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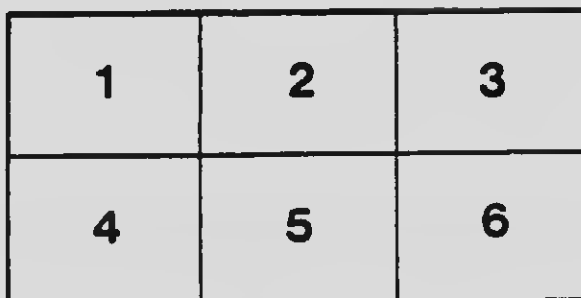
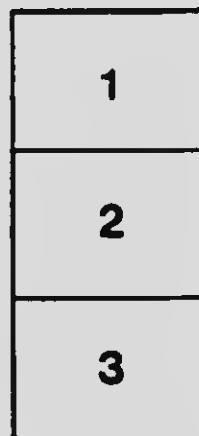
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Jucinoe

Xma

Wishing Lady Jellicoe
A Happy Xmas and
New Year

Xmas, 1919



PREFACE

The idea of preparing this little book as a Christmas present for Lady Jellicoe, arose during the passage of H.M.S. "New Zealand" from the Fiji Islands to Apia in Samoa.

As the book had to be completed by the date of arrival of the ship at Esquimalt, in order to be printed in time, and as the authors had also other work to do, it will be seen that considerable excuse exists for its shortcomings.

Each chapter has been handled by all the authors, of whom there are seven, hence the extraordinary diversities of style.

The sole merit to which it lays claim is that it is ready in time!

It is hoped that the further adventures of the Mission, the account of which will be started in leisurely fashion from this date, with the idea of being eventually printed as Volume II, will reach a higher literary standard.

H.M.S. "New Zealand,"
at Esquimalt,
8th November, 1919.



"La Critique est aisée, l'Art est difficile!"



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**RECORD OF MOVEMENTS OF ADMIRAL OF THE FLEET VISCOUNT JELlicoe ON
NAVAL MISSION TO INDIA AND THE DOMINIONS.**

Place	Arrived	Left	Remarks	Distance (Mileage overland shown in italics)	
London	1919	1919			
Portsmouth	19 Feb	19 Feb.	By rail.		76
Gibraltar	24 Feb.	21 Feb.	In H.M.S. "New Zealand."	1128	
Port Said	3 Mch.	25 Feb.		1902	
Cairo	3 Mch.	3 Mch.			146
Suez	5 Mch.	5 Mch.			146
Bombay	14 Mch.	5 Mch.		2930	
			Delhi 16 Mch.—21 Mch.		957
			Agra 21 Mch.—22 Mch.		122
			Cawnpore 22 Mch.—23 Mch.		150
			Lucknow 24 Mch.—24 Mch.		46
			Bombay 28 Mch.		880
Karachi	31 Mch.	29 Mch.		503	
Bombay	3 Apl.	1 Apl.		501	
			Gwalior 18 Apl.—22 Apl.		763
			Simla 23 Apl.—28 Apl.		410
			Bombay 30 Apl.		1173
Colombo	3 May	30 Apl.		917	
Cocos Islands	9 May	5 May		1531	
Albany (W. Australia)	15 May	9 May		1920	
Port Lincoln	24 May	21 May	Perth 16 May—20 May	948	680
Adelaide	25 May	24 May		184	
Melbourne	30 May	28 May		430	
Hobart (Tasmania)	16 June	14 June		506	
Jervis Bay	16 June	17 June		611	
Sydney	19 June	22 June		95	
		2 July	By rail.		725
Brisbane	3 July				
Port Purvis and Tulagi (Solomon Islands)	10 July	5 July 11 July		1197 340	
Fauro Is. (Solomon Is.)	13 July	13 July		308	
Rabaul (New Britain)	14 July	16 July		565	
Visited Mioko Harbour, H.M.A.S. "Una." (late Samarai)	Duke of York Islands, in German Gunboat "Komet"). 20 July	20 July	H.M.A.S. "Suva."		
Port Moresby (Papua)	21 July	22 July	Movements of "New Zealand":—		
Thursday Island	24 July	25 July	Sydney 23 June—8 July	294	
Gladstone	31 July		Jervis Bay 8 July—18 July	326	
			Sydney 18 July—22 July	1046	
			Jervis Bay 22 July—30 July		954
Newcastle	2 Aug	1 Aug	By rail.		103
Sydney	4 Aug.	3 Aug.	By rail.		542
Melbourne	13 Aug.	12 Aug.	By rail.		542
Sydney	14 Aug.	13 Aug.	By rail.		
Wellington (New Zealand)		16 Aug.		1244	
Lyttelton	20 Aug. 1 Sept.	31 Aug.		170	
Christchurch	1 Sept.	1 Sept.	By rail.		8
Timaru	8 Sept.	7 Sept.	By motor car.		112
Dunedin	8 Sept.	8 Sept.	By motor car.		110
Timaru	8 Sept.	11 Sept.	By motor car.		110
Christchurch	11 Sept.	12 Sept.	By motor car.		112
Lyttelton	12 Sept.	12 Sept.	By rail.		8
Picton	13 Sept.	12 Sept.	Re-embarked.	202	
Wellington	15 Sept.	15 Sept.		65	
		20 Sept.		597	
Auckland	22 Sept.		Ship stopped off Napier and Gisborne on 21 Sept.		356
Suva (Fiji Is.)	7 Oct.	3 Oct.	Rotorua, 26 Sept.—1 Oct.	1167	
Levuka (Fiji Is.)	11 Oct.	11 Oct.		60	
Apia (Samoa)	13 Oct.	12 Oct.		596	
Christmas Island	19 Oct.	15 Oct.		1081	
Fanning Island	20 Oct.	19 Oct.		176	
Honolulu	24 Oct.	20 Oct.		1049	
Hilo (Hawaii)	1 Nov.	31 Oct.		217	
Esquimalt	8 Nov.	1 Nov.		2033	

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CHAPTER I.

THE BEGINNING

Discussions between the Governments of the Mother Country and of the Dominions, particularly during the Imperial Conferences of 1909, 1917 and 1918, had demonstrated more and more clearly the desire of the Dominions to co-ordinate the Naval effort of the Empire, and to establish on a sound basis schemes of local and Imperial Naval Defence.

At the end of 1918, in order to meet the wishes expressed by the Governments of India and the Dominions, Admiral Viscount Jellicoe of Scapa undertook, at the request of the Lords Commissioners of the Admiralty, a great Naval Mission with the following terms of reference:—

“To advise the Dominion Authorities whether, in the light of the experience of the war, the scheme of Naval organization which has been adopted, or may be in contemplation, requires re-consideration; either from the point of view of the efficiency of that organization for meeting local needs, or from that of ensuring the greatest possible homogeneity and co-operation between all the Naval forces of the Empire; and, should the Dominion Authorities desire to consider how far it is possible for the Dominion to take a more effective share in the Naval defence of the Empire, to give assistance from the Naval point of view in drawing up a scheme for consideration.”

It was decided that Admiral Lord Jellicoe should fly his flag in a Battle Cruiser for his world-wide tour of the Empire.

The vessel selected by the Admiralty was H.M.S. “New Zealand,” a Battle Cruiser of 18,800 tons, which was built at the charge of the New Zealand Government and presented to the Mother Country. She was completed in 1912 and during 1913, under the command of Captain Lionel Halsey, now Rear Admiral Sir Lionel Halsey, K.C.M.G., C.B., visited New Zealand and the

other Dominions. During the late war, the ship formed part of the Battle Cruiser Force, and took part in all the principal actions in the North Sea.

Lady Jellicoe, with the consent of the Lords Commissioners of the Admiralty, accompanied Lord Jellicoe for the voyage in H.M.S. "New Zealand."

On being detached from the Grand Fleet in December 1918, H.M.S. "New Zealand" was sent to Devonport Dockyard to refit and have certain structural alterations made. The two 4" guns each side in the forward superstructure were removed, and the space converted into extra apartments for the use of Lord and Lady Jellicoe. Wing spaces, on a level with these apartments were built out as far as the ship's side, thus providing extra deck space and much needed shelters on the Upper Deck underneath.

The ship was also given a general refit, and the damage to the Port side, caused during a collision in 1916, was more thoroughly repaired than had been previously possible.

11th February
1919.
Devonport.

19th February
Portsmouth.

The ship was re-commissioned for special service, under the command of Captain Oliver E. Leggett, on February 11th, 1919, with Commander Thomas F. P. Calvert, D.S.O. as Executive Officer and 2nd in command. Owing to the short time available for effecting the above-mentioned alterations, the work of recommissioning and refitting had to proceed simultaneously under most disadvantageous weather conditions, and when on February 18th, the ship sailed for Devonport, she carried with her a large number of Dockyardmen, employed making the finishing touches. On arrival at Portsmouth early on the morning of February 19th, the "New Zealand" was berthed at the South Railway Jetty, and the work of cleaning and painting ship commenced, and was carried on simultaneously with that of embarking innumerable stores for the long tour ahead. The weather was very wet.

During the time that the "New Zealand" was being prepared at Devonport for the tour, Admiral Viscount Jellicoe and his Staff were busy at the Admiralty. In the middle of January, Commodore F. C. Dreyer, C.B., C.B.E., vacated the post of Director of Naval Artillery and Torpedo on the Naval Staff of the Admiralty, to become the Admiral's Chief of Staff. Paymaster Captain H. H. Share, C.B., left an appointment at Southampton

to resume his old post as Secretary, and Commander B. H. Ramsay, M.V.O. joined as Flag Commander, giving up the command of H.M.S. "Broke" in the Dover Patrol. Lieut. L. V. Morgan, M.V.O., D.S.C., who was serving at the time as Flag Lieutenant, to Vice-Admiral Sir Roger Keyes, was appointed as Lord Jellicoe's Flag Lieutenant and proceeded to Portsmouth to requalify in Wireless Telegraphy. Commander H. R. Sawbridge, (as Anti-Submarine Officer), from the Anti-Submarine Division of the Admiralty Naval Staff; Lieut. Commander R. H. F. de Salis, D.S.C., (as Mining Officer) from H.M.S. "Malaya"; and Paymaster Lieut. Commander C. K. Lloyd (as Secretary to the Chief of Staff) from H.M.S. "Calliope" also joined the Staff. Arrangements were made for Wing Commander E. D. M. Robertson, D.F.C., of the Royal Air Force to give up the command of the Air Station at Felixstowe and to join Lord Jellicoe's Staff in Australia.

The Admiral and his Staff at the Admiralty were almost as much pressed for time in the completion of their preparations as were the Dockyard officials at Devonport in the fitting out and refitting of H.M.S. "New Zealand."

During the few weeks at their disposal at the Admiralty, they had to collect detailed information on almost every subject connected with the Navy, varying from Foreign Intelligence to the cost of maintenance of an Admiralty Trawler, and from the minutes of an Imperial Conference to the daily movements of an enemy raider. In order to be self-contained when out of reach of the Admiralty archives, the Mission had to leave England like a miniature Admiralty, or to borrow a Military term, an Advanced G.H.Q.

On this day the work at the Admiralty was brought to a conclusion, and Admiral Viscount Jellicoe and the Staff proceeded independently to Portsmouth to join H.M.S. "New Zealand", which arrived from Devonport that morning.

The Admiral's flag was formally hoisted at 9 a.m. The usual official calls were dispensed with, but the Mayor of Portsmouth came on board in the forenoon to pay his respects to the Admiral. A small army of Press and cinematograph photographers were busy all the forenoon taking photographs of the Admiral, Staff, and Officers, both collectively and individually.

Owing to the fact that the Admiral's new cabins were not quite completed, the departure from Portsmouth,

Wednesday,
19th February
Portsmouth.

Thursday,
20th February
Portsmouth.

Friday,
21st February,
Portsmouth.

which was to have taken place at 3 p.m. was put off until 3 p.m. the next day.

The Admiral and Lady Jellicoe gave a luncheon party of 40 on board, mostly their relations and friends.

At 10 a.m., Major General W. Douglas Smith, C.B., commanding the Portsmouth Defences, called on Lord Jellicoe.

At 11 a.m., H.M.S. "Queen Elizabeth" passed up harbour. She was not flying the flag of the Commander-in-Chief. "New Zealand" "cheered ship," to which the "Queen Elizabeth" who looked smart and impressive, responded heartily.

The Admiral gave another luncheon party of 30.

Rain commenced to fall about 11 a.m. and continued for the rest of the day, and formed a heavy slush with the snow lying on the ground. In spite of this, a large crowd had collected on the jetty at 3 p.m., at which time "New Zealand" slipped and proceeded out of harbour. On arrival at Spithead, where the "Iron Duke" was at anchor, the Admiral signalled to her:—

"I am very glad to see my old flagship again, and would have steamed round her had the weather been better. I wish her all possible success."

The "Iron Dukes" on their part wanted to "cheer ship," but the weather was too unsuitable.

Farewell messages were received by Lord Jellicoe from:—

His Majesty The King,

The First Lord of the Admiralty,

The Commander-in-Chief, Portsmouth,

General Sir Ian Hamilton, G.C.B., D.S.O.

Lieut. General Sir R. S. Baden-Powell, K.C.B.,
K.C.V.O.

The New Zealand Government,

The Captain, Officers and Ship's Company of H.M.S.
"Valiant."

"Old Iron Dukes" serving in H.M.S. "Revenge."

The President and Council of the Navy League.

These, in addition to a large number of private telegrams.

The following passengers were on board as the guests of Lord and Lady Jellicoe:—

Right Hon. Reginald McKenna, who at one time was First Lord of the Admiralty,

Captain P. F. Warner of cricket fame.

Mr. Eustace Burrows, a cousin of the Admiral.

In addition to these, Mr. Clutha McKenzie, son of Sir Thomas McKenzie, High Commissioner for New

Zealand, who lost his sight whilst serving in Gallipoli as a trooper in the New Zealand Mounted Rifles, took passage for New Zealand, as a guest in the Ward Room Mess.

When clear of the Isle of Wight, the full force of the S.W. gale, which was blowing, was felt, and the ship had to be battened down. The barometer continued to fall.

The following is a list of names of all the Officers on board:—

Admiral Viscount Jellicoe of Scapa,
G.C.B., O.M., G.C.V.O.
Secretary Paymaster Captain H. Share, C.B.
Flag Lieut. Lieutenant (S) L. V. Morgan,
M.V.O., D.S.C.
(Personal Appointments)

STAFF

Chief of the Staff,
Commodore..... F. C. Dreyer, C.B., C.B.E.
Commander Bertram H. Ramsay, M.V.O.
(War Staff duties and as Flag Commander).
Commander Henry R. Sawbridge.
(Anti-Submarine Staff Work).
*Wing Commander ..E. D. M. Robertson. D.F.C.,
R.A.F.
(Flying Staff Work).
Lieut. Commander ..(T) R. H. F. de Salis, D.S.C.
(Mining and Torpedo Staff Work).
Surg. Commander.....J. A. L. Campbell.
Secretary to
Chief of Staff..... Paymaster Lieut. Commander
Cecil K. Lloyd.
Clerks to Sec..... Paymaster Lieut. Commander
Herbert P. Hunter, D.S.C.
Paymaster Lieut. Crichton F. La-
borde,
Paymaster Lieut. Reginald F.
Egerton,
Paymaster Lieut. Edward D.
Guinness, (R.N.R.).

SHIP'S OFFICERS

Captain.....Oliver E. Leggett,
Commander.....Thomas F. Calvert, D.S.O. (and
for Submarine Staff Work.).

*To join in Australia.

Lieut. Commander	Herbert Pott, (N) Ernest J. Spooner, Alexander D. Boyle.
Lieutenant	(G) John S. Hammill, (E) Leslie S. Russell, (T) Oswald W. Cornwallis, R. L. B. Cunliffe, Michael McMaster, Felix E. Chevallier, Giles Pretor-Pinney, John C. Matters, Leslie W. Robinson, Charles A. Tennyson (I). Cecil Brooke-Short. Rev. Thomas Crick, M.A. William R. Hodder. Horace C. Devas, George D. Macintosh, M.B.
Eng. Commander	Thomas H. Matthews, B.A.
Eng. Lieutenant	Alexander R. Cadell (act).
Major R.M.	Nigel C. B. Cox, (act)
Captain R.M.	Mervyn S. Thomas, (act)
Chaplain	Sydney J. Russell, Sydney C. Wyatt, Ernest J. Whiting, M.B.E. (T) Newman Ruffe,
Pay. Commander	Joseph Wilkinson,
Surg. Lt. Commdr.	Percy Turner,
Surg. Lieut.	Horace P. Hamlyn, William J. Stride, Lancelot A. Wright, Joseph A. Farrell (act) (for Q.D. Duties)
Temp. Instructor	John C. H. Lawrence (act) (for Q.D. Duties)
Lieutenant	William T. Burt,
Sub. Lieutenant	Robert W. Whyte, Percy C. Hamby, Robert W. Craig, Edwin G. Hayter. Ferdynand S. A. Giles, (act)
Mate (E)	Arthur Pragnell,
Pay. Sub. Lieut.	Frederick J. Cummins, (act).
Chief Gunner	Victor C. B. Fawcus, William C. Eykyn,
Ch. Boatswain	
Cd. Shipwright	
Gunner	
Boatswain	
Sig. Boatswain	
Art. Engineer	
Wt. Telegraphist	
Wt. Mechanician	
Wt. Electrician	
Bandmaster, R.M.	
Wt. Vict. Officer	
Midshipmen	

Cecil T. Porter,
 William D. Bravington,
 David J. Laidlaw,
 Edmund G. Burrows,
 Patrick B. McLaughlin,
 Derek C. Perry,
 John O. Horne,
 James P. Gornall,
 Cecil W. Huggard,
 Albert G. Cassells,
 John C. T. Robinson,
 James I. Robertson,
 Derick H. Hall-Thompson,
 Howard V. Evans,
 John H. Kennedy,

Pay. Mid.

The Officers live forward in the "New Zealand." The Admiral's mess which is on the main deck just abaft the Fore Turret and extending right across the ship, being furthest forward. The following Officers messed with Lord and Lady Jellicoe.

