St. Bernard Society	37
Erasmus Society	38
Classical Society	39
Historical Society	40
Science Club	41
Guild of St. Bernard	41
Correspondence	42



The Dial.

No. 53.

EASTER TERM, 1926.

Editorial.

WE must begin with an apology for the non-appearance of *The Dial* for the Lent Term. The Michaelmas number did not, in fact, appear until its successor was almost due. We have thought it best to cut our readers' losses for them by missing a number. The balance due to those who have subscribed will be carried forward to next year. We can only say that we see no reason why a default of this kind should occur again.

* * * * *

Meanwhile it has been an eventful term. Most of us cannot remember much about its beginning, except that it was miserably cold and we had begun to take precautions against examination. Then the General Strike came and threw everything into confusion. But it

was in a way an orderly confusion. Organizations for despatching us all over the country sprang up like mushrooms. Peaceable individuals who had been rooted in Cambridge one day found themselves on the morrow cast into the oven. Some of us went off on our own to Glasgow or Cardiff, or wherever it might be; but most of us were content to be drafted away in gangs. An ugly but business-like word.

No sooner had we got fairly scattered than the General Strike came to an end, and when the railways could cope with us we returned to College. Those who had hoped that their crowded hour of glorious life would be accepted by the authorities as a substitute for passing an examination were soon, alas! disillusioned. The holiday was over.

But it was more than a holiday. It was an experience that we shall not forget, the more so as any one with imagination knew that thousands of people in this country were facing something almost tragic. That added reality to our experiences, ludicrous as they were at times. Some of these experiences are recorded in this number of *The Dial*. The Editor wishes to thank those who have contributed to the record by writing articles or lending photographs.

* * * * *

The postponement of examinations by varying lengths of time has turned June into a huddled and strenuous month. But even an acting-editor should be philosophical. It is a good thing worse has not befallen us. Even May Week has been saved ; our sisters and cousins and aunts cannot complain that we have failed to do our duty towards them. True, May Week is postponed, and falls seven days further from May even than it usually does : and some of us have had to put off our holidays. But by the time the Long Vacation Term begins we shall almost have made up our arrears.

* * * * *

A word about the photographs reproduced in this number. The frontispiece is of tram-driving in Hull—apparently a leisurely affair ; another photograph shows repairs in a tram-depôt in which our engineers, as far as one can judge from their modest account, distinguished themselves. The others are of volunteer dockers and the boat on which they slept.

* * * * *

Our best wishes to the President on the occasion of the painting and presentation of his portrait—of which more in our next.

* * * * *

Congratulations to our Censor on his doctorate of letters. We delighted and joined in the ovation he received in the Senate House. Since then Zeus has thundered. We do not remember whether it was on the right or on the left, but we are sure that it was propitious.

* * * * *

As we go to press we hear rumours that a valuable contribution to the theory of Greek Architecture will shortly be printed by one of our leading engineers. Not content with this he is also (so we understand) taking the Cunard Line under his protection this Summer; they have placed the *Franconia* at his disposal for a trip across the Atlantic, and we wish success to him and the numerous contingent that he seems to have smuggled in with him. We cannot refrain from calling attention to this notable bridging of two sets of worlds—the Ancient and the Modern, the Old World and the New.

“Why, man, he doth bestride the narrow world
Like a Colossus.”

* * * * *

Having tailed off into the usual string of scappy comments we realize that it is time to take leave of our readers, and wish them a pleasant Summer.

Old Queens' Men.

The dates in brackets are the dates of taking B.A. degree.

BIRTH.

March 26, 1926. To the wife of *W. T. Marsh* (1922), at 59 Freshfield Road, Brighton—a son.

DEATHS.

We regret to announce the following deaths :

The Rev. G. Wharton (1862), for many years Precentor of Radley, and a friend to many Radleians.

Dr James Niven (1874), formerly Fellow, Medical Officer of Health for Manchester, a great administrator and one of the leading authorities on public health in this country.

The Rev. W. J. Price (1893), Hon. Canon of Liverpool.

The Rev. Thomas Andrews (1897), Vicar of Raveningham, Norfolk.

COLLEGE LIVINGS.

The Rev. J. D. Best (1879) has resigned the living of Sandon after holding it for 16 years, and *the Rev. J. F. Williams* (1900) has been appointed to succeed him: Mr Best has gone to reside at Bauchi, Albemarle Road, Bournemouth.

The Rev. J. Rooker (1881) has resigned from St Botolph's, Cambridge, of which he has been Rector since 1923; and the College has appointed *the Rev. A. E. N. Hitchcock* (1909) to succeed him.

APPOINTMENTS.

Mr W. Peel, C.M.G. (1896), Resident Councillor at Penang, to be Chief Secretary to the Government of the Federated Malay States.

Mr J. W. C. Turner (1909), late Scholar, elected a Fellow of Trinity Hall.

The Rev. B. J. Failes (1909) to be Vicar of Norton Subcourse.

The Rev. E. J. B. M. Kennett (1912) to be Vicar of St Paul's, Preston Park, Liverpool.

Mr S. R. Gibson (1912) to be Headmaster of Bec School (L.C.C.) Tooting, Surrey.

The Rev. H. D. Hooper (1912) to be African Secretary of the C.M.S. in London.

The Rev. N. Miller (1913) to be Headmaster of Kelly's College, Tavistock.

The Rev. J. A. Burness (1913) to be Vicar of Linstead, Suffolk.

The Rev. H. D. Anthony (1914) to be lecturer in Mathematics at the Wesleyan Training College for Teachers, Westminster.

The Rev. A. H. Cullen (1915) to be Principal of St Paul's College, Grahamstown, S. Africa.

The Rev. J. H. M. Barrow (1915) to be Vicar of St John's, Barrow-in-Furness.

The Rev. H. W. S. Cotton (1920) to be Chaplain, Indian Establishment (Lucknow Diocese). He is Chaplain to the Cathedral, Allahabad.

The Rev. D. H. S. Davies (1920) to be Curate of St John's, Reading.

The Rev. G. W. Boddy (1921) to be Curate of St Clement's, York.

The Rev. J. H. Hall (1921) to be Curate of St Peter's Collegiate Church, Wolverhampton.

The Rev. G. E. N. Molesworth (1922) to be Rector of Ladock, Cornwall.

The Rev. C. K. K. Prosser (1922) to be Curate of Walton, Liverpool.

Mr R. M. Gabriel (1924) to be Mathematical Lecturer at Leeds University.

Mr C. W. Pilkington-Rogers (1924) to be Headmaster of Retford Grammar School.

GENERAL NEWS.

The Rev. H. C. Strickland (1882) has resigned the living of St Jude, Bethnal Green.

Dr R. J. Tillyard (1903), Director of the Cawthorne Institute, Nelson, New Zealand, has been elected a Fellow of the Royal Society.

Mr J. R. Handford is in the Civil Service at Barakat, Blue Nile, Sudan.

Dr Lionel Ferry (1906) is taking a practice at Royston. We offer our congratulations on his marriage.

Mr M. H. Kantawala (1914) is now Magistrate at Point Pedro, Ceylon.

Major R. F. Pemberton (1923) is now Instructor to the R.A.F., residing at Capel Le Ferne, Folkestone.

Mr H. A. Close (1923), Asiatic Petroleum Company, is now posted at Manila, Philippine Islands.

The Central Organisation.

