



MAKE PERFECT BREAD

"Save The Victory."

(From United Empire.)

Admiral of the Fleet Sir Doveton Sturdee, followed up his article in United Empire last month with an address at a meeting of the Empire Social Club of the Institute held in the Smoking Room on December 7th—the eve of the Battle of the Falklands. Sir William Grey Wilson, formerly Governor of the Falkland Islands, presided, and the Admiral's appeal on behalf of the Save the Victory Fund was followed with the keenest interest by a crowded audience.

Sir Doveton Sturdee said that H.M.S. Victory held a most commanding position in our naval history. The present ship was the fifth of her name. The first Victory, a vessel of 800 tons, shared in the great deeds of the sea adventures of Elizabethan days. She was originally named the Great Christopher—a prophetic name, but Queen Elizabeth specially ordered her to be re-named Victory. As with a regiment, a ship started her records and traditions from the first ship of the name. Therefore the present ship called Victory dated back to 1560—further than any of the distinguished regiments of the British Army, and, probably, further than any existing ship in the Navy. The present grand old ship carried the flag of the great Sir John Jervis at the battle of St. Vincent; a year afterwards, the Admiralty ordered her to be made into a prison hulk. Fortunately, the Navy Board objected on the ground that it would prejudice the ship against being ever again brought forward for sea service. Thanks to their remonstrance the ship was saved, and in her Nelson gained the immortal victory of Trafalgar. The Victory to-day flew the flag of the Commander-in-Chief of Portsmouth. She had the greatest history of any ship ever built during the centuries of recorded naval history. Her construction was first approved of in the Naval Estimates of 1758. Her keel was laid at Chatham in 1759, and she was launched in 1765, but was not brought forward until 1771, when there was a dispute with Spain about the Falkland Islands. In March, 1778, during the struggle with the American Colonies, war broke out with France, and she was then brought forward as Keppel's flagship. The period between 1760 and 1780—two centuries—saw the first beginnings of the Empire. The year 1759, when the present Victory was laid down, was possibly the most successful war year in our national history. The Victory was only in her cradle, not ready to enter on her great career. She was contemporary with the foundation of the Dominion of Canada and British rule in India, but was many years older than the other great Dominions and Crown Colonies. She was much older than the American Constitution and America were much interested in her. During the siege of Gibraltar, the only request that Lord Howe made on

being appointed to the command of the relief force was that he might hoist his flag in the Victory, the fastest sailing line of battleship of the day. This was granted, and Howe, in her, with a fleet inferior to the combined Franco-Spanish fleet by thirty-four to forty-six ships of the line, conveyed a fleet of transport and re-provisioned the Rock. From her first days the Victory was such a fine first-rate ship of the line that Commanders-in-Chief and Admirals always tried to hoist their flags in her during her thirty-four years of active service, a long period for a wooden ship. She flew the flag of fourteen different admirals, the most famous being the Hon. Augustus Keppel, Hyde Parker (twice), Lord Hood (twice), Sir John Jervis (afterwards Lord St. Vincent), Lord Nelson (twice), and Sir John Saumarez. She was flagship of the Commander-in-Chief, Mediterranean, under Hood, St. Vincent, and Nelson for five and a half years. As flagship of the Commander-in-Chief she engaged in four battles—two of them under Keppel and Kompenfelt, and those of St. Vincent and Trafalgar. As Hood's flagship she occupied Toulon, and on its evacuation took part in the siege and capture of San Florenso, Bastia, and Calvi. After Trafalgar Saumarez chose her for his flagship during his Baltic campaign, 1809-12. No ship in any naval service had such a record of war service, and her preservation seemed of vital importance to the Empire, but her intrinsic value to the State had often been lost sight of by the Government of the day, and it required the personality and energy of the late Marquis of Milford Haven to impress on the authorities the necessity of her being docked and surveyed thoroughly to ensure her not foundering at her moorings in the harbour. He believed that it only required to be more generally known throughout the Empire that the fate of this wonderful ship was in its hands for the £150,000 to be forthcoming.

It was hoped to restore the hull of the ship so far as was possible to the Trafalgar condition. A cursory glance at the ship would show the need of carefully nursing her if she was to be preserved for, say, a hundred years more. The Admiralty had appropriated a dock in a very central position in the historic yard at Portsmouth. £24,000 had been voted to make a steel cradle to support her. The King had sent a contribution to the fund, the Prince of Wales was supporting the appeal, and the Duke of Connaught was the patron.

A discussion followed in which the Hon. J. G. Jenkins, Sir Edward Lucas (Agent-General for South Australia), Mr. A. H. Ashbolt (Agent-General for Tasmania), Dr. F. W. Collingwood, Dr. R. W. Bailey, who suggested the holding of a "Victory Day" in the Dominions and Colonies—Mr. Wretford, and Mr. J. A. Alder took part. Admiral Sturdee was with difficulty induced to say a few words about the Falklands battle. He spoke of Admiral von Spee as a good fellow but a bad strategist; otherwise the job of meeting him might have taken six months.

The Chairman, proposing a vote of thanks to the lecturer, said that this country owed Admiral Sturdee a debt of gratitude that would never be forgotten.

HE HAD TO. A man was rebuked in court for endeavouring to confirm a palpably absurd story told by his wife.

"You should be more careful," the judge said. "I tell you candidly I don't believe one word of your wife's story."

The man looked at the judge and sighed mournfully. "That's all very well," he said. "You may do as you like, but I've got to."



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