Commodore Dreyer,
 Captain Leggett,
 Paymaster Captain Share,
 Flag Commander Ramsay,
 Flag Lieutenant Morgan,

Blowing hard from the Westward. A large number of leaks made their appearance, which added to the general discomfort, especially in the new structural alterations. Carpets had to be raised as the decks were awash in many places. The absence of a couple of rivets resulted in the partial flooding of the slop room.

Noon position 48° 30' N. 6° 35' W.

The weather moderated a little in the afternoon, but increased again about 10 p.m.

During the passage to Gibraltar, the Staff were busily employed sorting out and indexing the immense amount of information they had obtained as a result of their labours at the Admiralty, and also in reading up that information which concerned India.

Weather moderating, but conditions still rather uncomfortable. At 9.45 a.m. the Destroyer "Cockatrice" was passed off Finisterre, homeward bound.

The weather conditions did not permit of Divine Service being held; standing Prayers were however read on the Mid-ship Deck.

Saturday,
 22nd February
 Ports-mouth
 to Gibraltar.

Sunday,
 23rd February.

Sunday,
23 February,
(cont.)
Monday,
24th February
Gibraltar.

Noon position was $43^{\circ} 38' N.$ $9^{\circ} 37' W.$ and at 10 p.m. The Burlings Light was abeam. Cape St. Vincent abeam 6 a.m. A beautiful bright day with blue sky and sea. Warm sun and clear horizon. Temperature 65° . The first day of its kind that any of the party had seen for months.

Passed through the Straits of Gibraltar in the afternoon and arrived in Gihraltar Harbour at 5 p.m., securing alongside the Snuth Mole.

As soon as the ship was secured, General Sir H. L. Smith-Dorrien, G.C.B., G.C.M.G., D.S.O., Governor of Gibraltar, and Vice Admiral Heathcote S. Grant, C.B., Senior Naval Officer, Gibraltar, came on board to call unfficially on Lord Jellicoe. Later nn Lord and Lady Jellicoe proceeded to Government House, where they were the guests of the Governor and Lady Smith-Dorrien during their stay. An official dinner was given in the Admiral's honour the same evening, which Commodore Dreyer and Mr. and Mrs. McKenna attended.

As soon as Lord and Lady Jellicoe had left the ship, a small army of local workmen came on board to make gnod the numerous minor leaks and constructive defects.

The following ships were in harbour:—

H.M.S. "Andromache," Depot Ship.

H.M.S. "Dartmouth", Light Cruiser, refitting.

Destroyers "Lapwing" and "Leonidas", refitting.

Minesweepers "Craigie", "Donovan", "Wistaria",

"Sweet Briar", "Celendine" and "Bacchus".

Submarine E-35.

U.S.S. "Seneca" and about 30 submarine chasers.

A party of Officers, including the Captain, went over to Algeciras, where they were the guests of Mr. Warner and Mr. Burrows at the Reina Christina Hotel. The party afterwards subscribed liberally to the funds of the local Casino.

The Hotel Reina Christina is well-known among European Hotels, and its delightful situation overlooking the Bay of Gibraltar, with the great Rock Fortress standing on the opposite side and beyond that the Mediterranean and the history and romance of the East, contributed largely to the enjoyment of a visit to this spot.

The scent and colour of the flowers and the bright sunny atmosphere were especially appreciated after the cold and dull English weather that was being experienced at home, and an added contrast (which appealed to the inner man) was the unlimited quantity of foods, spread

on the tables of the hotel, as opposed to the meagre quantities obtainable with meat, butter, sugar, and other coupons, with which those living in the war zone had been contending for so many months.

Another bright sunny day. "The Rock," one of the strongholds of the British Empire, with its historic record of long sieges, standing as it does at one of the great gateways of the world's sea-borne trade, presents a solid but fascinating picture. Its every aspect conveyed an impression of force.

Tuesday,
28th February
Gibraltar.

At 9.45 a.m. Lord Jellicoe received a deputation of the Gibraltar Chamber of Commerce, headed by Mr. Alexander Mosley, C.M.G., J.P., the President, who presented him with an address of welcome and congratulation, to which the Admiral replied. Lord Jellicoe next inspected and addressed the Fifth Gibraltar Troop of Sea Scouts, commanded by Chief Boatswain E. H. Wilder, M.B.E., R.N., signalling out for special attention Scout Perara, whom he congratulated on the award of the Scouts' Medal for gallantry, for apprehending a German on the detached mole. Lord Jellicoe then proceeded to the Dockyard, where, at the office of the Senior Naval Officer, he received the commanding Officers of all ships in harbour and the Heads of Departments of the Dockyard; afterwards addressing the foremen of the yard, and complimenting them on the work they had so efficiently carried out during the war. Lord and Lady Jellicoe, accompanied by Commodore Dreyer, Captain Leggett, Paymaster Captain Sbare and Flag Lieutenant Morgan lunched with Vice Admiral and Mrs. Grant at "The Mount," afterwards driving through the gaily decorated streets to the North Front, where they witnessed a rugby match between teams from the "New Zealand" and the Gibraltar Garrison. Mr. and Mrs. McKenna gave a very pleasant luncheon party at the Hotel Reina Christina at Algeciras to a few of the Officers. Mr. Burrows and Mr. Warner were also present. After lunch, the party returned and witnessed the football match. The "New Zealand" won an exciting game by five points to three, a very satisfactory result to the first game. A hockey match was also played between the "New Zealand" and the Ships and Naval Establishments, which was lost by four goals to nil.

The Governor and Lady Smith-Dorrien gave a garden party at Government House in honour of Lord and Lady Jellicoe, which was largely attended.

Tuesday,
26th February
Gibraltar.
(cont.)

At 5.20 p.m. the Admiral and party re-embarked, and at 6 p.m. the "New Zealand" slipped, and proceeded out of harbour for Port Said, farewell signals being exchanged with H.E. The Governor and the Senior Naval Officer.

The visit had been altogether most enjoyable.

Wednesday,
28th February
to Sunday
2nd March.
Gibraltar to
Port Said.

The voyage from Gibraltar to Port Said was quite uneventful. The weather was warm, the sea smooth and the sky blue. The Admiral and Staff were fully occupied, during this period, in preparing a detailed and comprehensive paper on Naval Requirements for the Future.

Deck cricket was commenced, so that the Officers might have some practice before tackling the resident cricketers of Port Said.

The following telegram was sent to H.R.H. Princess Patricia of Connaught for her wedding:—

"Admiral, Lady Jellicoe, Captain, Officers and Ship's Company of H.M.S. "New Zealand" respectfully send heartiest congratulations and warmest good wishes to Your Royal Highness and Commander Ramsay."

to which the following reply was received on arrival at Port Said:—

"Much touched by your thought of me. Please convey to everyone on board H.M.S. "New Zealand" our grateful thanks for their good wishes." Patricia Ramsay."

At 11 a.m. on the 28th February, the ship passed one and a half miles off Valetta, Malta, and many on board were sorry to be unable to make a short stay there. The Admiral signalled his regrets to the Commander-in-Chief, Mediterranean.

Monday
3rd March.
Port Said.

At 6 a.m., H.M.S. "New Zealand" arrived at Port Said, and secured head and stern in the Mail Steamer berth, coaling lighters being placed alongside at once; coaling was commenced with 2000 tons to come in.

The following ships were present:—

H.M.S. "Bryony," Sloop, flying the flag of Rear Admiral H. B. Pelly, C.B., M.V.O., Senior Naval Officer, Egypt; the French Cruiser "Cassard," flying the flag of Vice Admiral Varney; the French Cruiser "Casmao" and two French Destroyers. Rear Admiral Pelly and

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Monday,
3rd March,
Port Said
(cont.)

his Flag. Lieu. (Lieut. E. G. Cavendish) breakfasted with the Admiral.

At 10 a.m., Lord Jellicoe received Admiral Varney the French Senior Naval Officer, at Navy House, after which he called on H.E. The Governor of Port Said, and then proceeded on board the "Cassard" to return the visit of the French Admiral.

A cricket match was commenced at 10.30 a.m. between the Officers of H.M.S. "New Zealand" and the Port Said Sporting Club, which resulted in a very close finish in favour of the "New Zealand," who won by two wickets, the winning hit being made within two minutes of the time to draw stumps.

In the afternoon, the British community were "at home" at the Club House to the Officers of the Ship.

At 12.30 Lord Jellicoe, accompanied by Lady Jellicoe, Commodore Dreyer, Paymaster Captain Share, Flag Commander Ramsay and Flag Lieut. Morgan, left by rail for Cairo, where they arrived at 5.20 p.m. Mr. and Mrs. McKenna, Captain Warner and Mr. Burrows also travelled by this train together with several other officers from the ship. On arrival at Cairo, Lord Jellicoe was received at the Station by:-

Ferik Shohata Kar-el Pasha, Chief A.D.C. representing the Sultan.

Lieut. Colonel James K. Watson, C.V.O., C.M.G., D.S.O., Military Attaché at the Residency, representing the High Commissioner.

Major General W. A. Watson, C.B., C.M.G., C.I.E., Commanding the Troops in Egypt.

Brig. General Sir George B. Macauley, K.C.M.G., C.B., General Manager of Egyptian State Railways.

Abdelrahum Sabry Pasha—Governor of Cairo.

Kaim Archer Bey—Assistant Commandant of the Cairo City Police.

The whole party stayed at the Hotel Continental. Lord and Lady Jellicoe, accompanied by Commodore Dreyer and Flag Lieut. Morgan, dined with Sir Milne Cheetham, K.C.M.G., acting High Commissioner, and Lady Cheetham; Major General L. J. Bols, K.C.M.G., C.B., D.S.O., Chief of Staff to General Allenby, and Major General Watson being amongst those present.

Tuesday
4th March,
Cairo.

At 11.30 a.m., Lord Jellicoe, accompanied by Commodore Dreyer, the Flag Commander and Flag Lieut. paid an official call on His Highness the Sultan, being received by a guard of honour with colours in the Palace Square. The Sultan, who is about 52 years of age, was educated in Italy.

Lord and Lady Jellicoe lunched with Major General Watson, and in the evening played tennis at the Ghezireh Sporting Club with the Flag Commander, Flag Lieut. and Captain Warner. In the evening, Mr. and Mrs. McKenna entertained Lord and Lady Jellicoe, all the Staff and the other guests of the Admiral, at a farewell dinner at the Mina House Hotel, close to the Pyramids. This was a most cheerful and in every way delightful party.

Perhaps there are no ancient monuments in existence which have been so much written about, and which have formed the subject of so much controversy as the Pyramids. The wildest and most extravagant theories have been ventilated in the attempt to solve the meaning and account for the object of these remarkable structures. However, the overwhelming weight of evidence—the fruit of exhaustive researches of trained observers and scientists—is in favour of their having simply been used as Royal Tombs.

Naturally the visitors were delighted to have the opportunity of seeing these monuments of the fourth dynasty, and the Sphinx, which is some 7000 years old. Visits were paid to these during the day, and those who went in the forenoon had the advantage, as a heavy sand-storm from the Sahara Desert blew over in the afternoon and partially obscured the view.

The final approach to the Pyramids was appropriately made on dromedaries. The visitors were first taken round the Great Pyramid (Cheops) and the Second Pyramid, (Chephren). The ascent to the apex of the Great Pyramid was by no means easy, as a strong wind was blowing, but several of the party made the climb with the assistance of their Arab guides. The summit reached, the visitors were rewarded by a magnificent view for miles around, over Cairo, the Delta of the Nile, and the Desert. The Pyramids at Memphis could be plainly seen, and a caravan winding across the desert typical of bygone days. Tea was served at the top, and very refreshing it was. Cheops appeared somewhat modernised, as now it supports a wireless telegraphy

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Tuesday,
4th March.
(cont.)

aerial at its apex! After paying the Sheik of the Pyramids, the "King's Chamber" and "Queen's Chamber," (which originally held the tombs of Cheops and his wife) were visited. These chambers are right at the focus of the Pyramid, and the visit involves a long and rough climb through the Great Gallery, by the light of flickering candles and accompanied by the strong odour of guides and bats! However the chambers are well worth the visit. The parties then proceeded to the Sphinx and Temple and a number of ancient tombs. The expression on the battered face of the Sphinx was the subject of considerable comment and discussion. The difficulty of climbing the Pyramids is nothing to the difficulty of getting rid of the guides later—apparently the favourite Arab word is "baksheesh."

One member of the party who replied "Nothing doing" to an appeal for "Baksheesh" from an aged Bedouin sitting cross-legged at the entrance to a tomb, had the following dark threat hurled after him:—

"You expect come safely journey end, leaving Watchman on Tomb!" The superstitious Naval Officer now thoroughly unnerved, mounted his dromedary and hurried from the scene, having first bought off his persecutor.

H.M.S. "New Zealand" had meanwhile left Port Said at 6.40 a.m. for Suez. It had been arranged for the New Zealand Mounted Troops encamped close to Ismalieh to cheer the ship on her passage through the Canal, but owing to a strong following wind, the ship arrived ahead of time, and as it was impossible to warn the troops of this unexpected occurrence, the New Zealanders arrived too late to greet their ship. Both soldiers and sailors were much disappointed, but cheers were exchanged between the ship and bodies of troops encamped near the canal. The ship was delayed in the Canal that night owing to a steamer being aground ahead of her, and she arrived at Suez next morning, where she completed with oil fuel.

Lord and Lady Jellicoe, after paying a farewell call on the Acting High Commissioner, left Cairo at 11 a.m. with the Staff for Suez. A sand-storm was blowing, and the journey was very cold, the sand penetrating everywhere.

At Ismalia, where Brig. General E. M. Broadbent, C.M.G., D.S.O., received them, they were taken round the cantonments by motor car. At Suez Railway Station, which was reached at 5.50 p.m., a large crowd had as-

Wednesday,
5th March,
Suez.

sembled, together with a guard of honour of Egyptian Gendarmerie, and the Admiral was received by the local Governor, the Head of the Police and the British Vice Consul.

One of the Admiral's staff talking to the Egyptian Officer of the Guard cannot have been thoroughly understood, as his enquiry "Are the rifles converted Martini Henrys" received the baffling reply, "Ye-es! All in the Police"! This brought the conversation to a standstill.

On arrival at Port Tewfik Suez at 6.15 p.m., there was another guard of honour of the Warwickshire Regiment, with the pipers of a battalion of the Ghurkas. The route from the station to the landing place was lined by Ghurkas. A large party of Military Officers and local officials were assembled on the pier and were introduced to the Admiral.

The party embarked at 6.30 p.m. and the "New Zealand" proceeded at 8.30 p.m. for Bombay.

Thursday
6th March to
Thursday
13th March.
Suez to
Bombay.

The voyage from Suez to Bombay was almost without incident. The Red Sea was quite cold until reaching the Southern portion. Officers went into half-white uniforms on Sunday, March 9th, and full whites on the 10th.

At 10 p.m. on the 8th, H.M.S. "Euryalus" was passed homeward bound. Perim Island was passed at 5 a.m. on the 9th. At noon on that day the "New Zealand" arrived off Aden and stopped to pick up two bags of mails for the ship from Bombay, brought by the Officer of the Guard from H.M.S. "Diana," which is commanded by Captain A. M. Peck, D.S.O., of "Swift" fame. A mail for England was sent back by the same boat. The ship remained under way, and proceeded as soon as the mails were exchanged.

On the 11th March, the Commander-in-Chief, East Indies, signalled that Lord Jellicoe had been assigned precedence in Class 6 in Warrant of Precedence in India, *i.e.* after the Army Commander-in-Chief and Lieutenant Governors.

The Admiral and Staff were daily employed investigating the problems in connection with the Naval Defence of India and the Indian Ocean in general. This included a careful examination of innumerable charts, plans and sailing directions, and also of track charts of enemy and British ships during the war. On arrival at Aden a

number of documents on Naval Defence, etc were received from the Commander-in-Chief, East Indies, Rear Admiral E. F. A. Gaunt, C.B., C.M.G., these having been telegraphed for in advance. Preliminary schemes were prepared under various headings, the subject of policy including constitution of the Squadron, Personnel, Defence of Harbours, finance, etc., could not be more than briefly discussed until after arrival in India, when Lord Jellicoe had had the opportunity of ascertaining the views of The Viceroy and the Executive Council, but every paper bearing on the subject was carefully read and the points contained therein noted.

The Flag Commander was unfortunately on the sick list all this time with influenza, having caught a chill during the cold snap in Egypt.

Thursday
5th March
to Thursday
13th March.
(cont.)

CHAPTER II.

INDIA

Friday,
14th March,
Bombay.

At 7 a.m., H.M.S. "New Zealand" arrived and anchored at Bombay, about two miles from the Appollo Bunder.

As she steamed up the bay the sun was just rising over the top of the Western Ghats, to the Eastward, and hundreds of small fishing craft and trading vessels, under sail, were making their way out of harbour, thus creating a very picturesque panorama, though probably adding difficulties to the safe navigation of the ship.

The Commander-in-Chief, East Indies, Vice Admiral Ernest F. A. Gaunt, C.B., C.M.G., came on board to pay his official call on the Admiral shortly after 9.30 a.m., and brought with him Brig. General S. G. Loch, D.S.O., Royal Engineers, who had been attached to Lord Jellicoe's Staff to assist in the work of the Naval Mission during the tour in India.

This call was returned at 10.45 a.m. at the "Admiral's House."

Amongst other official calls which were made and returned were those of the Director of the Royal Indian Marine, Commodore N. F. I. Wilson, C.M.G., C.B.E., and the Captain of a Portuguese Sloop, the "Rio Sado," which arrived during the forenoon.

At 4.45 p.m., Lord Jellicoe, with Lady Jellicoe, accompanied by the Chief of Staff, Secretary, Captain and Flag Lieutenant, proceeded ashore to an official reception by the Bombay Municipality and to call on H.E. the Governor, Sir George Lloyd.

Lord Jellicoe was received on arrival at the Apollo Bunder by Vice Admiral Gaunt, and Colonel the Hon. P. R. Cadell, Chief Secretary to the Government, and

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the local officials were presented. The Chairman of the Municipal Corporation, Mr. Rahimtulla Currimbhoy then read an address of welcome, to which Lord Jellicoe replied. The address, enclosed in a beautiful casket of silver, inlaid with gold, was afterwards presented to Lord Jellicoe.