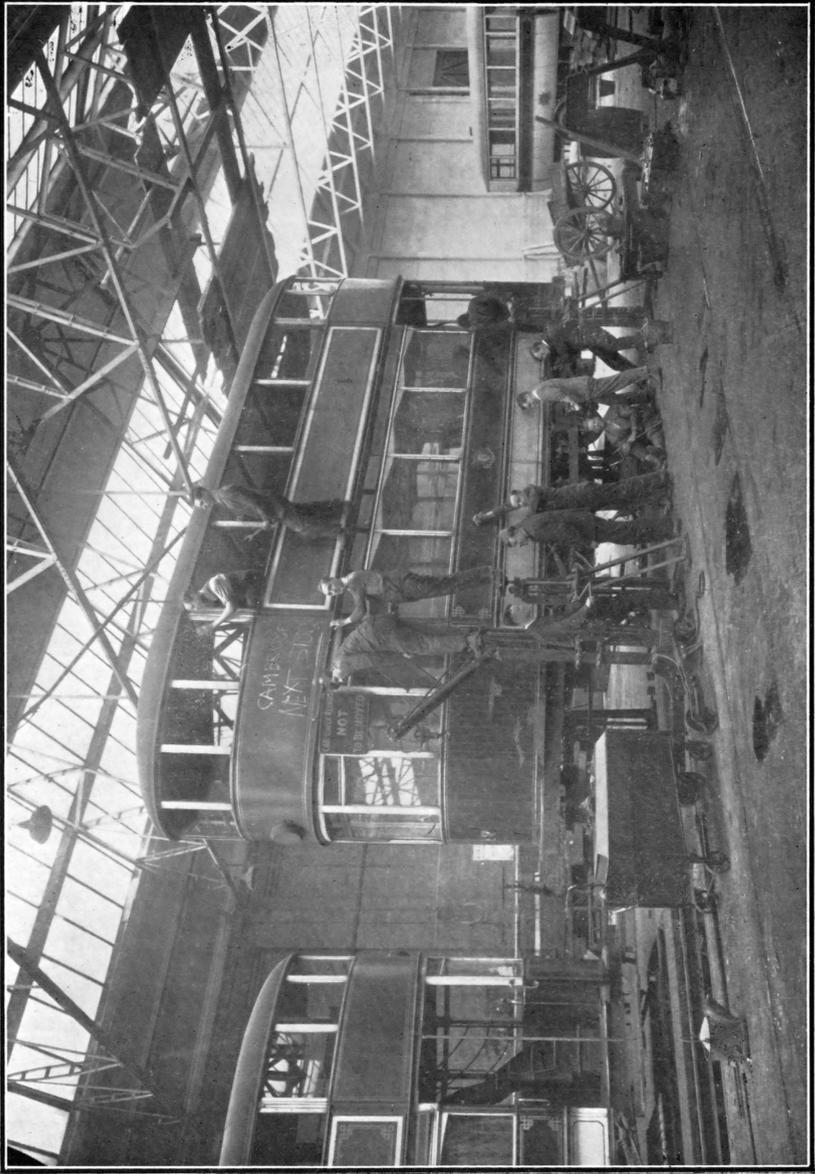
“**L**ES prières du soir ne sont pas ceux du matin” says the French proverb. This strikes one rather forcibly when one comes to fulfil a promise, made the night before, to write an article. The difficulty lies in trying to present a synoptical account of what happened when one is not quite sure what really did occur.

The reason for the origination of the “Central Organisation” was that the District Commissioner recognised the futility of wasting technical talent on unskilled work and suggested the formation of a committee to deal with the organisation of men into gangs. These, in charge of Graduate members of the University would, after short instruction, be competent to deal with problems involved by the shutting down of power stations or able to work tubes, trams, railways and other vital services. In addition transport was to be arranged for and gangs employed for maintenance and repair work. Hence the Central Organisation.

The first few days were spent in interviewing men and recording their numerous and varied qualifications. Talent was abundant and it became a fine art trying to discover what a man did not know rather than what he did know. One earnest volunteer assured us that with a little kindly encouragement he felt he could deal with railway signalling work. He had always been fond of trains from earliest childhood and had read lots of books about them. I believe he was put on light duty at a level-crossing. That was as near a train as we could safely put him. Other men lied earnestly and in some cases successfully or gave it up as a bad job and went their own ways along the primrose path which led to the ranks of the Special Constabulary.

After that the work of the Organisation was one of dissuasion and conciliation. The office was besieged by hordes of gang leaders and their minions wanting to know when and where they were going. Patience was exalted as a primary virtue and for perhaps twenty-four hours they agreed with you, but after that, back again and a reiteration of the question neither we nor anyone else could answer. It did indeed appear as though all Englishmen were born heretics. Luckily relief came with the arrival of an urgent message from Hull requiring tramway workers. Competition was keen and the thirty-five fortunate ones departed next day, three minutes after scheduled time.

Incidentally our prestige was increased and treatment by gang leaders became somewhat more deferential. By this time telephone and lorry driver gangs had been formed and men were being enrolled for light duty. Hope ran high that it would not be long before another call came through, and we were not disappointed. Sixty



Copyright Photo by Turner and Drinkwater, Regent House, Hull.

skilled lorry, omnibus, and car drivers were required for London. Typewriters began to click and gang leaders were informed. Multitudinous academic incidentals had to be complied with and once more we leaned back and said "that's that."

The unfortunate volunteers, however, were cheated at the last hour. Scarcely had the notices been sent out when rumours of the end of the strike were abroad and shortly afterwards these were confirmed. It requires very little imagination to guess the feelings of those who stayed at home. Expletives do not find favour in the eyes of a censorious Editor.

H. K.

Motor Transport Group IV.

"RUFUS DOES HER BIT."

"**R**EPORT again in two hours' time," "Have you a job yet?" and "Three no trumps," were almost the only words heard during the first two days of the official existence of the Light Car Transport Group IV., which appeared on the Thursday evening. Until then the Motor Transport Office at the Guildhall was surrounded by a seething mass of would-be drivers, but the answer was always "Nothing doing at present, come back later." Meanwhile Rufus stood in the rain, gradually casting off the outer crust of mud.

At last on Sunday at 11 o'clock we reported to our Group Leader in Trinity to be told that we were to parade ready to start for Hull in half-an-hour's time—pleasant words for Rufus's driver who had been cheerily

informed by her owner, "She's running very badly and will probably put you on the roadside after four miles." But let me say at once that Rufus was a thorough lady and did her duty nobly throughout 'the greatest national crisis since the fall of the Stuarts.'

On Sunday, then, at 11.45 a hundred and fifty cars paraded on the Backs road and side roads, and the dockers were gradually packed in. By 1.15 the last of the crowd was safely aboard and the convoy started off by way of Huntingdon for the Great North Road. After we had covered about 38 miles in the first hour the police telephoned all over the country to say that we were going much too fast, and certainly the pace was much slower after Grantham. It was here that a Citroen on its own private business got entangled in the convoy, and, the cars in front drawing away, there was nothing to be seen of the rest of the procession when the Austin following the private Citroen appeared at the cross-roads in Grantham. The Citroen turned off to Nottingham and was solemnly followed by about forty cars from the convoy, which covered three or four miles before they realised their mistake.

The next incident was where an Austin Seven apparently decided to shelter beneath a Vauxhall; unfortunately the Vauxhall merely turned it over, and in accordance with the owner's suggestion it was dropped in the ditch. Shortly afterwards a member of this College grew tired of his car and smashed it very thoroughly; after crawling out from beneath the remains, he was tenderly placed in a car which he appeared to like better, and where, we gather, he found solace and comfort of every kind.

We had no trouble on the road and there were many

suggestions as to who we were, and, though we recognised no old friends on the road, we saluted everyone with varying degrees of affection.

On our arrival at Hull we were shepherded through the streets amidst the entire population, who strangely enough did not fall on our necks. However we learned a great deal, and it is rumoured that the handicaps of several members of the convoy have since been reduced. On our arrival at the Barracks, where we dropped our passengers, we were told to get out of Hull and then do what we liked. Some of us were lucky and were put up by friends, others found a bed, a crust of bread and liquid refreshment upon the roadside, yet others made their way straight back to Cambridge.

