

A "Carlton Club" train ran on the Southern Railway with its entire crew, members of this Club. The Earl of Clanwilliam drove the engine with Lord Apsley as his fireman. These men had to undergo considerable hardships, sleeping in freight cars and getting food where they could. Lord Clanwilliam in grimy overalls, covered with grease and soot when he brought his train into Waterloo Terminus must have been quite the dirtiest Earl on record.

Oxford and Cambridge undergraduates undertook the unloading of ships in the docks and these stalwart youths did double the amount of work the ordinary dockers did.

Westminster Station was worked by Conservative M.P.'s. I am told Lord Titchfield was a most efficient foreman-porter and that he swept out his station thoroughly, whilst my great-nephew, Sir Victor Warrender, displayed unexpected gifts as a polisher of brasswork.

My young friend, ex-Flag Lieutenant Rhodes R.N. came into a lot of money and retired from the Navy. Each morning for a fortnight he and his paid chauffeur left Rhodes' home at 6 a.m. sharp in a Rolls-Royce for the Hammersmith Omnibus Depot where they got out their bus and cleaned it in preparation for their first trip at 6.45 a.m. They each worked 14 hours on that bus daily, Rhodes driving one trip and the chauffeur acting as conductor; next trip they reversed the roles, arriving home at 8.30 p.m. too tired to eat or even to speak. It was Rhodes who covered his bus with inscriptions--"Pretty girls not objected to beside the driver"; when his windows got smashed by strikers, he painted up - "Thank you, mother, I have no panes now" and on the boarded up window space he painted - "Emergency Exit".

I am really lost in admiration at the extraordinary efficiency and foresight displayed by the O.M.S.

There are Seven million inhabitants of London and it was no light task to feed these seven millions without the use of the railways, or with a very restricted service, yet it was done with no shortage of anything, and with no rise in prices. Gas and electricity services were maintained by volunteers at their former pitch of efficiency. It was a real triumph of organization.

Hay's wharf on the Thames is a very important centre for good distribution and all its derricks and cranes were worked by electric and not by hydraulic or steam power. Here many steamers were lying idle when 300 young Oxford undergraduates arrived to unload foodstuffs.

The strikers had quietly cut the electric cable main and gathered in numbers to witness the discomfiture of the undergrads when the derricks refused to act without power behind them. To the amazement of the strikers, the derricks worked as usual. They had noticed among the other shipping, three grey hulls of unusual shape. O.M.S. foreseeing the possibility of the power cable being cut had sent three submarines up the river, submerged. These were now supplying the power direct to the derricks from their own dynamos.

The Government wisely protected volunteers unloading flour at the London docks as the regular dockers were distinctly hostile. They escorted the long procession of flour-lorries with lorries full of Guardsmen in Service Kit and steel hats with loaded rifles, and by service armoured cars with machine guns and let it be known that in case of necessity both rifles and machine guns would be used. There was no disturbance whatsoever and the soldiers were loudly cheered by the crowd. One elderly woman shook her fist at a Guardsman and yelled out at him, "Oh you-----bastard". The big soldier with imperturbable good humor shouted back, "Come, come mother, don't give our family secrets away, nobody knows that but you and me."

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