Friday,
14th March,
(cont.)

Large stands and a Shamiana (Pavilion) had been erected for the public to witness the landing and the reception at the Apollo Bunder, and at the conclusion of the speeches Lord Jellicoe proceeded to inspect the Guard of Honour, which was composed of a Naval Guard, a guard of the South Staffordshire Regiment, and the Governor's Bodyguard.

The inspection over at about 5.45 p.m., the Admiral, Lady Jellicoe and Staff entered two State carriages, and escorted by the Governor's Bodyguard, moved off in procession through the streets, which were thronged with most enthusiastic crowds, to call on the Governor at Government House out at Malabar Point, returning on board again at about 6.20 p.m. Shortly after, H.E. The Governor and Lady Lloyd, with Staff, arrived on board to pay their return call. He was received by the full guard and a salute of 17 guns.

The Admiral and Lady Jellicoe with Mrs. Share and Mr. Eustace Burrows and the Staff, and six Officers from the ship, dined at Government House in the evening, the party at dinner numbering 79. The cabins on board were a scene of much confusion that evening, for quantities of baggage had to be packed for the visit to Delhi, as well as many chests of confidential books and papers.

The Admiral and Staff and all the Officers of H. M. S. "New Zealand" were invited to consider themselves Honorary Members of the Royal Bombay Yacht Club, the Byculla Club, and the Gymkhana Club during the stay of the ship at Bombay.

At 9.30 a.m., the luggage having been sent on ahead, Lord and Lady Jellicoe, Mrs. Share, Mr. Burrows, and the following Officers:—

Saturday
15th March,
Bombay to
Delhi.

The Chief of the Staff,
Brig General Loch,
The Secretary,
The Flag Lieutenant,
Commander Sawbridge,
Surgeon Commander Campbell,
Lieut. Commander de Salis,
Paymaster Lieut. Commander Lloyd,

Saturday
15th March.
(cont.)
Bombay to
Delhi.

landed, and drove to the Railway Station at Victoria Terminus, where the special train was waiting to convey them to Delhi.

A gathering consisting of a representative of H.E. the Governor, and Naval, Military, and Civil officials was assembled at the Station to see them off, and about 10.45, the train steamed out.

The special train consisted of the State Coach, a Refreshment Saloon, and four other coaches carrying the guests, Staff and servants, railway officials, Police officials, and native servants. All the coaches were well equipped with bath rooms, etc., but as is the rule on all Indian Railways, bedding was not provided, and had to be carried with the luggage. As this consisted however of a blanket, pillow and rug, it was not very much trouble to carry.

Native servants were procured in advance for the Officers of the Staff, but it was found that they demanded the exorbitant fee of 60 rupees per month, besides a retaining fee of 10 rupees; they had, however, to be taken on at their required figures, and proved a very bad bargain.

The journey to Delhi, which was by the Great Indian Peninsular Railway, took just over 30 hours. All meals were provided on the train, and at times a certain compunction was felt at eating, as one passed through the terribly lean and parched country in parts of the Bombay Presidency and the United Provinces, where a serious famine was even then occurring. It was painful to see the condition of the cattle, with their bones almost coming through the skin, and with scarcely the strength to bend down to nibble at the parched yellow grass, which held no moisture with which to cool their dried throats. And here and there a small flock of vultures was seen circling round one spot waiting to swoop on their prey, frightened off for the moment by the approaching train. This was all rather piteous but the situation became more relieved as the train drew nearer to the Jumna District and its tributaries, where there was still a certain amount of water. A failure of rain in a thickly populated country like India means terrible human suffering, and one shudders to think of the possibility of a further failure of the rains this year, when one sees the present condition as the result of a poor monsoon last year.

During the night, the train passed through the big junction of Itarsi and the State of Bhopal, which, it is

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understood, has the reputation of being one of the best governed native states in India. At Jhansi, the party had breakfast, the old state whose Ranee waged furious war against the British in the Mutiny, and who herself led an army against them. Here the "hill of retribution" was seen as the train sped along, where this Ranee made a last stand against the British troops, but was vanquished and driven over the top, and she and her army were hurled down the precipice which cut off their retreat. The State of Jhansi was, after this, given to Gwalior, one of the most loyal and trusted native Princes, but reverted later to a separate state under British rule. At Gwalior, which was the next halt for water and fuel, the train stopped for about 10 minutes at about 11.30 a.m. on Sunday morning.

Saturday
15th March.
(cont.)
Bombay to
Delhi.

The next place of interest on the journey was Agra—again only a wait of 10 minutes. The white marble domes and minarets of the wonderful Taj Mahal could just be seen in the distance from the train. At 6.30, the party arrived at Delhi Main Station; here the Admiral was met by Colonel Verney, Military Secretary, Captain Gordon Ives, A.D.C. to His Excellency the Viceroy, and the Chief Commissioner of Delhi.

Sunday
16th March.
Bombay to
Delhi.

Lord and Lady Jellicoe, with the Chief of the Staff, Brig. General Loch, Paymaster Captain Share and Mrs. Share, Mr. Burrows, the Flag Lieutenant, and Commander Sawbridge, were taken to the Viceregal Lodge, where Lord and Lady Jellicoe were given apartments, the others being accommodated in very handsome and comfortable tents, relics of the Delhi Durbar, in the Lodge grounds.

The remaining three Staff Officers, namely Surgeon Commander Campbell, Lieut. Commander de Salis, and Paymaster Lieut. Commander Lloyd were met by Major Macartney, A.D.C., and taken by him to the Commander-in-Chief's residence "Flagstaff House," where they were accommodated in tents as his guests.

The present Government buildings, including the Viceregal Lodge, are built of white stucco and wood, and are of a temporary nature, and the vast majority of minor government officials and their staffs live in tents while in Delhi. Owing to the climate of Delhi in the hot season, the Government have to spend seven months of the year at Simla, and five months at Delhi. When the new city of Delhi, of which the foundation stone was

Sunday
16th March.
(cont.)
Delhi.

laid by the King when he held his Durbar, is completed, it is hoped that the Government will be able to spend at least seven months of the year at Delhi, as the situation of the new city is a more convenient one; at present the new city, which is situated about two miles to the Eastward of the native city, is laid out and the foundations and about three or four feet of most of the large buildings are laid. This work was completed prior to the war, since when no further work of any magnitude has been tackled. It is estimated that the building of the city will cost roughly, 4 million pounds, and will take about six years to complete.

To reach the Viceregal Lodge from the Railway Station, one has to pass over the famous Ridge; the Lodge itself is a temporary building of white stucco, and is surrounded by very beautiful gardens, on the outskirts of which are the large commodious tents, occupied by the personal and military Staff and high government officials and members of the Viceroy's household.

Dinner at the Viceregal Lodge generally takes place when weather permits, in the open air or under a large "Shamiana" or tent which has one side open to the air. The gardens are brilliantly lit up with Chinese lanterns, etc.; on this, the night of arrival, a total of 55 sat at the Viceroy's table, his daughter, the Hon. Anne Thesiger acting as Hostess, (Lady Chelmsford and her other two daughters being at that time at home in England.) She was accompanied by Miss Anderson, sister of Captain Murray Anderson in the Navy; several members of the Viceroy's Council and heads of Civil and Military Departments were present.

Monday
17th March.
Delhi.

During the forenoon Lord Jellicoe was occupied, conferring with the Viceroy and members of his Council. At noon, General Sir Charles C. Monro, G.C.M.G., K.C.B.—Commander-in-Chief of the Forces in India—paid an official call on the Admiral who returned the call at 2.30 p.m. at "Flagstaff House." After tea, Lord Jellicoe played some good sets of tennis with the Viceroy, Colonel Verney and the Flag Lieutenant.

Much work in connection with the Mission was got through in the course of the day, and Lieut. Commander de Salis was detached for special duty to visit Calcutta, Madras and Rangoon. He left at midnight the same night. A detailed account of his mission is included as a separate appendix to this chapter.

Lord and Lady Jellicoe and the Flag Lieutenant dined with the Commander-in-Chief and Lady Monro at Flagstaff House this evening, and the Officers of the Staff who were staying at Flagstaff House dined at the Viceregal Lodge. The party at Viceregal Lodge consisted mainly of the House party; Sir George Roos Keppel, a famous political Officer on the N.W. Frontier, who was in Delhi on duty, was also present. He is a most interesting and entertaining character. After dinner a move was made to the ball-room, where the evening's entertainment finished with a small impromptu dance, followed by a moonlight motor drive to the old native fort of "Purana Kula." indulged in by some of the members of the party. Advantage of the cool of the early morning and evening was taken daily by the Staff to engage in equestrian exercise.

Monday
17th March.
(cont.)
Delhi.

Another day largely spent by Lord Jellicoe on the work of the Mission, including a long meeting with the Commander-in-Chief and Lieutenant-General Kirkpatrick the Chief of the General Staff and Commodore Dreyer.

Tuesday
18th March.
Delhi.

At 3.45 a visit was paid to the meeting of the Legislative Council, when the all-important Anarchical and Revolutionary Crimes Bill, commonly called the Rowlatt Bill, was under discussion. This Bill, though strongly opposed by the native members, was finally passed and became law, subject to the approval of the Home Government. It was here, in the meetings of the Legislative Council that the seeds were sown of the passive resistance movement, called the "Satyagraha" which spread all over India, and developed into active rebellion in some districts.

This day and Monday were the scene of a popular Hindoo Festival called "The Holy," which has rather an unpleasant ritual connected with it. One characteristic appeared to be the smearing of the face and clothes of the men with a brilliant vermilion-coloured ochre paint, which time alone seems to wear off. It certainly is not washed off.

At dinner Lord Jellicoe met the members of the Viceroy's Executive council.

The weather was consistently good throughout the stay, the temperature was very high by day, but being a dry heat was found quite bearable. The gardens were in full bloom, and it was quite delightful dining in the open amongst the flower beds during the bright cool evenings; or sitting out afterwards talking, or listening to the band.

Tuesday
18th March.
(cont.)
Delhi.

The Naval party were strange to the frequent cry of the hyena and jackals at night and were much interested in their mongoose visitors.

Wednesday
19th March
Delhi.

This day was spent by Lord Jellicoe and his Staff mainly in the work of the Mission. Lady Jellicoe did some shopping in the afternoon. She had not been able to do very much since her arrival in Delhi, as she was under the doctor's charge.

Paymaster Lieut.-Commander Lloyd was sent to Bombay to work, under the direction of the Flag Commander, on the personnel question for the Royal Indian Navy.

A special dinner party was given at Viceregal Lodge to the members of the Imperial Legislative Council; the Commander-in-Chief of the Forces was also present. After dinner Lord Jellicoe discussed various matters in connection with his Mission with them.

Thursday,
20th March.
Delhi.

The Admiral spent another busy day until 5 p.m., when a sight-seeing motor drive was organised. He visited all the famous sights of Delhi, which include the old Fort, the Kutab Minar, and old scenes of the Mutiny. The view from the Kutab Minar is magnificent, and the more energetic members of the party who climbed to the top were fully rewarded.

A small informal dance took place after dinner, and as the local talent were anxious to learn the new "Jazz" dance, the Commodore was prevailed upon to read out the "drill."

The guests at dinner on this last night of Lord Jellicoe's stay in Delhi, included the Departmental Secretaries to the Government of India.

Friday
21st March.
Delhi—Agra.

An early start was made at 9.45 a.m. from Delhi by special train to Agra. Lady Jellicoe remained behind and is proceeding up to the hills to Dehra Dun, where she will stay about a month with the Viceroy's daughter, the Hon. Anne Thesiger.

At the end of the week, very few Government officials were left in Delhi, as the Viceroy and his entourage were leaving on tour, and on completion of the trip, returning to Simla, whither the Government offices and Secretariat, would, in the meanwhile, be transferred.

The party, now consisting of Lord Jellicoe, the Chief of the Staff, Paymaster Captain and Mrs. Share, the

Flag Lieutenant, Commander Sawbridge, Brig. General Loch and Mr. Burrows, arrived at Agra at about 1 p.m. and proceeded to the Cecil Hotel, where they were accommodated for one night.

Friday
21st March.
Delhi Agra

A visit was made during the afternoon to the Agra Fort and the famous Taj Mahal. These are both on the banks of the Jumna, which at the time was partially dry; an excellent view of the Taj Mahal was obtained from the Fort, and when the river is in flood, the scene must be exceptional. It is not possible to do justice, in words, to the beauties of either of these wonders of architecture.

Visit was made, by car, this morning, to Fatehpur Sikhri, a long and dusty motor drive of about 20 miles, where are some of the old tombs of the Mogul Emperors. The whole place is very beautiful and of great historic interest. Before leaving Fatehpur Sikhri, some refreshments were served in the Government Rest House, and the party watched the natives diving off the Palace Walls into a hugh well, 70 feet below, full of stagnant green water. The Admiral lunched with General Dunsterville at the Agra Club, and after tea paid another visit to the Taj Mahal and the Fort, returning to the Hotel for dinner.

Saturday
22nd March.
Agra.

At 11 p.m., the special train left Agra for Cawnpore.

On arrival at Cawnpore about 7.30 a.m., Lord Jellicoe and party attended the Morning Service at the Memorial Church, and were afterwards shown round the scenes famous in connection with the Mutiny. In the church, after the Service, the Admiral was interested to find on a memorial tablet, the name of his relative—2nd Lieutenant Jellicoe, who had been killed by the mutineers. At lunch and tea the Admiral was the guest of the "Collector" or Commissioner, Mr. Stiffe, and his wife. The Commissioner's House is on the banks of the Ganges and has a lovely garden. The death rate during the recent influenza epidemic was enormous, and at times the river was practically choked with corpses, a matter of some concern to the Commissioner, as the Indians of course would not assist to clear them away.

Sunday
23rd March.
Cawnpore.

Lord Jellicoe attended the evening service at the other English church.

In the evening, a dinner party was given in honour of Lord Jellicoe at the Cawnpore Club. The members of the club were so anxious to hear the Navy speak that

Sunday
23rd March
(cont.)
Cawnpore

all the members of the Staff were called upon in turn to make speeches.

At 11 p.m., the special train left for Lucknow.

Monday
24th March.
Lucknow.

Arrived at Lucknow at 8 a.m. Visits were paid to the old Residency, where the flag is always kept flying "close up" in memory of the heroic defence, and the gardens, and other official calls were paid. The Chief of the Staff and Commander Sawhridge paid a visit to the Martinere College with a view to collecting evidence as to the possibility of entering boys from there into any Navy India may possess in the future. Government House was the temporary abode of the party during the day. It is a beautiful and very comfortable house and has a fine garden. After dinner the party re-embarked in the special train and left for Bombay at 10.30 p.m.

Thus was culminated a trip, which, apart from the duties of the Naval Mission necessitating the visit to Delhi, proved to be a most interesting tour into the heart of India, and to scenes of the most outstanding examples of English glory and heroism.

Delhi was seen, with its ancient monuments and tombs, dating back in some cases as early as 900 years, B.C., and its more modern historical relics of the gallant defence of the Ridge, and the heroic exploit which resulted in the blowing in of the Kashmir Gate.

At Agra were seen some of the most marvellous pieces of architecture ever produced by human hand and mind. And finally, the mind was filled with thoughts of admiration for those heroes—Havelock and Outram, and their Officers and men—at Cawnpore and Lucknow; these scenes remain almost as they were left after the Mutiny, as a lasting memorial of undying glory. The Union Jack still nailed to the mast of the Residency at Lucknow, brought to mind those lines of Tennyson:—

"Saved by the valour of Havelock, saved by the blessing of Heaven!

"Hold it for fifteen days we have held it for eighty-seven!

"And ever aloft on the Palace roof the old banner of England blew."

Tuesday
25th March.
Lucknow to
Bombay.

The 25th March was spent by the Admiral and his Staff on the long, hot, and dusty railway journey from Lucknow to Bombay, while on board the "New Zealand" the Captain and Officers had a party of personal friends off to dinner, which was followed by a small dance.

H. M. S. "NEW ZEALAND" 33

At 7 a.m. on the 26th March Lord Jellicoe and party arrived at Bombay, and proceeded on board H.M.S. "New Zealand."

Wednesday
26th March.
Bombay.

The day was spent in pushing on with the work of the Indian Report. In the evening the Admiral and Flag Lieut. landed and played tennis at Government House.

Vice Admiral and Mrs. Gaunt gave a small dinner party to the Captain and a few Officers of the "New Zealand."

This day was again spent at work on board, and some of the Officers of the Staff were employed in carrying out investigations on shore. In the forenoon the Admiral held a conference on board with Vice Admiral Gaunt.

Thursday
27th March.
Bombay.

In the evening an official dinner party was given on board to Lady Lloyd, the wife of the Governor, (the latter being away on an official tour) and the leading people of Bombay, Naval, Military and Civil circles were represented.

At 9.30 a.m. Lord Jellicoe and his Staff landed to pay an official visit of inspection to various shore establishments. The Admiral started by visiting the Port Trust Buildings. He then proceeded to the Sailors' Rest, where short addresses were made. After this the Admiral and Staff walked through the Royal Indian Marine Dockyard, and returned on board H.M.S. "New Zealand" for lunch, bringing with him Captain Arthur G. Warren R.N., the Resident Naval Officer, Bombay, with whom the Admiral conferred after lunch.

Friday
28th March.
Bombay.

In the afternoon from 4.00 to 6.30 an "At Home" was held on board, to which some 500 guests, selected from the Governor's visiting and dining lists, were invited. They included a large sprinkling of important Indian and Parsi residents.

The Admiral and Lady Jellicoe, the Chief of the Staff and the Secretary and Mrs. Share dined with Vice Admiral and Mrs. Gaunt at "Admiral's House." Entertainment in the form of an Indian juggler was provided after dinner.

Up to this date the weather had been very hot, but dry, and on board the ship a cool breeze had helped to make things tolerable, but now the westerly breeze had turned to a damp, hot, south-westerly wind, which,

Saturday
29th March.
Bombay.