On the Monday six cars left Ferriby at nine o'clock and made their way in a more leisurely manner through the toll-gates, by Doncaster, where all the railway-men were watching disinterestedly the efforts of volunteer engine-drivers, by Barnaby Moor, where we inspected the internal architecture of the famous old hostelry, and by Grantham where we lunched wisely and well.

At Newark the fun started; an immense roaring began and it was discovered that Rufus had lost her silencer and had started to make herself heard—super-sports models would have had no chance with her, and I was prepared for her to rise into the air. However all went well, and we reached Cambridge at four o'clock.

On the Tuesday nothing happened apart from several false alarms, but in the evening we conveyed two lorry drivers to Wisbech, arriving home at 10.30 to be told that we were to parade at 6.30 for Whitechapel the next day.

On Wednesday we transported by groups three companies of special constables in embryo, and created quite

a disturbance in the streets of London. We decanted our passengers in a very unsavoury spot, and were very glad to get back to civilisation. On going into the Golf Club at Royston for lunch we were told that the strike was over, and some of our lessons from Hull were repeated.

However, there were still two or three journeys to be made, though not in convoys; there were generally entertaining passengers to be picked up when one was alone, especially in London.

Rufus covered just over 900 miles in six days, and the first puncture was found on the Saturday when I went into the garage to take her home. Her engine ran perfectly throughout the strike and surprised her owner considerably when they met.

The Dockers, the Special Constables, the Railwaymen, all did wonderful work, but they could not have travelled anywhere to do it without the assistance of Rufus and others like her.

H. S. P.

London Buses.

TO stand for three hours in the rain and then to be told we were not wanted was too much of a good thing; we insisted and finally we got our way. Forms were produced and we signed on as prospective tube-drivers. That was on Friday. For the next two days tubes became an obsession. One could think of nothing else. Here was the ambition of a life-time about to be fulfilled.

The news came on the Sunday evening that we should be wanted the next day promptly at 1.30. At 1.30 we were

all ready, but the last car, in which I happened to be, did not leave till after four. It was a Sports Sunbeam and we did 70 as far as Barnet where we all collected in a long line on the Common. Then we crawled along the Finchley Road in streams of motor traffic, stopped in the Mall to collect our scattered train, were photographed, and finally reached Electric House, Broadway.

It was here that the great shock came. We were not to drive tubes but buses, and they herded us off to Chiswick. This, to a being that moves in predestinate grooves, was something more than a shock, it was a derailment. All sense of inevitability was gone. One would drive about anywhere, skidding and sideslipping and bumping into things. Besides, up till now my life had not been haphazard; it had been run on the best lines, and if I sometimes wondered whether I wasn't after all a tube, I knew I wasn't a bus. However, one had to make the best of it.

Chiswick appeared at last, and we made a complete circle round it, before driving boldly right into the bus park. There were buses everywhere, hundreds of them, all nicely put to bed for the night, and there seemed to be innumerable sheds, into one of which we were taken for medical examination. Here we were made to sign more papers and they segregated us into drivers and conductors. They also gave us ration books and sent us off to the sleeping-quarters which consisted of an enormous hall whose floor space was covered with recumbent would-be sleepers. We were given blankets and a pillow but no palliasses, and the only boards we could find were destination boards. It was a curious sensation sleeping on Hammersmith Broadway—and a little hard. The

more wily of us, however, took our bag and baggage and repaired to the top of a covered-in bus where we had air and quiet and bus cushions to sleep on.

The great feature of Chiswick was the canteen. It was canteen, cinema and *palais de danse* in one, and if you wanted anyone it was the obvious place to find him. Here you could get four meals a day, a pint of beer and unlimited tea in return for a slip of paper. But as a matter of fact one lived on chocolate and ham sandwiches. Normally we did about eight hours a day but twelve or even fourteen were not unknown—and meals consisted of tea and ham sandwiches at the end of the routes with an occasional drink thrown in.

We arrived too late for any bloodshed. All the excitement had happened in the previous week, and we had nothing thrown at us beyond abuse and bad language in which the women of Camden Town seemed to excel. The windows in many of the buses were without their glass, a loss which they proclaimed in various tones, either dogmatically, "No admittance this way" or with more pathos, "I have no pane, dear mother, now."

The infinite variety of the buses was a revelation. Hitherto they had all appeared like sheep, but we soon learned what a vastly superior creature an N.S. was to a B. The N.S.'s would do 35 or even 40, and the races along Twickenham Lane were really thrilling. On the other hand, the B's did all the work, plodding along behind the last N.S. and picking up the passengers whom they had left standing. The B's were liable to the strangest vagaries. On one occasion we had filled up to our utmost capacity at the bottom of Church

Street, Kensington, and the old bus refused to move. The only thing was to make some of the passengers get off; one man dismounted and immediately we leapt forward, and with such velocity that he was unable to re-embark. Another grew knock-kneed under its burden and broke its back axle. And a third whose gear was slipping so badly that she stopped on a hill, was cured with a dose of fuller's earth procured from a neighbouring chemist, and gave no trouble for the rest of the day.

There was some difficulty to the uninitiated in keeping to the route, and a driver would decide to back suddenly in the middle of Oxford Street. Conductors were faced with other difficulties: old ladies asking whether one passed Oakfield Villas, Germans with Baedekers and Camden Towners grumbling at the 3d. fare. One old lady threatened to prosecute us for jerking the bus so violently that it made her nose bleed. It was great fun collecting fares, shouting "Hold tight, madam!" and urging the crowd to "pass right along the bus, please." It was great fun, too, helping on the old ladies and talking to the young ones. And the relief at the end of the day when one took down the boards and wrote up in chalk, "CHISWICK ONLY."

Such was our mode of life for four days. One had expected a fortnight, at least, and everything was becoming as normal as lectures and supervisions when it all suddenly ended. We were paid off on Friday evening and on the Saturday one felt hopelessly unemployed. But it had been very well worth it, even though one's talent for tube-driving had been buried in an omnibus.

A. S. O.

Hull Docks.

AFTER travelling about two hundred miles by car, and then marching to the riverside and embarking aboard *H.M.S. Fumarole*, we arrived at King George V Dock at 1.30 a.m., Monday June 13th. We took up our quarters on the *S.S. City of Paris*—known to posterity as the *Café*—where some of us were quite comfortable and the others, who slept in the hold, were not.

After a short time in 'bed' we all turned out and started to look for work. Sixty people found jobs. The rest of us were extremely discontented until Mr Morshead announced that there was work for six or seven 'gangs' on the riverside quay. Once again we found the *Fumarole* and sailed down river in her to our work.

We started to unload the *Rother* at about tea-time and finished her at 1.45 the next morning. This was our best job. The ship was unloaded in record time, the work at night being both novel and interesting. The amount of beer and oranges consumed for purposes of thirst-quenching was truly remarkable. Our gang averaged seven or eight oranges per head. The cargo was butter—in kegs and easy to handle; dead pigs—extraordinarily heavy and hard to hold; condensed milk—quite easy; pig's offal—in large barrels, one of which burst over our heads—we never really lost that smell. An element of peril was added to the proceedings by the amateur crane-drivers who on several occasions spilt the contents of their slings on our heads.

Other Queens' men were engaged in similar work on the *Irene Maria*, *Port Kembla* and *Whitby Abbey*.

After this job was done we were sent to 'Q' sheds to unload trucks of food for Hull. The 'food' consisted of



apples, onions, Quaker Oats and wood pulp! This was not a good job. We were working in 'coal trucks', and the coal dust combined with the dust from the floor of the shed, and from bales of wool, which were close by, created a very unpleasant and dirty atmosphere.

Working hours were from 8 a.m. to 12 noon and from 1.30 p.m. to 5 p.m. On Saturday afternoon we worked overtime, and then watched the "Boat Race" from Submarine L 27. By careful handicapping Oxford won. Sunday and Monday evening were spent in Hull. Sunday was our first day out of the Docks. We spent a gorgeous week-end, having the unaccustomed luxuries of hot-water and well-served meals! The last night was devoted to dancing. On Tuesday we returned to Cambridge after an enjoyable, but hard working, ten days. All our enjoyment was due to the excellent arrangements made by Mr Morshead and his staff.

J. H. G. P.

Hull Trams.

PARADISE GAINED AND PARADISE LOST.

GANG No. 24 was formed and enrolled on Tuesday, May 4th. For several days we had to remember that though we heard of "wars and rumours of wars", our time was still to come. Bags stood packed, and from time to time we were put on an hour's notice. A few gangs had gone to Tilbury, only to be sent back as not required, after departing without orders. Individuals were managing to reach London and other places by suspicious methods, and were finding work to do. By

Saturday night the enthusiasm of the remainder was ebbing, and we looked back on a mis-spent week. At 9.30 a.m. on Sunday orders were issued that gangs up to No. 32 should stand by at 12.30 behind King's, to be drafted to Hull! But not till nearly 300 of us were packed into 142 private cars did anyone believe that we were really to go.

As the Humber ferry was not working, we were sent by way of Huntingdon, Newark, Doncaster, and Selby, reaching Hull by 9.30 p.m. in spite of two accidents and a few short halts. Our arrival was evidently unexpected, which was fortunate after the occurrences there on Friday and Saturday; still as we filed out of the barracks where the cars were parked, a thin line of women and children cast aspersions of cosmopolitan currency, but happily unfounded, as we were afterwards assured. In the Riding School across the road we were supplied with sandwiches and tea, and volunteers for tram-work were called for: no great eagerness was shown, but gang No. 24 volunteered as a whole and never regretted the choice. The departure of the would-be dockers on a three-mile tramp provoked some hostility; but the police soon cleared the streets, and, when we were taken to hotels near by, the place was silent and deserted. Our gang and another were assigned to the "White House", where we had separate rooms: but the rest were given large halls in two other hotels, and after a number of Oxford undergraduates arrived during the night, were sleeping about 150 on each floor.

On Monday morning began instruction in tram-driving, and by midday a small service was running on the Cottingham-road route. The tram which Mr. Willoughby, the chairman of the Tramways Com-

mittee, had taken out on Saturday, had been forced to return at once with all its windows broken; but nothing worse than abuse now met us, and the general attitude towards undergraduates was remarkable throughout. For, while several Hull men had their lives threatened, and others were forced to leave their trams, undergraduates seemed to amuse the strikers too much for them to be more than passively hostile as a rule. An official statement published shortly afterwards ran: "It is impossible to express adequately the moral effect which undergraduates produced". Naturally, a few bricks were thrown, one breaking a window of a tram driven by Olive and conducted by Kennaby on the Hessle-road route; but that incident originated in a striker's travelling on the tram, and the mud which hit Olive was not aimed at him. The lines near Monument Bridge were cemented up one night, and for several hours next morning trams had to be pushed and pulled over that section by their gangs of drivers and conductors; and occasionally bolts were found on the lines. Pickets watched every tramshed day and night, but did not interfere with volunteers; and the policeman who was stationed on each tram except along the Holderness-road route, had little enough to do.

Along the Spring-bank route it was said that the service was above normal; but on some of the difficult routes a number of accidents upset arrangements. Referring to undergraduates the official statement quoted above says: "Naturally they have broken up a few trams; they have done things which have surprised the populace and ourselves, but they have carried on, and we have been able to run the tramway service." It would have been truer to say that most of the accidents, and especially that which held up

the Holderness-road route for three hours, were due to incredible carelessness for which those responsible showed no sense of shame. Power-points are not easy to negotiate, but that does not excuse attempts to carry them by sheer speed. Many drivers, by running for the whole week without disaster, showed that much of it was quite unnecessary.

We worked in two shifts of 7.0 a.m. to 1.0 p.m., and 1.0 p.m. to 7.0 p.m.; this left us a considerable amount of leisure, by which theatres, cinemas and dance-halls benefitted extensively. Many clubs elected us honorary members, and one gave us the use of a golf-course. Arrangements had even been made to give us free seats at certain entertainments; but our premature departure prevented our enjoying this.

During the week following our arrival, a number of Hull people gradually volunteered, many being ordinarily on half-pay jobs. But the Tramway Committee's notice that strikers who did not return at once must consider themselves dismissed, had not the slightest effect: only four out of about 800 remained at work. Even the traffic inspector at the busy Monument Square was a volunteer, Mr Baxter, who was afterwards offered the post permanently. It was the signing of some 250 volunteers on to the permanent staff which caused the strike to be prolonged after its nominal settlement on Thursday, since strikers refused to apply again for tram-work unless all those dismissed were taken on again. Consequently there was no change in the situation, the dockers remaining out in sympathy; for instance, at Alexandra Dock, three men out of more than 100 arrived to work on Friday morning! It should, however, be remembered that both sides earnestly desired an

agreement: and one of our deepest impressions must be the strikers' sincerity. But there was a principle at stake, and no arrangement was found until the early hours of Sunday, when the strikers gave way almost unconditionally; and by 7.0 a.m. they were making individual applications at the depôts.

That night the sad farewells began; and at 9.0 a.m. on Monday we were taken to Hull pier, crossed the ferry, and were packed into six char-a-bancs. Lincolnshire is a pretty county; but the slums of Hull are better: and as we neared Cambridge there was far less merriment than there had been on the outward journey. There are advantages in being tripped as a 'blackleg'!

G. E. Y.

C. C. R. (Civil Constabulary Reserve).

STRIKE THOUGHTS FROM CAMBRIDGE.

“Oh, to be in London
Now that riots are there,
And whoever wakes in London
Sees, some morning, unaware,”

a convoy of cars full of Cambridge undergraduates. One of these stopped at Crane & Bennett's building in Leman Street, Whitechapel, and such was the effect of its arrival that the General Strike was called off that very day. The Dons, however, were reluctant to miss an opportunity of gaining the dizzy rank of inspector, and they divided the six hundred undergraduates into three companies.

After a lunch of bully-beef, bread and cocoa, the whole force was equipped with shrapnel-helmets and

batons. In addition each man was provided with an army palliasse and three blankets, and allotted a space of six feet between the rows of pipes, taps, baths and other similar requisites: such a position, it can well be imagined, put a considerable stain on our nature.

The force was now ready for action and commenced its "special and possibly dangerous work"; most played cards, others read, a few lolled on office desks and stools. Night found them stretched on their palliasses, but here a brightly-coloured tie straggling outside the sombre blankets, and there a black boot peeping from beneath, betrayed that they were still in their clothes and ready for all emergencies. In the morning many of them understood for the first time what the Mariner meant when he cried

"I moved, and could not feel my limbs;
I was so light—almost
I thought that I had died in sleep
And was a blessed ghost."

They had breakfast—pressed-beef, bread and tea. A breezy General inspected them and was glad to hear that they had had a good breakfast. But they were soon the object of such dangerous attention that a police warning was issued to them and they were forbidden to leave Crane and Bennett's building. Orders ran that recreation and air were to be taken on the roof. They had lunch—bread, bully beef and cocoa.