Saturday
28th March.
Bombay
cont.)

addition to making everything seem sticky, set up quite a big sea at the anchorage.

Commander Woods, who was previously Lord Jellicoe's Signal Commander in the "Iron Duke" during the war, and now commanded H.M.S. "Topaze", lunched on board with the Admiral. The "Topaze" was then in dry dock at Bombay.

At 7 p.m. the "New Zealand" sailed for a short visit to Karachi.

Sunday
30th March.
Bombay to
Karachi.

The passage was calm and pleasantly cool, enabling the Admiral and Staff to get through a lot of work.

Noon position 21° 29' W. 69° 30' E.

Monday
31st March.
Karachi.

Arrived at Karachi at 6.45 a.m. The residents of Karachi had prepared a very hospitable welcome for Lord Jellicoe and the Officers and men.

The Commissioner in Sind—The Hon. Mr. H. S. Lawrence, C.S.I.—and Major General F. J. Fowler, C.S.I., D.S.O., commanding the Karachi brigade, called on board at about 9.30, and the Admiral landed at 10.30 to return the calls. He was presented with an address of welcome by the Karachi Municipality, whose mouthpiece was a Parsi gentleman, Mr. Harchandrai Vishindas. This gentleman owns the greater part of Karachi, and its harbour frontage.

The Admiral lunched with the Commissioner, and returned on board at about 3.15 p.m. At 5.30 p.m. he proceeded up the river with the Port Officer to inspect the port, and then went on to an entertainment which had been provided for the Officers and men at the Zoological Gardens.

A dinner party was given to Lord Jellicoe and his Staff at the Sind Club, from which he went on to a dance at the Gymkhana Club and afterwards returned on board. Several of the Officers were accommodated on shore for the night by the residents.

A sad accident occurred during the afternoon, which resulted in the death of one of the Able Seamen, Andrew Rennie. He fell from a balcony at the Barracks of the Bedfordshire Regiment and sustained serious injuries to his skull, which proved fatal in the early hours of Tuesday morning.

Tuesday
1st April.

In the forenoon, Lord Jellicoe and his Staff, together with the Military authorities, visited the shore batteries.

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An "At home" had been arranged on board for this afternoon, but owing to the death of Able Seaman Rennie this had to be cancelled. The Admiral and Staff attended the funeral at 5 p.m. A number of the Officers and men of the local garrison were also present.

Tuesday
1st April.
Karachi.

At 8.15 "New Zealand" weighed and proceeded on her way back to Bombay.

The Admiral of the Fleet and Staff spent the day at work on the problem of Indian Naval Defence.

Wednesday
2nd April.
Karachi to
Bombay.

Noon position $21^{\circ} 40' W. 69^{\circ} 15' E.$

In the evening the Admiral and the Chief of Staff carried out a vigorous offensive with big game ordnance at a target representing a tiger, which was suspended over the side. This was in preparation for the forthcoming tiger shoot to which the Admiral had been invited by His Highness the Maharajah of Gwalior, about the 17th of this month. The success at this target augured ill for the tigers of Gwalior should they present a stationary target at any time, as many vital hits were recorded.

At 11.40 p.m. a signal was received by wireless from Vice Admiral Gaunt to the effect that a cable message had been received stating that Lord Jellicoe had been promoted to Admiral of the Fleet to date 3rd April, 1919.

At 6 a.m. the Union Flag was broken at the Main.

At 7 a.m. the "New Zealand" anchored off Bombay.

Thursday
3rd April.
Bombay.

The Hon. Mr. G. S. Curtis, C.S.I., member of the Executive Council of Bombay lunched with the Admiral of the Fleet.

The Admiral of the Fleet and Staff, having now a comparatively short space of time to complete the work of the Mission in India were busily employed daily in carrying out investigations and inspecting the general local arrangements for defence, etc.

In the evening the members of the Byculla Club, the most important business men's club in Bombay, gave a dinner party to the Admiral of the Fleet and Staff. Sir Joseph Heaton (Judge) the President of the Club, made an excellent speech in proposing the health of the principal guest; and Lord Jellicoe in his reply put before his audience the obligations of India with regard to Naval Defence, as well as the gratitude of the Empire to India for her effort in the War. He was most warmly and enthusiastically received.

Thursday
3rd April.
Bombay.
(cont.)

The same evening the Commander-in-Chief and Mrs. Gaunt gave a dance which was attended by a number of the "New Zealand's" officers.

Many messages of congratulation were received by the Admiral of the Fleet from all sources.

A letter received from Lady Jellicoe recounted her adventures while out shooting with Miss Thesiger at Dehra Dun. They saw a tiger within easy range, but were very rightly dissuaded by their shikari, from taking a shot at him as they were on foot.

Friday
4th April.
Bombay.

His Excellency the Governor having returned to Bombay from his official tour, Lord Jellicoe paid him a visit at the Secretariat in the forenoon to discuss business.

The Admiral of the Fleet and Staff paid a visit to the native college of Rajkumar, and the Principal of the College, Mr. C. J. Maine, lunched on board the "New Zealand" with him.

Mr. A. W. Pearce, F.R.G.S., who is the editor of the Pastoralists Review of Australia, and his family, who were in the port on board the S.S. "Nestor" on passage from Australia to England, were guests of the Admiral of the Fleet to tea.

Lord Jellicoe, who had hurt his foot, was unable to take exercise.

Vague rumours were current on shore of native unrest, which was stated to be fostered mainly by Mr. C. Horniman, the Editor of the Bombay Chronicle, who is upholding Mr. Jinha and Mr. Ghandi, the leader of the Satyagraha or "passive resistance" party, and the danger was that the workers at the Cotton Mills might come out on strike to join the more active party of rioters.

Large bodies of soldiers were brought into Bombay from other districts, and encamped in a large space near the cotton mills, in order to impress the workers there.

The devotees of the "Satyagraha" made public their decision to have an official day of mourning for their comrades who lost their lives during the Delhi riots on 30th March; this day was fixed for Sunday the 6th April, which was to be called "Black Sunday." Mr. Ghandi was officially the leader and instigator of the demonstration (which he actually intended to be a demonstration and nothing more), but behind him was the influence of Mr. Horniman and Mr. Jinha, who were stated to be inciting their satellites to violence.

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Further telegrams of congratulations were received by the Admiral of the Fleet, from the Karachi Brigade, the Naval Ordnance Department of the Admiralty, Admiral Sir Cecil Burney, Commander-in-Chief, Portsmouth, and one from the Commander-in-Chief, Grand Fleet, which read as follows:—

Saturday
5th April.
Bombay.

"Grand Fleet tender heartiest congratulations on your high promotion.—David Beatty."

To which Lord Jellicoe replied:

"Please convey my warmest thanks to Grand Fleet for congratulations. It is especially pleasant to me, as it will be to Grand Fleet that you are similarly honoured."

Mr. P. J. Mead, C.I.E., of the Department of Industry lunched with the Admiral of the Fleet.

Owing to the cotton mill-hands having struck work, a cricket match which had been arranged to take place between the "New Zealand's" Officers and a Bombay team at Willingdon Sports Club, was cancelled—the Willingdon Sports Club being actually next door to the mills. In the unsettled state existing on shore, it was thought advisable to have a landing party of blue-jackets and Marines ready to land, if required, from the "New Zealand," and the leave of the Officers and men was restricted to certain districts.

At 10 p.m. this evening sad news was received of the death of Midshipman Victor B. Fawcus, of the "New Zealand," at Colaba Hospital from bulbar paralysis. He had only been ill a very short time.

"Black Sunday."—No leave was given until later in the evening when the native demonstrations were over.

Sunday
6th April.
Bombay.

The performance started at 7 a.m. with a meeting of the devotees on the sandy beach at Chowpattie, led by Ghandi and Horniman. The first part of the ceremony was that they should bathe in the sea. A massed meeting and a procession through parts of the city were next on the programme, and a further massed meeting in the afternoon.

Owing, however, to the able handling of the situation by the authorities, who held the soldiers in readiness, but in the background, and who ordered all Europeans and peaceful citizens to keep to their houses, the whole "demonstration" fell through; the meetings were not largely attended, and the only violence done was that in

Sunday
6th April.
Bombay.
(cont.)

one place a tram-car was derailed, and in another instance a policeman was attacked with stones. What the instigators were supposed to desire was to be met with open violence and to have some blood shed, but being allowed to make their demonstration without any opposition was the last thing they expected, and they only gained ridicule for their cause.

Horniman, to promote his designs, had bought up every taxi, gharry, and hire-motor in the town for the whole day.

The whole performance was over by 6 p.m., and leave was again given within the restricted areas.

During the afternoon the funeral of the late Midshipman Fawcus took place. He was buried at the Cresse Cemetery. The Admiral of the Fleet, Staff and many Officers from H.M.S. "New Zealand" attending the funeral.

After dinner in the evening Major Mallet, an Officer who worked with the Motor Transport of the French Army, delivered a most interesting lantern lecture on board, on the subject of the wilful damage, unjustified by Military necessity, which had been perpetrated by the Germans on agricultural and manufacturing plant in the North of France.

The Portuguese Sloop "Rio Sado" left Bombay during the night.

Monday
7th April.
Bombay.

In the forenoon the Admiral of the Fleet paid a visit of inspection to the Signal School for Lascar Signal Boys in Bombay Dockyard. The keenness and smart appearance of these boys was most noticeable, and in order to judge further of the results of this training, it was decided to take a number of these boys with their Instructor, a Yeoman of Signals, on board H.M.S. "New Zealand" for her voyage, sending them back to Bombay from Aden on her return journey. This experiment was especially interesting in connection with the possibilities of training an efficient and capable personnel, consisting of Indians.

The son of the Governor, and other children from Government House came on board to tea, and were entertained by the Flag Lieut. The Admiral of the Fleet went ashore for some tennis.

Lord Jellicoe had almost the first evening free from entertainment since he arrived in Bombay.

Much assistance was rendered to the Mission throughout the stay in India by General Loch, who was untiring

in making arrangements for the Staff Officers to visit the important parts of the coast-line, harbour, land sites and fortifications. His great experience and knowledge of the vernacular were invaluable when he accompanied them on all-day expeditions.

Monday
7th April.
Bombay.
(cont.)

A busy forenoon was spent by the Admiral of the Fleet and his Staff, accompanied by Major General Knight, on a tour of inspection of the Military Coast Defences of Bombay. On the way back he called at the Colaba Military Hospital to have his foot X-rayed. He had injured one of the bones.

Tuesday
8th April.
Bombay.

In the evening the Ship's company gave a most successful dance on board to their friends on shore. "Fancy Dress" was optional, and prizes were presented by the Admiral of the Fleet for the best lady and gentleman. Mr. Eustace Burrows judged the fancy dresses, his awards meeting with universal approval. After Lord Jellicoe had made the presentation of prizes, he and several Officers attended an amateur theatrical performance given ashore at the Excelsior Theatre in aid of the Famine Relief Fund.

The Admiral of the Fleet and Staff, accompanied by Vice Admiral Gaunt, made an early start this morning before breakfast, and proceeded in the barge to visit Hog Island on the Eastward side of the Bay, to examine the site.

Wednesday
9th April.
Bombay.

After tea in the evening Lord Jellicoe played tennis at the Gymkhana Club.

A large dinner party was held on board at which the Governor and many prominent members of the Bombay Government, the Portuguese Consul and other important citizens were guests of the Admiral of the Fleet.

In the forenoon, Lieut. Commander Joel, Signal Officer on the Staff of the Commander-in-Chief, East Indies, brought a party of 10 Lascar Signal Boys on board with their instructor, a Yeoman of Signals, and gave an excellent display of their signalling capabilities.

Thursday
10th April.
Bombay.

In the evening another official dinner party was given on board, at which further members of the Bombay Government, the Director of the R.I.M. and the Japanese and Belgian Consuls, were amongst the guests.

Friday
11th April.
Bombay.

Owing to the serious disturbances elsewhere in India, and the riots in Amritsar and Lahore, news of which had just been received, no leave was given and the landing parties were warned off early, to land at short notice. The Governor of Bombay had left to confer with the Viceroy at Simla.

The Admiral of the Fleet called on the Commander-in-Chief, East Indies at 11.30 in the morning. On the way he called at the hospital to undergo electric treatment to his foot.

In the evening Lord Jellicoe and Staff were dined at the Royal Bombay Yacht Club. Sir Lawless Hepper presided and made an admirable speech in welcome of Lord Jellicoe, and in praise of his achievements.

Several members of the Club were, however, absent, as they are members of the Volunteer Force which had been called out for police and sentry duties in the city.

Saturday
12th April.
Bombay.

Sir Stuart M. Fraser, K.C.S.I., the British Resident of Hyderabad, with Lady Fraser, Miss Fraser and another daughter, Mrs. Thornton, and her husband, Captain T. A. Thornton of the 7th (Queens Own) Hussars lunched on board. They very kindly invited two of the Officers of the Ship to pay a visit to them at the hill station of Ootacamund.

The members of the Orient Club gave a dinner to Lord Jellicoe and his Staff—Sir Basil Scott, K.C., M.A., Chief Justice of Bombay, presided. The gathering was most interesting, in fact one of the most useful of its kind that has been experienced during the visit to Bombay. The club has a mixed membership of Indians and Europeans, and the views of several very interesting and influential Indians were heard on the present troubles, and possible solutions were suggested by them.

Sunday
13th April.
Bombay.

Divine Service was held on board at 10.30 a.m., and the Chaplain as usual preached an excellent sermon. Lord Jellicoe landed in the afternoon and visited Lady Lloyd and Lady Cowasjee Jehangir.

Monday
14th April.
Bombay.

The report of the Mission to India was nearing completion in its rough state—the intention being to have it completed so that it would be ready to hand to the Viceroy on arrival at Simla.

The Admiral of the Fleet conferred with Vice Admiral Gaunt in the forenoon, and then went on to Colaba

H. M. S. "NEW ZEALAND" 41

Hospital, where he underwent further electrical treatment to his foot.

Monday
14th April
Bombay
(cont.)

Captain Armitage of Antarctic fame, now Captain of the P. & O. S.S. "Karmata" lunched on board with the Admiral of the Fleet, and gave his opinion on the value of Indians as seamen.

In the evening Captain Wilson, Director of the Royal Indian Marine (who had just returned from a visit to the Persian Gulf) and the Officers of the Royal Indian Marine, gave a dinner at "Marine House" to the Admiral of the Fleet, Staff, Captain, and Officers of the "New Zealand."

The day was spent at work on the report.

Tuesday
15th April.
Bombay.

General Sir John Cowan, Colonel Killcry, R.A.M.C., Mr. Reid (of the Bombay Dying Co.) and Mrs. Reid, lunched with Lord Jellicoe, and in the afternoon a large party of Indian "Purda" ladies, escorted by Mrs. Gaunt, visited the ship.

In the forenoon the Admiral of the Fleet inspected the R.I.M.S. "Dufferin," which is one of the three large troopships belonging to the Royal Indian Marine. She is about to proceed home with a large number of Military Officers and their wives. Mr. Burrows is also taking passage in her.

Wednesday
16th April.
Bombay.

Lord Jellicoe had lunch with Vice Admiral Gaunt at Admiral's House, and His Highness the Gaekwar of Baroda was present.

He landed and played tennis in the afternoon at the Gymkhana Club.

In the evening, after dinner, Lord Jellicoe attended a concert at the Seamen's Institute, and addressed the Captains of the Mercantile Marine present in Bombay, who were there to meet him. A letter of welcome and appreciation, signed by each of the Officers present was handed to him, and the following reply was sent by Lord Jellicoe before leaving Bombay, addressed to the Honorary Secretary of the Institute:—

"Dear Sir,

I shall be glad if my grateful thanks may be conveyed to the Captains and Officers of the "British Mercantile Marine, who signed the letter which I received last night. The letter is one which I shall always prize, and I hope that all those whose names appear may be told of my deep

Wednesday
16th April.
Bombay.
(cont.)

"appreciation of their assurances, which I know
"full well are no empty words, as the history of the
"British Empire will for ever bear witness.

"It was a great pleasure to visit the Institute
"again, and to meet such a gathering, representative
"of those who contributed so much to the successful
"issue of the war, and the frustration of the deep-
"laid schemes of the enemy for our undoing."

Thursday
17th April.
Bombay.

In the forenoon the Admiral of the Fleet paid another visit to the Governor of Bombay at the Secretariat, and spent the rest of the day at work on the Indian Report, and preparing for the departure for Gwalior and Simla. At 6 p.m. he left by special train, accompanied by Brig.-General Loch, Commodore Dreyer, Paymaster Captain Share, Flag Commander Ramsay and Flag Lieutenant Morgan. The heat in the train after passing over the Western Ghats was terrific—100° to 112°.

Before leaving Bombay the party bade good-bye to Mr. Eustace Burrows with the greatest regret. He returned home to England a few days afterwards.

Friday
18th April.
Gwalior.

At 6 p.m. the train arrived at Gwalior, and here the Admiral of the Fleet, Commodore, Flag Commander and Flag Lieutenant disembarked and were the guests of His Highness the Maharajah of Gwalior for four days' tiger shooting.

Brig. General Loch and Paymaster Captain Share only stayed at the Palace for the night and then proceeded on to Simla.

The Admiral of the Fleet and his party were met at the Station by the Maharajah, Scindia, of Gwalior, who drove them to the Palace in his Rolls-Royce car.

The palace is an enormous quadrangular building of solid stone, and stands in the midst of vast and beautiful gardens, about three miles from the railway station.

Each of the guests was furnished with a separate suite of rooms consisting of sitting room, bed room, dressing room and bath room, the latter being built of pure white marble.

Dinner was served on the roof, the atmosphere of the East and the wild, rendered rather incongruous amid the modern surroundings inside the palace, was recalled by the howling of jackals and hyenas. In anticipation of the days to follow in tiger shooting the party went to bed about 11 p.m.

His Highness' band played throughout dinner.

Saturday
19th April.
Gwallor.