By the afternoon a vague rumour had become company orders: a parade and march to the Tower. "Damn it, man, do you usually trump your partner's ace?" The spectacle of his comrades in full equipment was too much for at least one constable, for he did not cease to blink at them with the amazed expression that a thrush must have on her face when she finds that she

has hatched out a cuckoo's egg. With much effort, the Inspector managed to weld the company in column of fours and it trundled to the Tower. After elementary manoeuvres and a game of Soccer against the troops quartered there, they returned to Lemman Street to continue their special work. They had supper—cocoa, bread and bully-beef.

“Bless'd be those feasts with simple plenty crown'd.”

And the morning and the afternoon and the evening were the first day.

And they were the second, except for an exciting incident in the afternoon. While the company was standing by, a constable tried to leave the office; he was immediately knocked down by the guard and not allowed to rise until he had signed his baton. Before long, every baton was covered with signatures.

And they were the third day, except for an exciting incident in the evening. A strictly limited number stood under the portcullis of the Bloody Tower for quite fifty minutes, and it sometimes drops down: this was the only time when anybody was conscious of threatening danger.

And they would have been the fourth day, but the Dons had discovered that an inspector's lot is not a whit happier than a policeman's, and they were only too willing to send the force back to Cambridge.

Would that I could write of the obliging typists, who unselfishly sacrificed their time to entertain us; but alas! I should break the fundamental law of composition, “Rem tene, et verba sequentur”, and the ex-Inspector of the C.C.R. who is editing this *Dial* has views on English Composition.

V. N. C.

Two Sonnets.

I.

"It is Death to mock a poet ; it is Death to love a poet ; it is Death to be a poet."—(Irish Proverb).

THOUGH all the sunsets of the Hebrides,
 And all sunrisings over all the hills
 From Marathon to Argos, though all these
 And all the promise of the daffodils
 Laughing in Sussex, though the charity
 Of all warm rains, and all the eyes of noon,
 Though all the fury of the cold white moon
 Sailing in her sour rage of chastity :

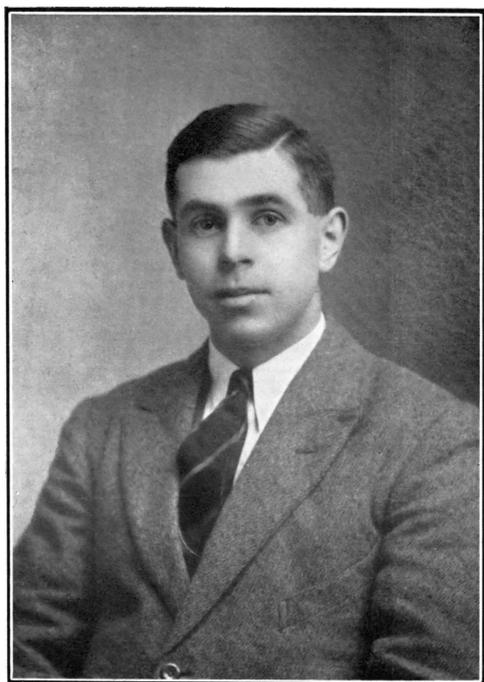
Though the august clouds and the greenery
 Of the deep sleeping Downs, that never met
 With the unending splendour of the sea,
 Though all are singing to the poet, yet
 He knows, he knows. All end, the poet saith ;
 They are most sweet, but being a poet—Death.

II.

DEATH.

If down the pitiless road God might permit
 (O God, for pity's sake !) some quick and dim,
 Some merciful side turning ; over it
 No moon, O God, for they were after him !
 For they were after him, the hollow feet ;
 The intolerable laughter in his ears :
 The aching laughter of the charioteers ;
 Mother of God, the chariots of Defeat !

Following, following, their laughing ran,
 And the road stopped—wall blank.
 "The end !" he said ;
 And he turned round and saw them, every man,
 And all their swords flashed, and their eyes were red.
 But he was still, and his heart rose to meet
 The infinite serene of No Retreat.



Man of Mark.

ERIC STANLEY HOARE

(Captain C. U. H. C.)

B EING asked to write a short biography of Queens' most brilliant athlete of the year, we referred ourselves immediately to the standard "life" of this eminent man, published in *The Granta* a little more than a year ago. From that reliable source we learned that Eric Stanley Hoare "was 'bullied' into the world" in June 1903, Hampshire being the favoured county of his birth. It appears that his ruling passion for a certain great game proclaimed itself very early, inasmuch as our embryo international displayed, even in the manipulation of his bottle, an invincible determination to "use both hands."

After a happy childhood he was despatched to Dean Close School, where he swiftly won distinction, becoming Senior Prefect, Captain of Hockey, Cricket, Soccer, Swimming and Gymnasium, and Sergeant-Major in the O. T. C.—a paralysing collection of offices, reminiscent of Pooh-Bah!

In October, 1922, he arrived at Cambridge, where, after flirting surreptitiously with Soccer (at which game he was given a 'Varsity Trial), he soon settled down to an all-conquering career on the Hockey field, winning a "Wanderer" in his first year, a "Blue" in his second, and becoming Secretary and Captain of Cambridge successively in his last two years. He proved himself

an inspiring Captain, and the victory over Oxford at Beckenham this year was due in no small part to his handiwork, which received well-merited recognition at the hands of the English selectors, who claimed his services as England's centre-half in all the International matches of the season.

It might be thought that after the unbounded activity of the winter terms, such a man, reversing the natural order of things, would withdraw into a state of coma for the summer months. But this versatile genius is a cricketer of no small quality, Captain of Queens', and a "Crusader"; and if he is not to be seen making big scores for Queens' this season, it is alas! because it was imperative that he should not bring a great career to an unfortunate close by having to sit for the English Tripos. for "in work", says *The Granta*, "he acknowledges to being a mere dilettante". Nevertheless he successfully steered his way through the Tripos in Mathematics and Geography.

"His habits", we learn, "are few". We understand that they include golf and reckless driving. His virtues are too numerous to be mentioned, and his vices have hitherto defied our diligent search. A discreditable smuggling escapade must reluctantly be noticed by the honest biographer, who shrinks from no truth, however painful; and we are obliged to add that his last term seemed to us a succession of orgies, culminating in a dinner given to him by the Queens' Hockey Club. On this occasion he received from his own college a small presentation in token of our recognition of the brilliant distinctions which he has won, and which he carries with so little parade: being "from spur to plume a star of tournament."

G. C. D.

Lines composed on the Obituary Notice
of an Egg Merchant
in the London "Times."

"Illustrious Vendor of whate'er the fowl
Lays in the yard, no more wilt thou be seen
Peddling thy pure Buff-Orpingtonic wares
Around the towns, the villages, the lanes.

Although, perchance, thou didst exclusively
Perambulate the great Metropolis,
From humble Stepney e'en to Hampstead proud,
From Chiswick too, or down the Old Kent Road.

Perhaps, again, far from a-hawking eggs
Pedestrian-wise, thou satest in some great House,
And boughtest them from country farmers poor,
Wholesale, re-selling at an handsome profit.

These three conjectures rise before my mind ;
I pen them here in honour to thy name
Now heard of men no more ; I'll never know
Which of the three describes thee quite correctly,
Since ne'er before heard I the type of trade
Thou didst pursue—"

O. I. S.

Q. C. A. F. C.*(Lent Term, 1926).*

THIS year in the Leagues we were unfortunately unable to uphold our high reputation of last year. This was partly due to our being deprived of the excellent services of Godfrey. Owing to the untiring efforts of Griffiths at centre half and Potter in goal, we met with moderate success. Our forwards were rather disappointing; they played well in mid-field but were unable to finish in front of goal. In the "knock-outs" with the inclusion of our two blues, Piper and Robins, in the team, we did not achieve the success which was optimistically expected. The team did not settle down, and in spite of winning against Emmanuel we were defeated by Corpus. This game was only lost on the replay when we were without Richardson, who was injured in the former game.

For next year there will be seven old colours left and prospects are good.

E. W. ELLISON,

*Hon. Sec.***Q. C. B. C.***(Lent Term, 1926).*

Played 17, won 11, lost 5, drawn 1.—Third in the League. The spell of bad weather at the end of the Christmas term resulted in our returning for the League competition with several problems still unsolved, and it was not until near the end of the season that the side was arranged satisfactorily. For the benefit of the curious, we will therefore review the team as it was finally constituted, lest unwary backs still reflect on their prowess at forward, and *vice versa*.

Bailey in goal was at times brilliant, and if experience brings steadier judgment, he should develop

into a source of real confidence to his side. F. J. H. Matthews at full-back, hampered by our inability to provide him with a satisfactory partner until late in the season, was the mainstay of the defence; and B. A. Roberts, brought back from the forward line at the end of the term, is a fast and resolute tackler, whose powers of defence should be invaluable next year. The half line was erratic. N. T. Witt, though slow, is stubborn and clever with his stick, and R. P. S. Protheroe played some sterling games for his side. The attack was re-modelled, N. G. Wykes coming in at inside-left, to provide the sadly-needed "thrust"—which he did with extraordinary success,—and the right-wing position going to F. Wilson, a fast and resolute runner with a hard and accurate centre. E. M. Hall at inside-right is the cleverest of the whole line as regards stick-work; it might benefit the side if he were to develop a slight attack of selfishness! J. H. Pope is a fine centre-forward, distributing the ball impartially, and keeping his place well; if he can develop his shooting abilities, he should go far; and A. G. Bazeley is a determined and hard-working left-wing, who provides the inside forwards with many fine opportunities, and was once known (in an access of irritation at the incompetence of his colleagues) to come into the circle and score sensationally himself.

J. H. Pope has been elected Captain, and R. P. S. Protheroe Secretary for next year; E. M. Hall on the Committee. We hear rumours that among the Freshmen coming up is a genuine centre-half, who should bring grateful relief to the entire team; and we wish the new Captain and his side every success.

G. C. DIAMOND,

Captain, Q. C. H. C.

Q. C. C. C.

THE eleven has had a most successful season, being undefeated. The drawn games were moral victories.

The batting has been sound and at times brilliant, with Grove, Wykes and Pope always giving the side an excellent start.

The attack relied too much on Piper and Pell, owing to the lack of really good change bowlers. However, they never let the side down and were fortunate in having the support of a keen and tireless fielding side.

At the beginning of the term some trouble was experienced in finding a wicket-keeper, but Sydney-Jones made a great difference to the bowler's success, his work on the leg-side being especially good.

Next season Quainton succeeds Piper as Captain, and will be assisted by Pell as Vice-Captain and Wykes as Secretary.

All the side have received their colours.

Congratulations to Robins on his blue, and to Wykes on playing for the 'Varsity.

CHARACTERS OF THE CRICKET ELEVEN.

- H. F. Piper (Captain).* Bowled exceedingly well throughout the season. Had a large share in all our victories. Extra work at bowling caused his batting to deteriorate, but even then he has made many runs. A good Captain.
- E. H. Quainton.* A keen and efficient Secretary. Did not get properly going until the end of the season, when he batted most attractively.
- J. H. G. Pell.* A very consistent bowler. Not a "classic" bat, but has made an efficient No. 3 or No. 11.
- D. McLellan.* Once forgot Lancashire and played like an amateur. Bowled well at times, but was much better in the nets than in a match. A good fielder.
- H. Sydney-Jones.* Played a very attractive innings against Magdalene. A more than useful wicket-keeper.

- A. D. Hamilton.* Keen in the field and a hard hitter.
- N. G. Wykes.* A really good and consistent No. 1., with strokes all round the wicket. A good field and a useful change bowler.
- L. T. Grove.* A sound opening bat, who could always be relied upon to give the side a good start. A fairly successful slow bowler, with a masterly full toss.
- J. H. Pope.* An attractive and sound first-wicket batsman. Handicapped in the field by an injury.
- R. W. V. Robins.* Did not play many times for the College. A brilliant forcing bat, but apt to throw his wicket away. Very fast in the field.
- B. A. Roberts.* An erratic hard-hitting batsman and a very fine fielder. H. F. P.

Q. C. I. T. C.

TENNIS this term has been conspicuous by its absence, owing to the impossible weather throughout the whole term and the break during the middle for a fortnight's hard manual labour, which was not found to be the most satisfactory way of producing the best tennis. We were sorry that the leagues were scratched soon after the strike.

J. R. Dyson is a great loss to the College. He has played for three years with that exactness which has never failed to be the dominating feature of his character. He has also this term been a mental support for his partner in times when the world seemed black. We are also sorry to lose the inseparables, A. I. Forde and B. M. Castle, who (although not Wimbledon standard) will not fail to do great things owing to their capacity for endurance.

We were lucky to find such brilliant talent among the freshers this year, and we congratulate J. Sowerbutts on doing so well in the freshers' tournament. Next year we look forward with confidence to a successful season and a change for the better.

S. R.

O. C. B. C.

LENT TERM.

THE first part of the term was taken up in practice for the Lent races, and it was very encouraging to see the Rugger Club form a getting-on boat.

THE FIRST BOAT.

				st.	lbs.
<i>Bow</i>	W. H. Webb	...	...	11	10
2	H. C. Hebard	...	...	12	7
3	C. N. Vokins	...	...	12	4
4	E. E. Chappell	...	...	11	7
5	E. W. N. Mallows	...	...	11	4
6	R. S. Allen	...	...	13	1
7	T. B. O'Meara	...	...	10	11
<i>Str</i>	T. F. S. Brass	...	...	10	1
<i>Cox</i>	R. H. B. Snow	...	...	9	5

The races resulted as follows :—

1st Day—Rowed over, there being a bump ahead.

2nd Day—Bumped L.M.B.C. I. at the Glass Houses.

3rd Day—Bumped Trinity Hall I. at the Railings.

4th Day—Rowed over, going up slightly on Caius I.

THE SECOND BOAT.

This boat was rather upset by illness, but rowed very well indeed on the last three nights, only going down to Peterhouse I. on the first night.

The crew was as follows :—

				st.	lbs.
<i>Bow</i>	B. A. Southgate	...	...	10	8
2	J. M. Cartwright	...	...	11	4
3	E. N. A. Morton	...	...	10	5
4	P. F. Davis	...	...	10	3
5	M. L. Parry	...	...	11	8
6	H. J. Jarrold	...	...	10	13
7	N. M. Kennaby	...	...	11	0
<i>Str</i>	R. Ede	...	...	10	10
<i>Cox</i>	G. Braithwaite	...	...	9	9

The races resulted as follows :—

1st Day—Bumped by Peterhouse I. at First Post Corner.

2nd Day—Rowed over with Caius III. behind.

3rd Day—Rowed over, getting within $\frac{1}{2}$ length of Christ's II. in the Gut.

4th Day—Rowed over, Christ's making a bump in front.

THE THIRD BOAT.

			st.	lbs.
<i>Bow</i>	J. M. Matthews	...	10	5
2	A. H. Gurney	...	10	3
3	T. Munro	...	10	6
4	W. H. Symonds	...	10	2
5	E. M. Pearson	...	10	8
6	S. B. Palmer	...	10	7
7	J. R. Hannington	...	10	13
<i>Str</i>	H. J. Robinson	...	12	4
<i>Cox</i>	W. P. Jenson	...	9	6

The races resulted as follows :—

1st Day—Bumped Downing II. in the Gut.

2nd Day—Rowed over.

3rd Day—Bumped by Caius IV.

4th Day—Rowed over.