The party assembled at breakfast about 9 a.m., dressed for the shoot according to their individual tastes. Lord Jellicoe in khaki coat, breeches and gaiters. The Chief of Staff in an immaculate khaki lounge suit by Mr. Gorree of Bombay. The Flag Commander in khaki coat and Jodhpurs, whilst the Flag Lieut. would have done credit to a shooting party from Balmoral. Except the Flag Commander, who had passed a most comfortable night, the party had enjoyed very little sleep or rest on account of innumerable mosquitoes. The Commodore in particular was loud in his admiration of the energy displayed by them in attack and defence. It was not until the iced mango stage was reached that the mosquito question was given second place in the thoughts of the members of the party.

It had been arranged for the start to take place at 10 a.m., by which time it was anticipated that reports from the various beats would have reached the palace. Owing however, to the presence of a sand-storm no report had been received by that time. It is necessary to state here some of the preparations which have to be made before a tiger shoot takes place.

About three or four weeks before the date of the shoot the Shikaris in charge of the various districts in which it is intended to shoot are given the necessary information. These men, whose sole duty it is to keep in touch with all the game in their district, then proceed to watch the movements of the tigers, and by a series of "kills" at shortening periods attract them to the vicinity of the beat. The beats always take place in the same place, usually a deep ravine. In these ravines are built one or more 'machans', or shooting butts, made either of stone, iron or wood, raised about 20 feet from the ground. The tigers have to pass in sight of these machans to get away, unless they break back through the beaters, which they often do if they detect the machan. The least movement or noise on the part of the guns is sufficient to produce this undesirable effect.

The beats are given a rough sequence of shooting, and usually two are prepared for each day, in case the one selected is reported blank.

For this shoot five beats had been prepared for four days shooting, i.e., there was one spare beat. The beaters, consisting of one or two double companies of the Maharajah's Infantry Regiment, armed with rifles and bayonets and blank ammunition, two or three hundred

Saturday
10th April.
Gwalior.
(cont.)

villagers, with a few elephants, mustered at the assembly point some miles from the position of the beat. A tent was erected for the Maharajah and party, in which were to be found long, iced drinks, most comforting. Between the assembly point and the Palace in Gwalior were stationed infantry signallers with helios, for sending in the reports as to the presence, or otherwise, of the tigers, etc. On this morning the distance from the assembly point was about 35 miles, and owing to a sand-storm the message could not be despatched. By means of horsemen, motor cars, and telephone, news was eventually received that the beat held a couple of tigers, and the party proceeded in motors at noon. In the first car, driven by the Maharajah, were Lord Jellicoe, the Commodore and Mr. Jardine, the British Resident. In the second car were the Flag Commander, Flag Lieutenant, Colonel Wagle (Secretary to the Maharajah) and one of the A.D.C.'s. The third car was a huge Napier containing the servants and the drinks. The heat arising from the ground was terrific, the glare necessitating the use of coloured glasses, whilst the dust from the car ahead covered one quickly with a thin red layer. The country was absolutely dried up and barren, with hardly an atom of nourishment on it for the unfortunate cattle, whose protruding bones were a most painful sight. The Maharajah's car twice punctured on the way, so it was abandoned, and all the party proceeded in No. 2 car. On arrival at the assembly point the Maharajah and Lord Jellicoe mounted horses and rode on to their machan, the rest of the party taking post on the rocks, on one side of the ravine, on the left and in rear of the machan. There was practically no shelter to be had, and the sun was very powerful. The ravine was about 300 yards across and 150 feet deep where the machan was, thickly wooded and covered with undergrowth, opening out in front towards the beaters in the shape of a semicircle and falling away in rear to the open country.

The beaters were then placed in position all round the ravine, and commenced to advance down it, holding the flanks as far as abreast the machan, and making a noise like a football crowd.

Hardly had they started when there was a great roar and a big tigress was seen bounding along the opposite side of the ravine towards the rear. Lord Jellicoe did not catch sight of her, so no shot was fired and she went bounding away out of sight.

After about an hour and a half, the beaters, who made very slow progress were nearly through and had located a tiger, which however would not shift. At last however, after heaving bricks at him and firing innumerable blank rounds and much shouting, he came into view bounding along and roaring blue murder. The Admiral of the Fleet missed with the first round, but hit him in the foot with the second. The Maharajah fired after the Admiral, but the tiger had then disappeared into cover again, below where the party had assembled on the bank of the ravine. Eventually the shikari located him, in the jungle, and the Commodore, accompanied by the Flag Commander and Flag Lieutenant, went down on foot, and the first-named had a shot at him at 20 yards range, hitting him in the head and driving him down the hill out into the open, where the Admiral brought him down. He measured 8 feet 1 inch, and this being the first tiger, the party inspected him with much interest. The assembly point was made by about 5 p.m., and an excellent luncheon and many long cold drinks disappeared in less time than could be imagined. The thirst produced by the day's shoot was almost priceless. Whilst at lunch the dead tiger was brought in on an elephant and immediately skinned, the natives gathering round to collect his fat, which they use as a cure for rheumatism. They also value his bones as charms. The drive back was fairly cool and dry, but conducive to sleep. The Palace was reached at about 6.45 p.m. Dinner took place on the roof, very pleasant with the band playing in the courtyard below.

Nothing could be more comfortable or less formal than the mode of living, the Maharajah being a perfect host.

Being Easter Sunday the Admiral of the Fleet and others attended Service at the English church at 8.30 a.m. There being no English clergyman the service was taken by Mr. Jardine, the Resident, Lord Jellicoe reading the lessons. The party started off at 10.30 for the second shoot, four tigers having been reported in Beat No. 2, which was some 15 miles away. As time permitted a little firing practice was carried out en route to test our .450 Express rifles. In every case except that of the Admiral of The Fleet, the rifles were found to throw high, amounting to nearly two feet at 75 yards. The ammunition was old and several missfires were experienced.

Saturday
19th April.
Gwallier.
(cont.)

Sunday
20th April
(cont.)

Sunday
30th April
Gwallar.
(cont.)

Arrived at the assembly point, the party mounted ponies and rode on a few miles, dismounting a quarter of a mile from the machans. In this beat there were two, placed so as to cover the exit of the two ravines, which met there at an angle of about 45°, the ground in the centre and on each side being 70 or 80 feet high, fairly thickly covered with trees and undergrowth. Lord Jellicoe, the Maharajah and Mr. Jardine went into the right hand machan, the Commodore, Flag Commander and Flag Lieutenant in the left hand one. The left hand one was made of timber with a rope net roof allowing two people to lie there somehow or other. The Flag Lieut. had to hold on behind at the head of the ladder. When the largest of the three moved the thought in the minds of the other two was for their own safety only, as it seemed as if the machan was made for one person of ordinary dimensions. There was no cover from the sun, and soon the temperature of the bodies and equipment, not to mention the tempers, of this section of the party was above boiling point. However, a diversion saved the situation, for the Flag Commander suddenly spied a tigress creeping over the sky-line 120 yards ahead. She went into the jungle to the left, but presently could be distinguished broadside on about 80 yards away. Thinking perhaps a better opportunity could not present itself, the Commodore and Flag Commander each fired a round, and the tigress disappeared. Presently, however, she appeared crossing a road on the left of No. 2 machan. The Commodore and Flag Lieutenant were the only ones able to shoot, but unfortunately the Commodore's rifle missed fire. The Flag Lieutenant's rifle had not been loaded previous to this, owing to his awkward position on the machan, got in a round as the tigress was disappearing into the jungle again. Three depressed looking individuals in the machan looked at each other and cursed inwardly and outwardly. However, as long as the tigress did not proceed on and kill the ponies the worst had not occurred. Presently all three got down and walked to the river bed to see if there were any traces of blood, due to either of the first two shots taking effect, but were soon called back to their machan by the Maharajah, who did not want the party to meet a wounded tigress on foot. The beat proceeded and finished without another tiger being seen. It was afterwards known that the other three had broken back. Presently the shikaris and watchers, after consultation, stated that the tigress

had not emerged from the jungle behind. So the elephants were called up and the party, mounted on two of them, proceeded to follow up the tigress, who was found about 300 yards behind lying under a tree, badly wounded by a shot in the stomach, and she was despatched by the Admiral of the Fleet. She measured 9 feet 1 inch. The question then was whose shot had taken effect. Each person in the Staff machan had fired one round, and each had a different kind of a hullet, so this was extracted, but was so broken up as to defy recognition. The Maharajah hazarded the opinion that the third shot was the one that hit, but as this could in no way be proved, it was decided to call it the Staff tigress.

Lunch, and cold drinks in multitude, were partaken of en route to the motors, and the Palace was reached at about 4 p.m.

Several fine head of black buck and sambhur were seen during the beat, but of course these could not be shot at with tigers in the vicinity.

The party started off at 10.30 for the third day's beat about 15 miles away. This was said to be the best district and several tigers were reported. The beaters this day totalled about 1000, as the ravine was very wide and a large area had to be beaten and flanked, and in addition, stops were posted in rear of the machans. There were two machans situated about 500 yards apart with a gully between, which twisted round about 100 yards in front of the left-hand machan, in which were the Maharajah and Lord Jellicoe. The Staff were in the right-hand machan.

After being there about 15 minutes, four tigers were seen in front of the Maharajah's machan, proceeding in line abreast down the gully crossing his front from left to right. Lord Jellicoe fired at and wounded one, and the other three spread. Presently a tigress was seen from the Staff machan coming up the gully lying between the two machans. She came into sight between the bushes at about 60 yards, and all three occupants fired when they could, but without apparent success.

The shooting was very difficult, as no sooner was she seen than she disappeared again. After an interval of about 10 minutes, the beaters set up an awful din, and this started off a tiger which was then seen bounding along in the track of the tigress. The Staff had decided after their first failure to hold their fire until the tiger passed

Sunday
20th April.
Gwalior.
(cont.)

Monday
21st April.
Gwalior.

Monday
21st April.
Gwallior.
(cont.)

one spot, where it would have to cross a ridge about 12 feet wide, which would afford a certain momentary view. This scheme was successful, as the tiger fell dead 20 yards past the ridge, with three bullets in him. Fifteen minutes later, a great roar was heard on the right rear of the Staff machan, and there appeared a third tiger, bounding along in the open towards the stops, who bravely stood their ground, and turned him, when he came past the Staff machan about 50 yards off, going like smoke and bounding feet in the air at every stride, roaring all the time. The shooting in this case was not good, each one firing too soon in the fear of seeing him fall before their own bullet reached him. In this case luck lay with the Flag Commander, whose ammunition lasted the longest. The tiger fell in some thick jungle about 80 yards on the left of the machan.

Four tigers had now been seen, of which two were killed, one was wounded and one was free. Calling up the elephants, the Maharajah directed one party to follow and despatch Lord Jellicoe's tiger, whilst the other went after the tigress. Presently the stops on our left started shouting, presumably having sighted the first tigress, and they turned her and out she came into the open for about 20 yards, at a distance of 120 yards from the Staff machan. The Flag Commander, who alone had any ammunition left, had a perfect shot at about 100 yards, but unfortunately he failed to stop her, though his bullet passed through the skin above the shoulder. His point of aim had to be on the ground ahead of the tigress, and there was only time for one shot. The beaters managed to turn her again, and with a roar, she hounded across the left front and down the gully. The Commodore and Flag Lieutenant, having procured more ammunition, there was a regular fusillade, and Cook, the District Traffic Superintendent, who had come into the machan, also fired. The tigress rolled over into the gully with eight bullet holes in her. This made the bag for the day, one tigress, 9 feet 6 inches, and three tigers (her well grown cubs) about 8 feet apiece. All were very pleased with themselves, and though the expenditure of ammunition by the Staff was open to criticism, yet the circumstances were unusual.

The Maharajah gave a dinner party that night on the roof and made a speech in honour of Lord Jellicoe, to which the Admiral of the Fleet replied.

Tuesday
22nd April.
Gwalior.

The party started off for the last day's shoot at 10.15 a.m., driving about 17 miles. The beat was quite a different one to the other three, the ravine being very narrow and steep, and the jungle being tropical and very dense. There were two machans, one in advance half-way down the ravine, and one in the rear. The Maharajah and Lord Jellicoe were in the advanced position. In front of the rear machan was the kill, and the staff had little to do but look out at 15 to 20 disgusting looking vultures fighting amongst themselves over the remains of a rapidly disappearing ox. Visions arose in their minds of what went on in the Towers of Silence, where the Parsis are set out for their last rest.

A tigress and tiger appeared on the right of the advanced machan, and Lord Jellicoe brought down the former, but the tiger turned back and charged the beaters, mauling a couple of sepoys as he passed through. Fortunately their wounds, which were in the scalp and neck, were only superficial, and provided blood-poisoning did not set in, not serious. Owing to the iodine which had to be poured in the poor fellows were in great agony. The Maharajah showed himself to be the capable man he undoubtedly is, by personally supervising all arrangements for their treatment and comfort, and taking firm charge, at a time when beaters and others were in a rather scared state. The men were packed off to hospital in an ambulance, and it is pleasing to know, from later information, completely recovered. The Maharajah presented them with 300 rupees each, to which the Admiral of the Fleet added another 100.

The tigress was full grown and measured 9 feet 6 inches.

After an excellent lunch, the party reached the Palace at 3 p.m., exceedingly sorry that the short stay was at an end.

At about 6 p.m. the Maharajah of Gwalior and his suite accompanied the party to the Station, and saw them off in the special train for Simla via Delhi and Kalka.

Tuesday
22nd April.
Gwalior to
Simla.

On arrival at the station, they were joined by Commander Sawbridge, Lieutenant Commander de Salis, Paymaster Lieutenant Commander Lloyd, Sub-Lieut. Cox and five Midshipmen (Messrs. Gornall, Huggard, Robinson, McLaughlin and Perry), who had arrived in the afternoon from Bombay, the first three to rejoin

Tuesday
22nd April.
Gwalior to
Simla
(cont.)

the Staff, and the Sub-Lieutenant and five Midshipmen to stay as guests of the Viceroy at the Viceregal Lodge, Simla.

Wednesday
23rd April.
Gwalior to
Simla.

The train passed through Delhi at about midnight—in which Station were seen two companies, one of a British line regiment and another of Ghurkhas—who were billeted there in a train during these troubled times; seeing a train full of soldiers and the canteens busy on the platform, reminded one very forcibly of the platform of an English Railway Station during the War. The special train carried a guard of Punjabis, who at each Station alighted and patrolled the length of the train.

Arrived at Kalka, at the foot of the hills, at about 7.30 a.m. Here the party had breakfast and then changed from the special train into two rail motors, which carried them up into the mountains, along a wonderfully constructed railroad, which presented the most superb views on the way up. Blue uniform was worn for the first time in anticipation of the sudden fall in temperature on the journey between Kalka and Simla. The luggage and servants followed later by the light railway, which runs on the same lines as the rail motor.

Although the distance, as the crow flies, from Kalka to Simla is about 26 miles, the railway line in its twists and curves and ascents actually traverses about 56 miles, and the journey took about four hours, with a short stop for about 10 minutes for refreshment, half-way up.

The Admiral of the Fleet in the second car arrived at Simla, Summer Hill Station, at about 1 p.m., where he was met by Lady Jellicoe, Paymaster Captain and Mrs. Share, and the Viceroy's A.D.C.'s, and the whole party then proceeded on horseback and in rickshas, resembling perambulators, to the Viceregal Lodge, with the exception of Paymaster Lieut. Commander Lloyd, who went to "Snowdon" where he was the guest of the Commander-in-Chief and Lady Monro during the visit.

Simla is built on hills between six and seven thousand feet high, and the difference in climate to that of the hot plains was considerable. The temperature was only about 50° and fires were in use in the houses. This was in sharp contrast to the temperature of 115° in which the tigers at Gwalior had been shot.

The scenery was beautiful, mountainous country thickly wooded, with deodar trees; a touch of rich crimson

colour being lent by the Rhododendrons, which grow wild in this country, and the brilliant scarlet "Flame of the Forest." Away in the distance were the snow-capped peaks of the Himalayas.

Wednesday
23rd April.
Simla.
(cont.)

In the afternoon there was a severe thunderstorm, accompanied by very heavy rain and hail.

A few hours were spent by Lord Jellicoe in putting the finishing touches to his Indian Report.

After dinner, at the Viceregal Lodge, a small informal dance took place.

Viceregal Lodge is a large, grey, stone building, not handsome but very comfortable, situated at the summit of a steep hill, called Summer Hill, and is one of the highest points in Simla. "Jakko" is the highest point, 7000 feet, where there are some sacred wild monkeys, which dwell in a Hindoo temple. "Snowdon" the residence of the Commander-in-Chief of the Forces, is also another high point, about three miles from Summer Hill.

A typewritten copy of the report was handed to the Viceroy today by Lord Jellicoe, and for a day or so the latter and his Staff were able to get in some excellent rides and tennis, while the printers and lithographers of the Government press were hard at work.

Thursday
24th April.
Simla.

In the forenoon, the Admiral of the Fleet, accompanied by the Flag Lieutenant rode out to Army Headquarters, and had a long interview with the Commander-in-Chief.

Friday
25th April.
Simla.

A small dinner party was given at the Viceregal Lodge before a dance, which took place that night. The latter was most successful, and after the majority of guests had departed, the house party returned to a second supper, and did not go to bed till 3 a.m., by which time their vocal chords had given out.

The Staff were hard at work correcting the proofs of the report.

Saturday
26th April.
Simla.

A cricket match, a luncheon party, and gymkhana took place in the Simla Polo Ground at Annandale, which is situated at the base of a steep cup-like depression on the Western side of Simla. This is the only flat piece of ground anywhere near.

The gymkhana was a great success, and consisted of equestrian and other competitions.

The final event of the entertainment consisted of a dress-making competition, in which a lady had to

Saturday
26th April.
Simla.
(cont.)

dress up her partner, a gentleman, in some distinctive costume made out of a bundle of materials provided. Lieutenant Commander de Salis obtained the first prize as a Turkish Lady. The second prize was won by Lord Jellicoe who was dressed as Aunt Sally by the two small children, Margaret Thesiger and Miss Ross.

A large dinner party was given by the members of the United Service Club to Lord Jellicoe and his Staff, which was rather a long proceeding, not concluding until nearly midnight.

Sunday
27th April.
Simla.

Lady Jellicoe attended church this morning, the Admiral of the Fleet being indisposed, and for most of the day the Staff were busy reading and correcting proofs.