THE RUGGER BOAT

deserves much credit for the excellent way it raced, especially as it only had ten days' practice before the races.

			st.	lbs.
<i>Bow</i>	S. Reynolds	...	10	7
2	T. A. Hoyle	...	11	7
3	F. W. Stevinson	...	13	10
4	W. D. Lorimer	...	12	7
5	R. R. M. Bacon	...	13	10
6	G. C. Martin	...	14	1
7	E. H. Tillett	...	11	4
<i>Str.</i>	A. D. Hamilton	...	12	4
<i>Cox</i>	W. S. Rogers	...	9	4

They were beaten by St Catharine's II. after a very plucky race.

The Tub-pair races resulted in a win for H. C. Hebard and T. F. S. Brass *v.* E. N. A. Morton and H. J. Jarrold.

THE MAYS.

This term it was possible to get on much quicker with practice during the earlier part of the term, owing to the fact that the order of rowing had been more or less settled the previous term.

Although practice was upset by the strike, the crews soon returned to their old form and improved right up to the races.

THE FIRST BOAT.

				st.	lbs.
<i>Bow</i>	W. H. Webb	...	...	11	7
2	M. S. Ashby	...	...	11	9
3	H. C. Hebard	...	...	12	1
4	L. F. E. Wilkinson	...	...	11	9
5	C. R. P. Walker	...	...	12	4
6	B. M. Dale	...	...	10	8
7	J. A. Pocock	...	...	11	0
<i>Str.</i>	T. F. S. Brass	...	...	10	9
<i>Cox</i>	R. H. B. Snow	...	...	9	5

The races resulted as follows :—

First Day.—Rowed over. At First Post Corner were within $\frac{1}{4}$ length of Trinity Hall, who had caught a crab. From this point they lost all their steadiness, which they never regained, losing ground all over the course.

Second Day.—Rowed over, getting within a length of Trinity Hall I. when they made a bump in the Long Reach,

Third Day.—Bumped Pembroke II. at Ditton.

Fourth Day.—Bumped Trinity Hall I. at the Pike and Eel, having exercised their privilege as eighth boat of rowing past their winning post.

We are greatly indebted to R. A. Symonds and J. C. H. Booth (L.M.B.C.), P. E. C. Y. Royds (First Trinity), and A. B. G. Stephen (Queens'), for their excellent coaching.

THE SECOND BOAT

was not extraordinarily fast over the first part of the course, but its racing was all the more excellent as it gradually rowed its boat down in the Long Reach,

				st.	lbs.
<i>Bow</i>	N. M. Kennaby	...	...	10	10
2	M. L. Parry	...	...	11	8
3	C. N. Vokins	...	...	12	1
4	R. S. Allen	...	...	13	1
5	E. W. N. Mallows	...	...	11	3
6	E. S. Warner	...	...	12	0
7	T. B. O'Meara	...	...	10	12
<i>Str.</i>	P. F. Davis	...	...	10	6
<i>Cox</i>	W. P. Jenson	...	...	9	6

The races resulted as follows :—

First Day.—Bumped Jesus IV. at the Railway Bridge, St. Catharine's II. overlapping them at one point. W. P. Jenson is to be congratulated on his excellent coxing.

Second Day.—Bumped L.M.B.C. III. at Railway Bridge.

Third Day.—Had the bad luck to catch a crab at the railings, and were re-bumped by L.M.B.C. III.

Fourth Day.—Raced perfectly magnificently, gradually rowing L.M.B.C. III. down and bumping them at Morley's Holt.

THE GETTING-ON BOAT.

This is the first time Queens' has ever had a third May boat out, and another year there should be an extremely good chance of getting on. Extreme keenness was shewn all through, and they raced very well.

1st Round—Beat Trinity Hall IV. by 7 secs.

2nd Round—Beaten by Peterhouse II.

The crew was composed as follows :

				st.	lbs.
<i>Bow</i>	J. M. Matthew	...	...	10	5
2	R. S. Simms	...	...	10	0
3	H. J. Robinson	...	...	12	4
4	J. M. Cartwright	...	...	11	2
5	J. R. Hannington	...	...	10	13
6	H. J. Jarrold	...	...	10	11
7	E. N. A. Morton	...	...	10	1
<i>Str.</i>	A. T. Langston	...	...	11	9
<i>Cox</i>	R. H. Parker	...	...	9	5

J. A. POCOCK,
Captain.

St. Margaret Society.

The Society has given its usual programme of Concerts during the past year. A detailed notice of separate concerts is impossible in the space at our disposal; but, in the Michaelmas Term, the playing of the Bach Double Concerto in C sharp major by Messrs. Nicholson, Richardson and Dykes-Bower will be remembered as a very fine performance.

The Smoking Concert in the Lent Term was well up to the usual standard. All the items were good but the

playing by Mr. Griffiths of the Brahms G Major Violin Sonata and Mr. Knight's rendering of Beethoven's Pathetic Sonata were outstanding.

The attendance at the Concerts has, on the whole, been disappointingly small. It is hoped that the College will give more support to the Society in the coming year.

M. W. B.

St. Bernard Society.

SOME excellent concerts have been held during the term, and the Society has been fortunate in hearing many accomplished visitors from other Colleges, and in possessing such a good accompanist as Mr. Duke-Baker. Unfortunately it has been possible to hold only two debates, as the necessary quorum is rather elusive, but there were some good speeches on January 30th, when Mr. P. A. Bartlett proposed "That this House admires a man who drinks, smokes, and swears", a motion which moved the Librarian to give of the best of his own torrential style.

The Dons' Debate, on March 6th, provided a suitable setting for the annual duel between the Dean and Mr. A. B. Cook, both of whom seemed to like the motion, and even spoke upon it at times. On the whole it has been quite a successful term, and the prominence of some of the Freshmen, in both concert and debate, promises well for next year.

R. G. N.,
Hon. Secretary.

Erasmus Society.

During the Lent Term the Society met four times, papers being read by the President (R. L. Parkin), on "the Novels of Thomas Hardy"; Mr. T. R. Henn (St. Catharine's College) on "The Sublime and the Ridiculous in Verse", and Mr. S. C. Roberts (Secretary to the University Press), on "The History of Cambridge Printing". Besides these three meetings, an informal meeting was held in Mr. Potts's rooms at a late hour one evening when Mr. T. S. Eliot, who was the Clark Lecturer for 1926, came and spoke to us about future developments in prose, poetry and the drama. The Meeting on this occasion did not end until midnight.

The matter of the abandonment of the proposed Dinner was unfortunate, and the change of date of Mr. T. S. Eliot's meeting perhaps caused inconvenience to some members, although the circumstances were out of our control.

We were disappointed in not always having the President in the chair, but when he was absent we knew that he was giving a most admirable and practical proof of his interests in the arts at the A. D. C. Theatre, where he took the part of the younger Mortimer in Marlowe's "Edward II."

The general question of trying to synchronise dates on which College Societies meet is one which might with advantage be discussed, and with this end in view it is hoped that we shall be able to arrange our meetings so as not to clash with those of the Historical and Classical Societies next year.

It is hoped that the following papers will be read at

the Society's meetings in the Michaelmas Term :—

The President of the Society.

“The Poetry of Thomas Lovell Beddoes.”

Mr. T. W. I. Bullock. “*Celestina*”—A Spanish Tragi-Comedy.

Mr. Aubrey Attwater, Fellow of Pembroke College.

(Subject to be announced later).

Dr. D. H. S. Cranage, King's College. “Spanish Gothic Architecture”
(with lantern slides). Open Meeting.

Further particulars will be announced to members at the beginning of next term.

C. D. H.

Classical Society.