At 6 p.m., at the Viceroy's request, Lord Jellicoe delivered a most interesting private lecture at Viceregal Lodge on the Battle of Jutland. Only a very limited number of guests were present besides the House Party.

Monday
28th April.
Simla to
Bombay.

The Naval party, with Brig. General and Mrs. Loch and Mrs. Share, left Simla at about 3 p.m., carrying with them the completed bound volumes of the Report, copies of which had been handed to the Viceroy and the Government.

It was with feelings of deep regret that all who had the good fortune to meet Lord Chelmsford on this visit, and to share his unfailing hospitality and kindness, left Simla.

Lord Chelmsford, apart from his innate gifts as a host, and as his Majesty's dignified and talented representative, was most anxious to afford every facility to the Admiral of the Fleet and his Staff in the work of the Mission, and won the respect and admiration of all who had the honour of meeting him.

They arrived and entrained at Kalka at about 6.45 in the special train. One of the Midshipmen, Mr. Gornall, who when he left the ship, had just recovered from a slight attack of sunstroke, developed a paralysis of his right leg, which was diagnosed by the Doctor at Simla as "Infantile Paralysis." Surgeon Lieut. Macintosh was wired for to meet the train at Delhi in order to take charge of the patient.

On arrival at Gwalior at about 9.30 a.m., the Maharajah was found to be on the platform, and on his invitation, the whole party, with the exception of the Admiral of the Fleet, who was unwell, disembarked and proceeded in cars to the Maharajah's Palace to breakfast. After breakfast Lady Jellicoe was taken to see the Maharajah's two wives and children. When she arrived she found them singing Scotch songs. The two little children, named George and Mary, after our King and Queen, were bright little children, and trotted about the Palace while the party were breakfasting. The ballroom, which was visited next, is an enormous room with glass roof, and very richly ornamented in gold and red. It has one of the largest carpets in the world woven in one piece, the work of the prisoners in the local goal. A feature of this room was that sparrows were flying about and singing merrily up in the roof inside the room.

Tuesday
29th April.
Simla to
Bombay.

Before the party left, the Maharajah very kindly presented a signed portrait of himself to the tiger-shooting party, also some photographs taken of the shoot. He is a clever and attractive man, with a natural charm of manner.

The party returned to the train at about 11 a.m. and had a dusty and hot journey back to Bombay.

Arrived at Bombay at noon and proceeded on board to lunch.

Wednesday
30th April.
Bombay.

At about 5 p.m. Vice Admiral and Mrs. Gaunt, and Staff, with all their baggage, including a motor car, came on board, passage being given to them by the Admiral of the Fleet to Colombo.

Mr. Gornall, Midshipman, who was suffering from infantile paralysis, was sent ashore to Colaba Hospital for treatment and for passage home. This young Officer was a loss to the ship as he is a first rate cricketer and a very good full-back at Rugby football.

At 7 p.m. the "New Zealand" sailed for Colombo.

The ship now carries 10 Lascar Boys, who are attached for the remainder of the cruise until the ship returns to Aden.

Various messages were exchanged on leaving between the Admiral of the Fleet and the Viceroy, the Governor of Bombay and other officials on shore.

Before leaving Bombay the citizens of that city made a presentation to the ship of a beautifully worked silver Benares Bowl, also two carved headpieces, representing

Wednesday
30th April.
Bombay.
(cont.)

Maori Heads; and some months later on in the cruise a case was received containing a consignment of small match-box holders, with the arms of the city embossed on them, one for every officer and man in the ship. Noon position was $150^{\circ} 10' N. 73^{\circ} 39' E.$

Thursday
1st May.
Bombay to
Colombo.

The cricket net was rigged in the evening, and a little practice carried out, to get into form for the cricket match which is to take place at Colombo.

Vice Admiral Gaunt and his Staff dined in the Ward Room.

Friday
2nd May.
Bombay to
Colombo.

Noon position $9^{\circ} 45' W. 75^{\circ} 59' E.$

Saturday
3rd May.
Colombo.

Arrived off Colombo at 7.45 a.m., and entering the harbour secured head and stern at 8.20 a.m.

Captain Harold E. Ravenshaw, R.M.L.I. (the Naval General Staff Officer) came on board to offer his assistance.

The Governor of Ceylon being away up country, no official calls had to be paid, and as the work of the Mission does not include Ceylon, everyone arranged to have a quiet and peaceful time, and Lord and Lady Jellicoe, with several of the Staff and Ship's Officers took rooms at the Galle Face Hotel for the night. Coal lighters came alongside soon after the ship had made fast to the buoys, and shortly after breakfast, at which Colonel Verney (The Military Secretary of the Viceroy) who was in Ceylon on leave, was a guest, the Admiral of the Fleet and Lady Jellicoe landed.

They attended a cricket match between the "New Zealand's" Officers and the Colombo Cricket Club. The Ship's team won a very creditable victory—going in second at 4 p.m., their opponents having declared with 162 runs for four wickets, the winning hit was scored about 10 minutes before the time fixed for drawing stumps, and the match closed with our score at 195 for six wickets.

With the exception of the luncheon at the cricket club, where Lord Jellicoe had to make a speech, he and Lady Jellicoe enjoyed a peaceful day.

At 1.45 p.m. the Japanese Cruiser "Nisshin" arrived, en route for Japan, with some destroyers, and four late German submarines.

At about 10 a.m. the Admiral of the Fleet returned on board, and received the call of Captain Negasawa of the "Nisshin" at 11 a.m. At 11.30 he returned the call and also visited one of the destroyers.

Sunday
4th May.
Colombo.

Lord Jellicoe landed again at 12.30 in plain clothes, with Lady Jellicoe, and spent a quiet afternoon and evening on shore.

Sailed from Colombo for Albany at 11.10 a.m.

Monday
5th May.
Colombo to
Albany.

Thus ended the visit to India, containing experiences crowded into seven weeks, which many people have never met with in a life-time in this country, which was once the home of ancient civilisation.

Work has now started on the Australian Naval question, which is a big one, full of difficulties.

Noon position $2^{\circ} 12' N. 83^{\circ} 30' E.$

At 11.45 p.m. "New Zealand" crossed the line in Longitude $85^{\circ} 48' E.$

Tuesday
6th May.
At Sea.

This is probably the first occasion on which an Admiral of the Fleet has crossed the line flying his flag.

Today, the ceremonies in connection with crossing the line would have taken place, but had to be postponed owing to the illness of Mr. Joseph A. Farrell, Boatswain, suffering from acute appendicitis.

Wednesday
7th May.
At Sea.

It was found necessary to operate on him in the afternoon. The operation was performed by Surgeon Lieut. Macintosh at about 3.20 p.m., on the upper deck inside the starboard forward shelter, and was successful.

During the course of the evening two of King Neptune's Emissaries, selected from amongst his sea bears, arrived on board carrying the Royal summonses to attend the Court to be held on Thursday morning, and presented to the Admiral of the Fleet an illuminated letter of welcome, to Lady Jellicoe from Queen Amphitrite a poem of greeting, and also greetings to Captain Leggett.

Each novice received a summons couched in the following terms:—

"Whereas it has pleased Us to convene a Court
"to be held on board His Britannic Majesty's Ship
"New Zealand" on the Upper Deck thereof, at
"the hour of 9.30 a.m.

By these presents We summon you

.....

Wednesday
7th May.
At Sea.
(cont.)

"to appear at the said Court to tender us the usual
"homage, and to be initiated into the mystic rites
"according to the ancient usages of our Kingdom.
"Hereof now you nor any of you may fail, as you
"will answer at your peril, and to the delight of our
"trusty bodyguard."

Thursday
8th May.
At Sea.

An account of the proceedings, and the initiation of novices in connection with the "Crossing of the Line" was prepared and printed in a small illustrated pamphlet, extracts from which are given below.

Two courts were held, one at 9 a. m., closing at noon, and one at 4 p. m., and every novice was initiated, except Lady Jellicoe, who was excused, although she made close acquaintance with the Court and its rites. The Admiral of the Fleet, on seeing the certificates to be awarded to all those who were duly initiated, decided to earn one himself, although this was by no means the first time he had been welcomed in King Neptune's Southern realm.

The Court was held on the port side of the midship deck, and a large well-filled bath and oucking stool were provided by the Shipwright Staff. Unfortunately, owing to the rolling of the ship, the water could not be retained in the bath to a sufficient depth to allow the stool to be used, as the Commander found to his cost, striking the deck with his head on falling.

The parts of King Neptune and Queen Amphitrite were very ably sustained by Mr. Whiting, Chief Gunner, and Mr. Turner, Commissioned Shipwright.

The stage-managing and writing of verses, etc., being admirably carried out by Lieut. Commander Boyle and Instructor Lieut. Matthews.

Everybody spent a very happy day, and in the evening the Admiral of the Fleet gave a supper party on deck to all the members of the Ship's Company who were in the cast of the performance.

Noon position today was 6° 41' S. 92° 4' E.

The following is an extract from the Record of the Great Ceremony which was enacted in the Court of His Majesty King Neptune on the eighth day of May, Anno Domini MCMXIX.

On Tuesday, the sixth day of May, the outlying scouts sent information to the Secretary of State that H.M.S. "New Zealand" had left Colombo an hour short of noon the previous day, having put in there for 1780 tons of coal, and was steering a south-easterly course towards the Cocos Islands. Thereupon the Secretary of State, in the customary manner, issued instructions to the Bears to intercept the ship soon after sunset on the evening of Wednesday, to board her, and, in a courteous and nautical manner, to issue the proclamations and the summonses, and to bear back to him such communications as the ship might wish to make. The Bears bowed low in assent, grasped the proclamations, and passed from the watery apartment.

The sun had sunk some time behind fine masses of cloud to be succeeded by a rarely beautiful sky, such as one sees only in the Tropics—pale gold and mauves and greens and roses; and now there was only the soft blackness of a tropic night all around, except when the lightning lit the whole scene for half a second or played here and there or everywhere round the horizon. The ship swung sleepily to a long swell from the south-east, and a warm, humid temperature made the night oppressive. The Bears had approached close to the ship and were about to hail her when they noticed that that all was not well. A Scout was sent on board, returned shortly and reported that the Medical Staff had succeeded that afternoon in mauling the "Appendix" of a Mr. Farrell, Gunner, R.N., who was in such a state about it, that any noise might irritate him to a dangerous extent. The Bears, therefore, boarded the ship quietly. Their brown hairy coats exuded a strong smell of Stockholm tar as they made their way, declining all offers of assistance, towards the Admiral's cabin. There they presented to the Admiral of the Fleet an illuminated letter from His Majesty King Neptune.

Having performed this office, they presented to Lady Jellicoe, the most distinguished novice, a Greeting from Her Majesty Queen Amphitrite—

GREETING!

Fair Lady from that Land of Showers
Whose Empire's half as big as Ours,
How sweet the thought of meeting!
How doubly sweet to hear you'll stay
A year where Neptune holds His sway.
With Him We send you greeting!

Though every ship I know by name,
And never two are quite the same
In spite of all their sameness,
Yet when I board each one I find
So much of just the same old kind,
Such visits tend to tameness.

But now to find We are to meet
A British Admiral of the Fleet
We're all anticipation!
Excitement then grows doubly rife—
We hear We'll meet his charming wife,
And live in expectation!

The best of friends, the best of news!
 Our wishes for a perfect cruise,
 If happier they'll make you.
 May Joy and Charm and Beauty roam
 Beside you till you reach your home
 And never then forsake you.

(Signed) AMPHITRITE.

Another letter, announcing Their Majesties wishes, in regard to the procedure at the morrow's Court, was then handed to the Captain.

The Equator,
 May 7th, 1919.

To
 Our Right Trusty and Loyal Subject,
 Captain O. E. Leggett,
 Of His Britannic Majesty's Royal Navy.

GREETING!

We, NEPTUNE, of the Seven Seas
 By grace of Myth, Imperial Lord,
 Here greet you and announce 'twould please
 Our Queen and Us to come on board
 Your noble ship now on Our Line
 To-morrow some time after nine.

We're pleased to see that in command
 Is one who erstwhile steered the Fleet.
 Our watery ways you understand,
 'Twill please Us once again to meet
 The Captain of this famous ship,
 First in the fight or social trip.

Our Royal wishes for success
 Where'er you show the British Flag!
 Your ship and mission here We bless—
 New Zealand well has cause to brag
 Of ship supreme at work or play
 And blessed by Ua upon her way.

There are among your hearty crew
 Some who've not seen Ua face to face:
 To-morrow then for time will do,
 Your midship-deck will do for place,
 And then and there presented they
 Shall be in right hiatoric way.

A Levee then We'll hold on board
 To welcome every man—no less,
 So summon all with one accord
 To meet Us in the prescribed dress;
 But boys, and novices and such
 We'd counsel not to wear too much.

We hope these simple wishes may
 Not interfere with your routine,
 And you'll reserve the eighth of May
 Of nineteen hundred and nineteen.
 To this We wish a prompt reply.
 Farewell—

Yours, NEPTUNE, R. and I.

To this the Captain wrote the following reply, placed it in a sealed envelope, and handed it to the envoys:—

To

Neptune, R. and I,
I thank You, Sir, for Your kind greeting,
And wish to say our happy meeting
Is one that all who serve on board
Look forward to—we shan't be hoed.
I'm honoured, Sir, with Your commands,
I'll take great care that Your demands
Are fully met, and that no novice,
By any chance, shall be amiss.
The guard and hand shall be paraded,
No form of rite shall be evaded,
But sharp at nine we'll man the side,
And hope to see You with your bride.

O. E. LEGGETT.

The following letter of welcome was handed to the Admiral of the Fleet:

My Noble Lord and Admiral of the fleet
Fresh from your triumph of the Huns defeat
It pleased our royal heart to hear the news
Concerning you, the ship, the Empire Cruise
And how your Jack that's bent upon the main
A sight we've seldom seen in all our reign
May be our memory is sadly slow
For Pelman holds no courses down below
Yet can we ne'er recall in days of yore
That flag thus flying o'er our line before.
Then welcome, victor of a fiendish foe,
To climes more temperate far than Scapa flow.
The dulness of that foggy treeless part
Evoked the deepest pity in our heart.
Though news of Neptune then you'd none perhaps
I frequently came up to watch your scraps
And cheer you on to victory in the north
The while I froze—Zounds how I hate the Fortb.
We're charmed to hear you're bringing in your ship
The Lady Jellicoe—Throughout your trip
It is our Sovereign Will inviolate
That she may find our realm in settled state
Your Commodore—The Mind behind the guns—
Whose brain has slain a multitude of Huns,
Your clever staff, we welcome to our realm
"Youth on the thwarts and Wisdom at the helm"
A motto this, to guide you on your way,
It's a rather good—We pinched it out of Gray,
And now, my Lord, as we shall see you later—
Farewell, yours

NEPTUNE.

The Bears then discharged their duties in other parts of the ship, and, before departing over the side, visited every officers' mess, handing to the President of each a ahead of summonses for the novices in it, and to other messes a summons addressed to the senior members, ordering the presence of the uninitiated. Each summons ran—

Neptune, by the grace of Mythology

The Equator.

Lord of the Waters, Sovereign of all Oceans, Governor and Lord High Admiral of the Bath, etc.

Whereas it has pleased Us to convene a Court to be holden on board His Majesty's Ship "New Zealand," on the upper deck thereof, at the hour of 9.30 a.m.

By these presents We summon you

to appear at the said Court to tender Us the usual homage, and to be initiated into the mystic rites according to the ancient usages of Our Kingdom.

Hereof fear you, nor any of you may fall, as you will answer at your peril, and to the delight of Our trusty Bodyguard.

Given at Our Court on the Equator this Eighth day of May, in the year One thousand nine hundred and nineteen of Our Watery Reign.

On their return the Bears reported to the Secretary of State that full preparations for the Court were being made. At the foremost end of the Amidship Deck a stage had been rigged, with a large canvas hath along its port side stretching aft. On the stage were thrones for Their Majesties and chairs for Court Officials, and, overhanging the hath, was a stool on rockers, upon which novices were to be seated and tilted into the hath, where the Bears would be ready to receive and duck them. Ahaft "P" Turret, at the fore end of the hath, a raised platform had been erected for the Admiral, Lady Jellicoe, and the officers.

Next morning it was reported to His Majesty that many novices were looking very green. These, on being interrogated by their friends, indignantly denied any feeling of nervousness, and asserted on the contrary that they had had a deep well and partaken of a hearty breakfast. In the case of wardroom officers the breakfast might have accounted for the loss of their former bloom, as their cook had undoubtedly scored a miss with their buttered eggs. In the meantime, the old hands were going round with horrible, hair-raising tales of their own initiation. It appeared from their accounts that only the mercy of Providence and a solid constitution could possibly pull one through. In spite of this, much big talk was heard on the subject of ducking the Bears. The Bears, however, proved in action that they were quite capable of looking after themselves.

In Her Majesty's private apartments all was hustle as the Queen made her toilet, and in moments when Her Majesty lost Her temper over the silly fiddling of Mermaids-in-Waiting, not a few were threatened with the losing of their empty heads. Nor was the old King unshaken by the significance of the day, and He soundly rated a walrus for not grooming the seahorses to His liking. Their Majesties set off at last for the ship, and domestic unhappiness had fled long before They heard the drone of the propellers or saw the smoke trailing away over the starboard quarter.

"Clear Lower Deck" had been piped and the Officers' Call of four "G's" had summoned all to the midship deck. In a few moments Their Majesties arrived on board, and were received by Lieutenant-

Commander Boyle, whom His Majesty greeted most cordially as an old acquaintance. The Lieutenant-Commodore, having made his obeisance to the various members of the Royal Suite, conducted the party to the Roaming Room in the starboard shelter.

A gun-carriage, suitably equipped, with a double throne, was in readiness. It was noticed that in the decoration of the thrones the starboard one was red and the port one green. This interesting mythological fact may possibly be due to His Majesty's dealings with the Americans, who, as everybody knows, steer by "Right" or "Left Rudder," instead of "Port" or "Starboard Helm."

"Attention" having been sounded, the screen on the after side of the starboard shelter was raised, and the Royal Procession proceeded "Slow Ahead both" along the starboard side of the quarter-deck and amidship deck.

During the Royal Stately Progress, officers and men stood rigidly to attention, though occasionally they broke into loyal and enthusiastic demonstrations. It was an inspiring scene, and all who were favoured to witness it were moved with the deepest emotion. At the after end of the bath Their Majesties were received with a Royal Salute while the Band played "A Life on the Ocean Wave." The procession halted for Their Majesties to alight, and then resumed its way, the King and Queen on foot. With great dignity the party mounted the dais where the Admiral of the Fleet and Lady Jellicoe, and the officers had already taken their places. In making the Royal Address, His Majesty's voice was at first a little husky, possibly owing to His having been so long in the water, though later, when he fell into His stride the full strength of the Royal lungs was distinctly felt, and a trace of gunnery accent was faintly noticeable. With His venerable grey head, His ancient crown, His trident, His crimson velvet robes, and standing there as only a King can stand, His Majesty filled the air with all the grandeur of His aged dominions. Formalties over, and the Court at length having settled into position, His Majesty at once proceeded with the Investiture, conferring upon the Admiral of the Fleet the Insignia of the Most Exalted Order of the Old Sea Dog, and upon Commodore Dreyer, Captain Leggett and Paymaster-Captain Share the Insignias of their respective Orders. In bestowing these honours, His Majesty was pleased to address a few words to each—

My gallant Admiral, Captain, Crew,
Our pleasure's great at seeing you
Once more on Our Equator.
Old friends We notice by the score,
But some We've never met before.
They'll be presented later.

(To the Admiral)—

A British Admiral of the Fleet's
A subject Whom one seldom meets,
Sir, Our congratulations!
Delighted too were We to know
We'd meet the Lady Jellicoe,
To whom—felicitations.

(Pinning Order on Admiral)—

This order on you We bestow,
An "Old sea dog" henceforth you go
With wishes of the best, Sir.

(To the Commodore)—

And Commodore, the gunner's friend,
This "Veteran Novice Star" append
We on your ample chest Sir.

(To the Captain)—

The honoured "Equatorial Star,"
To which We've added half a har,
Friend Captain you may wear, Sir.

(To the Secretary)—

And then the Equinoctial Cross
A talisman ensuring joss,
Friend Share, Sir, is your Share, Sir.

At this stage Her Majesty, with much graciousness and charm of manner, conferred the Insignia of the Most Unfathomable Order of the Deep Sea Needle, First Class, upon Lady Jellicoe. The King then continued speaking—

(To the Court in general)—

On this same spot, as you may know,
We held a Court some years ago,
Before the days of Scapa Flow,
That bleak and barren harbour,
We've heard about the Firth of Forth;
And all your gallant deeds up North
Were told Us by Our Barber.
Though seldom 'tis We have a moan,
To one complaint We're forced to own
Against the Royal Navy.
Throughout these awful years of war
Too many submarines hy far
You sent down to Our Davy.
Those U Boat's Crews We well could spare,
They're far from popular down there; (pointing)
Our realm became disjointed.
And then We'd like to add a word
About that nonsense so absurd,
Pointless yet fourteen pointed.
There is a "Freedom of the Seas,"
But Wilson does not hold the keys
To open or to lock it.
That Freedom's found here on Our Line,
The keys as well—for they are Mine!
I have them in My pocket.
And this suggests the treat in store
For those We've never met before,
We'll have them separated.
Before Ourselves and Amphitrite
According to the ancient rite
They'll be initiated.
And if successfully they cope
With Order of the Bath and Soop
We'll have them decorated.
Then Surgeon, Barber, Police, stand by
And order every novice nigh

In order precedented.
 And one by one by rule of rank
 To Surgeon, Barber, and to Tank
 They now shall be presented.

The Admiral replied—

Your Majesty, we are as pleased as may be
 With Your orders, Your speech, and Your letter.
 It's a pleasure to tell that You're looking so well,
 For I've seldom seen You looking better.
 Her Majesty sweet I'm delighted to greet
 Sire, how could you manage without Her?
 When I last met Your Queen She was terribly lean,
 I'm happy to see that She's stouter.
 My wife, Sir, and I, would have wished to reply
 To Your kindness in far greater detail,
 But time it runs short, I'm detaining the Court,
 So Your hountry I've no time to retail;
 But this I must say in a very brief way,
 'Twas through love of the sea and of You, Sir,
 That we vanquished the Hun in the way we have done,
 And we're telling the Empire right through, Sir,
 That safe we shall be while we stick to the Sea,
 And we'll ne'er have a cause to regret it
 If Neptune's our friend, we shall win in the end,
 And I pray we may never forget it.

Then Their Majesties, followed by the whole Court, ascended the
 Royal Platform and took Their places on the Thrones.

The King, in these words, declared the Court open—

Attention!
 King Neptune I the Lord supreme
 'Ere there were ships, or sails, or steam,
 Of all the seven oceans wide,
 The lord of wave, the lord of tide,
 The monarch of the watery deep,
 Whose laws the whales and fishes keep;
 Here on this midship deck declare
 'Fore fellows fine and ladies fair
 Our Court is open.
 And all Our honoured rules of Court
 Shall be obeyed, let shrift be short
 To any who shall dare transgress
 The proper speech, the proper dress.
 If one offend a rule of Mine
 Though twenty times across Our Line,
 He's crossed upon Our Azure Main,
 Our Bears shall have him once again,
 And treated worse than novice he
 Shall by those Bears and Barbers he,
 Therefore beware!

And now Our rule of Court decrees
 The grant of Freedom of Our Seas
 To all who've not yet got that rank
 By ordeal of the suds and tank
 Let them get ready!

And this the order in which they
 Shall be presented here to-day:
 The Admiral's charming better half,
 The Commodore and then the staff,
 The Ward Room Officers then bid,
 The Gun Room with the mighty Mid.,
 The Warrants—few I think of those,
 The C.P.'s and the mere P.O.'s,
 And then the rest until the crew
 We've worked our weary way right through.

So stand by Surgeon!
 Stand by Barber!
 Stand by Bears!

In order then as We command
 Before Us let each novice stand
 Who has that freedom yet to win:
 Enough! My trusty men! begin!

The most illustrious novice, Lady Jellicoe, was graciously excused homage, as she was suffering from the effects of a most ferocious and wanton attack by an Ampère, which had leaped upon her from an electric fan and bitten her severely on the hand. But, as will be recorded later, Lady Jellicoe played her part in the proceedings right nobly.

At this stage His Majesty was pleased to cause it to be ordered that, owing to the extensive wave motion, set up in the hull by the pitching of the ship, novices were to be hoisted or pushed in. The hatch constantly lost water, which plunged over the sides on to the deck, and left insufficient to make safe the use of the ducking stool.

The first novice to mount the scaffold was Commodore Dreyer who had the full benefit of the Court's experience—in fact, it may be said, he made quite a good splash.

Other officer novices were then dealt with most successfully. Many old sea-dogs insisted on re-initiation, and almost everyone in the ship either qualified or re-qualified. Several of the Royal retainers were so moved with emotion at meeting the rosy-cheeked Gunroom officers that they could not be restrained from taking the water with them, the Barber's Assistant being particularly extravagant in this form of enjoyment. The ship's company followed in swift succession, so rapid indeed that the Court well justified the Royal Motto, which, as the world knows, is "Hustlers—Us and Forked Lightning"—not that this rapidity was attained at the expense of efficiency—it was the result of careful organisation and attention to detail. As each candidate appeared on the platform, he was presented to Their Majesties, had his name ticked off by the Judge's Clerk, was examined by the Judge of the Royal Court, and was passed by the King's eminent Physician, who further fortified him for the ordeal by administering a hitter tonic or a soap pill—occasionally both in hard cases. This wise man was also armed with a fine athetoscope, new to medical science, though strongly reminding one of the instrument of torture worn by many sight-setters and the like through the dark nights of the past four years to enable them to detect the tune sung by Angelic Hosts aloft (in Control Positions). The Doctor also sounded hacks and chests with a wooden mallet. He sounded, too, a number of heads, all of which seemed to be phenomenally thick.

The candidates then passed along to the Barbers, under contract by Royal Patronage from the firm of Sweeney Todd. The Lady Barber massaged the head, while the other two were lathering and shaving. It appears that Messrs. Sweeney Todd make a specialty of removing tattoo marks. Sometimes they used an enormous pair of scissors for hair-cutting. The Royal Hairdressers' gentle ceremonies at length completed, and the candidate now cleansed and in a seemly state to proceed with the further rites, he parted more or less reluctantly from them, and descended rapidly, and sometimes inelegantly, into the bath and the maula of the Royal Bears. With care and solicitude, they baptised the aspiring candidate in the salt and sacred waters of His Majesty's Dominions, and the taste was none the less distressing for the oily and odorous substance, resembling Stockholm tar, which exuded from the hairy skins of the Bears. Splashing, gurgling, appreciatively, and giving forth other signs of manifest joy, the candidate at last emerged from the bath, no longer a novice, but a complete and honoured subject of His Majesty. Soaked in the sacred water, and a trifle bedraggled, but flushed and exhilarated, and thoroughly clean for once, the initiated one went drippingly away to change his damp garments.

From time to time His Majesty's Intelligence Department brought tidings of a shirker or a "couchy." The King's Trumpeter bawling sounded the "Still," His Majesty would proclaim, "It has been brought to Our notice that.....has not yet appeared before Us. Police, arrest him!" The defaulter was then rounded up, and was forthwith initiated in a most thorough manner, His Majesty frequently directing the efforts of the Bears in person. The Police took no chances with truculent subjects. Several were brought up in bags, and only let loose on the platform.

When the wardroom cook had been captured and brought up, the "Still" was again sounded, and His Majesty addressed the Court thus—"We have before Us the Wardroom Cook. It has been brought to Our Royal Notice that he spoiled this morning's breakfast. Let him be ducked thrice three times!" On the cook, however, presenting an injured band, this sentence was graciously commuted, and he was treated with remarkable forbearance, as also were several other sportsmen who appeared from the Sick Bay in various stages of disrepair. Their insistence on going through was loudly cheered by their shipmates.

Presently the Trumpeter once more sounded the "Still," and there stood before the Throne ten small Lascar Signalmen. His Majesty took occasion to rise and say—

NEPTUNE'S SPEECH TO THE INDIAN BOYS.

You gallant boys of India,
 Appearing before My Queen and I to-day,
 Will give Us the greatest of pleasure
 To admit you with the remainder of Our children of the sea,
 Into the mysteries of Our realm.

Your dark smiling faces
 Will always remain in Our minds for many years to come.
 Because We did not expect to meet you
 In this mighty battle-cruiser of
 His Britannic Majesty's Navy.
 We shall watch your progress

With interest, and feel certain that you will prize
 The certificate which will be given you
 After the ceremony.
 Not so much as a memory
 Of the occasion itself, but as a memory
 (Which as time passes will grow more fragrant rather than
 faded)
 Of this splendid ship,
 And the gallant Admiral of the Fleet
 Whom you have the honour to serve with.

Their Majesties then shook hands in turn with each hoy, and wished them the best of luck.

They went through laughing and choking, and then the proceedings ran along smoothly and without incident until seven bells, when the Court and the assembled multitudes were called to attention by another blast from the trumpet. Amid a great silence, the King rose and said—"My very old friend, the Admiral of the Fleet, has expressed a wish to be again initiated. I consider it a great honour which he pays Us, and an example to other old friends of Ours."

The Admiral, attended, of course, by his Secretary and his Flag Lieutenant, also old friends of His Majesty, duly observed the customary rites. As the Admiral emerged from the bath he was greeted with three enthusiastic cheers from the whole assembly, led by His Majesty and the Court.

A ripple of talk now filled the air, followed by a hush, as Lady Jellicoe came forward, in spite of advice to the contrary from her physician, so that she, too, might observe the full rites. And indeed, she did so, though, instead of taking the full course of the bath, a few drops of its sacred water were sprinkled over her. The ceremony over, she was given three hearty cheers and a "tigger." His Majesty announced at this stage that the Court would resume at eight bells of the afternoon watch, and thereupon closed the morning session.

At the appointed hour His Majesty came in procession as in the forenoon, and immediately carried on with the remainder of the business. Many old hands followed the example of the Admiral, and all the proceedings were completed within the space of the First Dog Watch.

The most stirring, even touching incident of the afternoon session was the eloquent address delivered by the Admiral's Printer, the oldest member in the Ship's Company, who spoke thus, causing Her Majesty deep emotion—

To Father Neptune,—

Behold in me a Printer hold,
 Who's always got a "thust,"
 Contracted in my childhood days
 By swallowing dry gold dust.
 Your waters I'm prepared to try
 Upon my outer akin,
 But just to damp the dust, old hoy,
 I'd like something else within.
 Now if You wish to test my wares,
 I'm foremost in the race—
 Just see how nice the gold dust looks
 On Amphitrite's sweet face.

(The Printer had guided the cheeks of Amphitrite and presented King Neptune with a packet of the precious gold dust.)

My tale is nearly ended now,
 But I'm sure you'd like to know—
 I crossed Your hlinking, mouldy Line
 Just thirty years ago.

Yours (in aqua pura),
 OLD MOORE.

After closing of the Court, formalities were relaxed, and Their Majesties, before returning to the Deep, permitted the Royal Suite to throw themselves into the bath, where they were joined by crowds of onlookers. The final scene was, very properly, distinctly watery. All those who attended the Court this day were presented, as is customary, with the Royal Certificate, artistically designed and executed by His Majesty's Printer-in-Chief.

Their Majesties were pleased to learn in the evening that the whole of the good ship's company looked back upon a very merry day, which was unspoiled by any unfortunate incident or jarring note. Their Majesties, too, though somewhat fatigued, returned to Their watery Realms in an excellent temper and with a deeper affection for the old ship, her Admiral, and her crew.

His Majesty King Neptune has been graciously pleased to request the Secretary of State to convey His Royal Thanks to those who played the leading parts for their untiring energy, good humour and liveliness throughout the day, and for the trouble they took and the ingenuity they showed in preparing their costumes. They were—

King Neptune.....	Mr. E. J. Whiting, M.B.E., Chief Gunner, R.N.
Queen Amphitrite.....	Mr. P. Turner, Commissioned Ship- wright, R.N.
Judge.....	F. H. Green, P.O.
Judge's Clerk.....	Mr. F. J. Cummins, W.V.C. R.N.
Doctor.....	W. Spinks, Sto.
Barber.....	F. R. Stallard, Sto. P.O.
Barber's Assistant.....	R. Donaldson, Sto.
Lady Barber.....	E. Roherts, Lea. Sea.
Police.....	A. G. Johnston, P.O. S. O. Allen, Sergt, R.M.L.I. R. Horsefield, A.B. F. H. Marfleet, Cks. Mte. J. Hicks, Ptr. W. T. W. Miller, Ptr. J. J. Upton, Joiner. A. Marlow, A.B. A. Joyce, Lea. Sto. E. W. Battrick, A.B. J. J. Brennan, P.O.
Secret Police.....	F. Quick, Pte, R.M.L.I. J. Bingham, A.B. W. J. McCall, A.B.
Bodyguard.....	W. H. G. Bishop, C.P.O. D. Redfern, Armr. F. Blake, A.B. H. T. Andrew, Shipwright.

Head Bears	W. J. Bryant, P.O.
	J. J. Ellis, A.B.
Bears	W. T. Cook, Ch. Electn.
	H. Daniels, C.P.O.
	J. P. Swiggs, P.O.
	A. Wardropper, A.B.
	H. Trafford, A.B.
King's Messenger	R. Yendell, Cpl. R.M.L.I.
Chariot Seahorses	M. Grant, Lce.-Cpl. R.M.L.I.
	R. M. McGregor, Bomdr. R.M.A.
King's Trumpeter	B. J. Every, Bugler R.M.L.I.

His Majesty also wished to thank the Commissioned Shipwright the Signal Boatswain, and their assistants for rigging and decorating the bath and the stages; and particularly the members of the First Commission, from whose arrangements the general plan of the ceremony was taken.

Friday
9th May.
At Sea.

Further work was done in preparation for the Mission in Australia.

Early in the morning a Wireless message was received from the Cocos-Keeling Islands, made by the Staff of the Eastern Telegraph Company, enquiring if the ship would come close enough to be seen.

Reply was made that the ship would pass close in, and would be glad to carry any letters, etc., to Australia.

At about 3.30 p.m. the North Keeling Island was passed, and one could just distinguish a very little of the remains of the German Light Cruiser "Emden" on the reef.

At 4 p.m. the ship stopped off the Southern Group of Islands and several of the Eastern Telegraph Company sailed off in small dinghies. The Admiral of the Fleet and Lady Jellicoe invited them on board, and they were shown round the ship. The band came up on deck and played a few selections, and at about 6 p.m. they left, loaded with food in the shape of fresh meat and bread, and with illustrated papers etc., the "New Zealand" then proceeded on her way to King George's Sound, Albany, followed by the good wishes of the inhabitants of the Cocos Islands.

The weather so far throughout this long sea passage had been extremely good, and every evening in the dog watches saw Lord Jellicoe and many other energetic Officers taking some form of exercise on the upper deck, either cricket, hockey or medicine ball, to be followed by a plunge in the canvas bath on the fore-castle.

H. M. S. "NEW ZEALAND" 69

Noon position 15° 21' 20" S. 91° 15' E.

The following signals were received by wireless at about 3.30 p.m. this afternoon from a Japanese squadron proceeding from Fremantle to Colombo:—

Saturday
10th May.
At Sea.

From H I.J.M.S. "Tokiwa."
To Viscount Jellicoe.

"Vice Admiral Nakano, Commanding Japanese Training Squadron has much honour to send his best compliments to Admiral Viscount Jellicoe. He is now on his way to Colombo from Fremantle with two Cruisers "Tokiwa" and "Azuma," their position at noon May 10th being 20° 20' S. 103° 45' E. Speed 8 knots, course N. 36°W.

"It is his sincere regret that he is unable to see personally the majestic mien of such a gallant Admiral with his Officers and midshipmen; but if he could find an opportunity to meet the Viscount's ship en route, it should be beyond expectation and joy to him "

to which a suitable reply was sent, giving our position course and speed.