THE Society has had a fairly successful year. During the Michaelmas and Lent Terms books were read at four meetings—selections from Lucian, Petronius, Ovid's *Fasti* and Euripides's *Troiades*. A debate was held at which the Society “did not approve the constitutional reorganisation of Sulla”. Unfortunately only two undergraduate papers were forthcoming—by A. S. Oswald on “Roman Architecture” and by G. E. Yeulett on “Roman Imperial Policy in the First Century”.

Mr. J. T. Sheppard, of King's, read a paper on “Comedy in Greek Poetry” and the Rev. C. F. Angus, of Trinity Hall, read a paper on “Lucretius”, both of which were delightfully illustrated by their authors' original translations. Mr. B. L. Hallward, of Peterhouse, gave an interesting lantern lecture on “Greece after the Third Crusade”.

The crowning event of the year was the visit of Sir J. G. Frazer, when he read a paper on "The Argei", in which he produced a brilliant and satisfying theory to account for this rite, only to reject it in favour of a more brilliant but perhaps less satisfying one. He decided that the Argei were sacrificed to the river in order to appease it for the loss of victims caused by the building of a bridge in place of a ford. Sir James Frazer by his paper proved himself not only a philosopher but also a poet.

J. George has been elected secretary for next year and R. S. Allen vice-president.

R. S. ALLEN,
Hon. Sec.

Historical Society.

There were six meetings during the two winter terms and all were fairly well attended. Papers were read by Commander Tait, Mr. Previt -Orton, and Mr. Vellacott, and also by two members of the college. The most interesting paper was that on the Italian Popular Party by its founder and leader, Don Luigi Sturzo, now exiled from Italy by Fascismo. There were several well-known guests at the meeting, including Dr. Coulton and Dr. Holland Rose.

Owing to the strike the annual outing and dinner on Ascension Day had to be cancelled.

E. W. N. MALLOWS,
Hon. Sec.

Science Club.

THE Science Club has had a successful year, and every meeting has been well attended.

The visitor to the Club in the Michaelmas Term was Professor T. M. Lowry, who spoke on "New Physical Foundations for old Chemical Beliefs." He gave an outline of the structure of the atom as it interests the chemists, in organic and inorganic union of elements.

Other papers were read by members of the Club—Mr. Friend on "Colour Photography", Mr. Goodliffe on "Periodicity in Nature", and Mr. Tucker on "The Glacial Epoch in Britain".

In the Lent Term we had an interesting paper from Mr. J. A. Ratcliffe, B.A., on "The Production and Measurement of High Vacua." At the other three meetings papers were given by the Secretary, Mr. Eddy, on "The Development of Life", Mr. Brentley on "The Drift of Continents", and Mr. Garratt on "Immunity".

Unfortunately there are very few first year men reading Natural Science, but we are hoping that next year's freshmen will swell the numbers of the club.

C. T. EDDY.

Guild of St. Bernard.

A DAY of Intercession was held in the Lent Term, when each member promised to pray for at least a quarter of an hour in Chapel, at the time which suited him best. It is hoped by this means that we may learn to make more personal use of the College Chapel.

During the University Mission, which was held in the Lent Term, Father Vernon, S.D.C., came and spoke in the Chaplain's rooms. The meeting was very well attended, and although it was not held under the auspices of the Guild as such it was felt that a third meeting in addition was unnecessary, which explains the fact that we only held two others during the term.

Papers were read to the Guild by the Dean of King's College on "Reunion—Rome and Canterbury", and by Father Hankey, Vicar of Little St. Mary's, on the "Communion of Saints".

Collections have been made at the Guild Celebrations for the College Mission and for the U. M. C. A.

C. D. H.

Correspondence.

ENTRANCE GATES IN THE GROVE.

To the Editor of "The Dial."

DEAR SIR.—One is filled with a sense of envy when taking friends round the different colleges, a frequent task in the summer term, to notice how resplendent all the other College gates are in their gold and crested glory, and to compare them with our own, which are painted green all over, until it needs an observant eye to notice that there are shields on the gates at all.

Would it be possible to give the boar a silver head and a nice red tongue and the crowns a touch of "reginal" gold?

Yours faithfully,

EX-INSPECTOR.

BERNARD ROOM TELEPHONE.

To the Editor of "The Dial."

DEAR SIR.—I am aware that letters on the subject of the Bernard Room have appeared with great regularity in past issues of "*The Dial*", and that the demands made have usually been excessive, so that they have not done much to improve the amenities of that room. The suggestion which I bring forward in this letter, however, will not, I hope, be considered impossible.

It is that the telephone should be enclosed in a telephone-box, so that a certain amount of privacy may be ensured. Anyone who has attempted to use the telephone in the leisure hours of the day will agree:—

- (1) That the room is usually occupied by other people at the same time.
- (2) That the present arrangements must often cause an uncomfortable feeling to all who are in the room at the time.

Yours faithfully,

D.

THE GROVE TENNIS COURTS.

To the Editor of "The Dial."

DEAR SIR.—I have been asked by several members of the College to bring to your notice the condition of the hard courts in the Grove.

The natural surrounds of the courts are so ideal that it would surely be worth while spending a little money on the courts?

They are in such a state of decay at present that the least storm of rain makes them into a sea of mud, and the nets are extremely old. The cost would not be great to cover the whole with a new surface of gravel and red shingle; then they would give the College a chance of playing tennis in the winter.

I remain,

Yours sincerely,

J. R. D.

To the Editor of "The Dial."

SIR.—The College is very fortunate in having tennis courts in such a convenient position as the Grove. It is therefore a pity that these courts are at present very inferior. May I suggest a few simple alterations that would greatly improve these courts?

(1) As there is not nearly enough length of run-back behind the base-line of the grass courts or the hard courts at the end where they join, both of the grass courts should be moved further from the hard courts, to give about four yards clear space at the end of each court. This would mean moving the nets about two yards. There is room to do this, but a little levelling of the ground would be desirable.

(2) All grass should be removed from the ends of the hard courts, and replaced by gravel. When the grass is wet, the hard courts are as useless as grass courts, for this grass makes the balls wet, and so spoils the rackets. The grass quite spoils the damp-weather value of the hard courts.

(3). Proper traps should be arranged to prevent balls sent into the corners of the courts from disappearing

among the trees behind the five courts, or into the college rubbish-heap. This could easily be done by fixing small lengths of wire netting to jut out from the sides to cover the direct line of exit from the courts. (The design of certain public buildings will illustrate this point!)

An alternative would be to hang string netting over the path at the corner of the courts.

These improvements could be carried out during the Long Vacation or next term. As they will benefit a large number of members of the college, they should be well worth while.

Might I also suggest that the Grove courts be better kept up? At present they are altogether very much neglected.

Yours truly,

W. S. ROGERS.

P.S.—Two other quite separate improvements, *viz.* the construction of lock-up garages for members' motor vehicles, and the making of a swimming pool in the Grove, may be commended to any energetic reformer or benefactor.

[We suggest that this is a matter to be decided by the Amalgamated Clubs.—ED.]

Committee.

MR. A. B. COOK, *Censor*.

MR. C. M. SLEEMAN, *Treasurer*.

MR. L. J. POTTS, *Editor*.

A. S. OSWALD.

R. L. PARKIN.

A. I. FORDE.

G. C. DIAMOND.

C. D. HORSLEY.

E. W. MALLOWS.

N. G. WYKES.

T. H. WHITE.

The subscription to *The Dial* is 8/- per annum, inclusive of postage. All subscriptions should be sent to the Treasurer. No copies will be sent out before the subscription is paid.

Contributions, which are welcome at any time of the year, should be sent to the Editor.

Applications for copies, notices of change of address, etc., should be sent to The Clerk, Queens' College Office.



J. HALL & SON

— Cambridge —