Progress was made with the preliminary work in connection with the Australian Mission.

Today at 7.45 a.m. passed the Japanese Training Squadron consisting of two cruisers "Tokiwa" and "Azuma," the former flying the flag of Vice Admiral Nakano. On passing, the "Tokiwa" fired a salute of 19 guns and "cheered ship," both of which compliments "New Zealand" returned.

Sunday
11th May.
At Sea.

Various flowery signals were received on passing, of the same nature as that quoted yesterday, and suitable replies were sent.

Noon position 19° 47' S., 102° 28' E.

Messages of welcome were received from Australia, with challenges from Albany to the players on board of Golf, Bowling, Cricket, Tennis, Football, and from the Rifle Shooting Club. A private complimentary ball for the Officers given by the Mayor and Municipality was fixed for the 16th May, and various dances and sports were arranged for the men.

Monday
12th May.
At Sea.

Monday
12th May.
At Sea.
(cont.)

The Admiral of the Fleet, Lady Jellicoe and Staff were not able to avail themselves of the above hospitality, as arrangements had been made for them to leave for Perth and Fremantle, where the Admiral of the Fleet was to spend a busy three or four days, leaving Albany by train on the day of arrival.

Noon position $24^{\circ} 17' S.$, $106^{\circ} 0' E.$

Tuesday
13th May.
At Sea.

Noon position $28^{\circ} 47' S.$, $109^{\circ} 31' E.$

The weather still kept wonderfully fine.

A hockey match was played this evening, Admiral of the Fleet and Staff vs. Ship's Officers. The latter won.

Wednesday
14th May.
At Sea.

Noon position $33^{\circ} 10' S.$, $113^{\circ} 16' E.$

The first landfall since Cocos was made at 8.15 p.m., when the black rocks of Cape Leeuwin were seen off the port bow.

Thursday
15th May.
Albany.

At 9.30 a.m. the "New Zealand" dropped anchor off the town of Albany, King George's Sound.

APPENDIX.

Lieut. Commander R. H. F. de Salis, D.S.C., R.N. Visits to Calcutta, Rangoon and Madras.

17th March.

On the 17th March, while at Delhi, Lieut. Commander de Salis was detached from the Mission to visit Calcutta and Rangoon.

Later he was instructed also to visit Madras, in company with Commander Cross, R.N.R.

19th—21st
March.

Lieut. Commander de Salis arrived at Calcutta on 19th March, and spent three days there. He called on H.E. The Governor of Bengal, the Naval and Military Authorities, and the Harbour and Pilot Services; and inspected the Hugli Defences and Kidderpore Dockyard. He left for Rangoon in the S.S. "Lunka" on the 21st March, having a most interesting trip down the River Hugli, the intricacies of which were fully explained by the Pilot. An example was early afforded—About half-an-hour after the "Lunka" had passed the notorious James and Mary Shoal, a cargo steamer inward bound grounded on it and became a total wreck.

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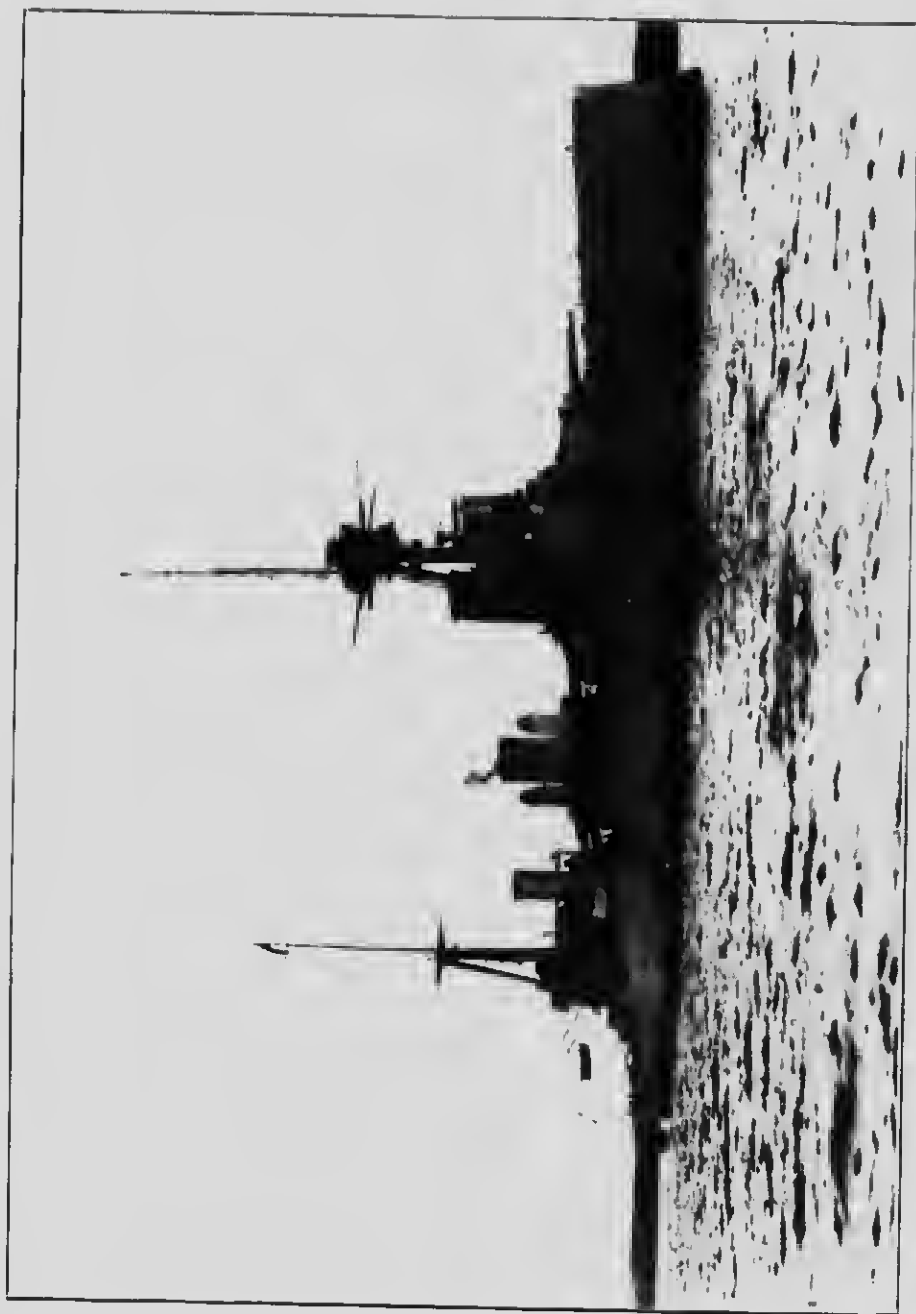
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H.M.S. "NEW ZEALAND"
Flying the Flag of A. Innes of the Fleet, Viscount Jellicoe of Namps. G. C. B., M. D., I. C. V. O.

Arrived at Rangoon on the 24th March and stayed there two days. He called on the senior Naval and Military Officers and inspected the Defences and the Rangoon River. 24th - 26th
March.

Rangoon is a most striking town, dominated, as it is, by the big Schemve Dagon Pagoda, with its dome of shining gold.

The heavy greenery of Burma was a pleasant relief after the baked plains of India.

Lieut. Commander de Salis left again for Calcutta in the "Lunka" on the 26th, arriving there on the 29th.

On arrival at Calcutta, orders were received to proceed to Madras. As it was now definite that the Admiral of the Fleet was not coming to Calcutta, a further detailed inspection was made of the Dockyard at Kidderpore, and Lieut. Commander de Salis left for Madras on the 1st April. 29th March to
April 1st.

He arrived at Madras on the 3rd April, and was joined by Commodore Cross, R.N.R., and the harbour defences, and personnel question were investigated in conjunction with the Naval and Military authorities, the Harbour Board, and heads of private firms. 3rd - 5th April

Commander Cross and Lieut. Commander de Salis called on R.E. The Acting Governor of Madras.

The enthusiasm for local defence at Madras was very marked, for which thanks are probably due to Captain Muller and the German Light Cruiser "Emden," which bombarded Madras in October 1914.

He returned to Calcutta with Commander Cross on 5th April.

At Calcutta, ex-Naval Volunteers, Bengal Pilots, Harbour Commissioners, Customs officials and heads of shipping were interviewed. 7th 8th
April.

Left for Bombay on April 9th, arriving on April 11th.

During his tour, from the time of leaving Delhi, Lieut. Commander de Salis travelled some 6000 miles, 4500 miles by rail, and 1500 by sea.

CHAPTER III.

AUSTRALIA and SOUTH PACIFIC ISLANDS

Thursday
15th May.
Albany.

The first close view of Australian soil was calculated to give a favourable impression.

As the "New Zealand" entered the harbour of Albany in the early morning sunshine and calm, the atmosphere and colouring were wonderfully clear, and the whole aspect looked most attractive. The temperature which a few days before had been 89° was now down to 70° , a very pleasant change.

The inner harbour is approached through a narrow channel, and is a splendid anchorage for a few ships, but has not a large area of deep water, though the shoals are very extensive.

It is very well sheltered and protected by surrounding hills. The town lies on the hill slopes on the southern side, and is most picturesque and clean looking.

Shortly after arrival, Rear Admiral Sir W. R. Creswell, K.C.M.G.—the First Naval Member of the Commonwealth Navy Board, and Captain G. F. Hyde, R.A.N., attached to the Staff of the Admiral of the Fleet temporarily whilst in Australia, came on board.

A letter was received from the Right Hon. Sir William G. Ellison-Macartney, K.C.M.G., Governor of Western Australia—in which he communicated to Lord Jellicoe a welcome to Australia from the Governor-General—the Right Hon. Sir Ronald Munro-Ferguson, G.C.M.G.—together with His Excellency's regrets that difficulties of communication prevented the attendance of a Minister of the Commonwealth to welcome Lord Jellicoe in person.

Wing Commander E. D. M. Robertson, D. F. C., R.A.F., joined Lord Jellicoe's Staff from England.

At 10.30 a.m., the Mayor of Albany—Mr. W. J. Day, accompanied by the Town Clerk, Mr. W. G. Rawnsley called, and at noon the Admiral of the Fleet, with the Staff and a number of the Officers of the "New Zealand" landed and drove through the gaily decorated streets to a civic reception in the Town Hall, on the steps of which an address of welcome was first delivered.

H. M. S. "NEW ZEALAND" 73

The audience gave Lord Jellicoe a most hearty and kindly welcome.

Subsequently Lord and Lady Jellicoe lunched with the Mayor and Mayoress at the Freemason's Hotel, and were taken for a motor drive to see the King River.

The business of the Mission did not admit of a long stay at Albany: an inspection of the Naval Base at Fremantle and consultation with the members of the Government of Western Australia at Perth, being the first essentials: accordingly at 9 p.m., the Admiral of the Fleet, Lady Jellicoe, Commodore Dreyer, members of the Staff and Midshipman McLaughlin landed and proceeded to the Railway Station, where a special train was waiting to take them to Perth. The last mentioned Officer being included in the party on a visit to the State Governor, to whom he was related.

There was a very demonstrative crowd on the platform to watch the departure. The journey to Perth, though slow, was comfortable. All the way along the line, the people and hosts of children climbed on gates and palings, cheered and waved flags, and at the stations, collected in great force. It was wonderful to see such a show of patriotism and enthusiasm.

The country was rather flat, but green and fertile, with its large woods of eucalyptus trees, of which Australia is said to have about 147 different kinds. Many of these gum trees give very valuable wood. In Western Australia the principal eucalyptus, are Jarrah (*eucalyptus marginata*) and Karri (*eucalyptus diversicolor*). The Jarrah is a red gum, hard and dense in the grain, and largely used for piles in jetties and ship construction; also for railway sleepers. The Karri is one of the largest trees in Australia, with an average height of 200 feet. It is used extensively for wood paving in Great Britain. "Black-boys" were growing profusely near the railway lines. These are plants which the Germans made much use of before the war in obtaining picric acid. Our analysts have recently begun to find out the many valuable chemicals that this plant contains. The weather was excellent the whole way up, with beautiful clear skies, not unlike our English autumn days.

The train arrived at Perth at 11 a.m. on the 16th May. The station and streets were thronged with very enthusiastic crowds.

After inspecting a guard of honour at the Station,

Thursday
15th May
Albany to
Perth.
(cont.)

Friday
16th May.
Perth.

Friday
16th May.
Perth
(cont.)

the Admiral of the Fleet followed by the rest of the party in motor cars, drove through the streets to the cheers of the crowd lining the route. At the Queen's Hall a civic reception took place, the Mayor of Perth making a really good speech. Then the Premier welcomed the Admiral of the Fleet to the State of Western Australia. The gathering broke up after the singing of the National Anthem, "Rule Britannia," and much cheering.

Lord and Lady Jellicoe and Mrs. Share, the Chief of Staff, the Secretary and Midshipman McLaughlin then proceeded to Government House, where they were the guests of Sir William and Lady Ellison-Macartney; the rest of the party being accommodated at the Weld Club.

Perth is situated on the banks of a broad, but shallow river, the Swan, and every advantage is taken of the locality in the lay-out of the city. The Government House grounds are particularly beautiful and well kept, and a fine commanding view of the river is obtained over a terraced rose garden.

A characteristic of the shops of Perth, as of all other Australian Towns, which is noticeable to an Englishman were the verandahs which extend over the pavement.

Meanwhile, at Albany, the inhabitants were providing a full programme of entertainments and recreations for the officers and men of the "New Zealand" and on this evening, a complimentary ball was given to the Officers of H.M.S. "New Zealand" by the Mayor and citizens.

Saturday
17th May.
Perth.

Lady Ellison-Macartney took Lord and Lady Jellicoe and party out to see Mundaring Weir, a run of 25 miles through interesting country. The woods consist largely of gum trees. The reservoir is very large, and the whole system is a great engineering achievement. The reservoir supplies both Perth and the goldfield of Kalgoorlie, the latter 400 miles away—three-stage pumping being required. The party lunched at the hotel, which is situated in very pretty grounds with a beautiful garden near the weir. There is much wattle growing here, and this had just come into bloom; this national flower of Australia was much admired by several members of the party who had not seen it before.

Several Officers attended the race meeting at the Goodwood Club course, and spent a most enjoyable afternoon.

In the evening, Lord Jellicoe dined as the guest of the Royal Perth Yacht Club, His Excellency the Governor of Western Australia being in the chair.

Saturday
17th May
Perth
(cont.)

Lord Jellicoe attended Divine Service at St. George's Cathedral, at which Dr. Riley, the Archbishop of Western Australia, preached.

Sunday
18th May.
Perth.

On various occasions during the stay at Perth, conferences took place with Mr. J. R. Settle, the Director of Naval Works, on the subject of the proposed Henderson Naval Base. At 9 a.m., the Admiral of the Fleet and Staff, accompanied by Mr. Settle, proceeded to make an inspection of the proposed Naval Base. It was a pleasant motor run of 18 miles, and from the Botanical Gardens above Perth, a magnificent view of the Swan River, the surrounding country and the sea was obtained. At Cockburn Sound, the proposed site for the Naval Base was inspected from the light railway. Considerable reclamation had been carried out, but the work was practically at a stand-still. The party sat down to lunch in one of the offices, after which they proceeded in a tug and steamed through the dredged channel from Fremantle. On the return to the wharf the Mayor welcomed Lord Jellicoe, the party then motoring to the Town Hall, led by a guard and band, through the crowded streets, where the children were very much to the front, and, in fact, climbed on the cars.

Monday
19th May.
Perth.

At the Town Hall, the Mayor delivered a long discourse, being followed by other officials, after which with loud cheering the gathering broke up. Lord Jellicoe went off to inspect the hospital, and two of his Staff Officers visited one of the forts.

That evening, Commander Ramsay, Wing Commander Robertson and Lieut. Commander de Salis proceeded by the Trans-Continental Railway to Melbourne, to collect information and documents from the Navy Office in readiness for the Admiral of the Fleet's arrival in the "New Zealand."

Transcontinental Railway

In view of the small numbers from the Old Country who have made the Trans-Continental journey, a short description of the trip may not be out of place.

Monday
19th May.
Perth.
(cont.)

Leaving Perth at 5 p.m. on the Western Australian Railway, Kalgoorlie was reached at 9.15 the following morning. The famous Golden Mile was clearly visible from the train. During the gold rush in the 90's, and before the construction of Mundaring Wier, water was very scarce in Kalgoorlie. It is stated that during this period, when ordering a drink, the bar-tender would hand the bottle of whiskey across to the customer to help himself, but would insist on pouring in the water himself.

At Kalgoorlie a change was made to the Trans-Continental Railway, which runs as far as Port Augusta. In places the line runs without a curve for 300 miles, which is probably the world's record for a straight run. The length of this line is 1,051 miles, and not one single permanent stream of water was crossed. The scenery throughout was extremely monotonous, and practically the only inhabited parts passed a few miles out from Kalgoorlie were the various stations, which consist in each case of a small wooden platform, (sometimes this is dispensed with) and a few shacks surrounding it.

The first part of the country resembled the gold field country of Western Australia, after which Nullarbor Plain, so named because it is treeless, was reached. The characteristic plants of the plain are the blue bush and the salt bush, which extend away as far as the eye can see.

Sand-hill belt, extending for about 50 miles, was then crossed, after which the scenery to Port Augusta gets a little more varied, consisting of red soil plains and undulating country, well timbered in parts.

Of animal life there are dingoes and rabbits.

The Australian bustard or turkey, quail, curlew and plover constitute the principal bird life, together with the various birds of prey.

The question of water supplies for the train required very careful consideration in this large and arid tract. In some places it has been possible to construct dams with storage for 500 million gallons. In other places Artesian bores have been tried with success.

Travelling in winter-time is comfortable, as the heat is not too great. The sleeping berths are very comfortable, and an excellent saloon or observation car is provided. Meals might have been better, in this particular trip the meals were served in four relays, owing to lack of space. On embarking on the train, everyone was given a table-cupkin number, and very few meals made it

apparent that the same numbered napkin did service for the three other relays.

Monday
19th May.
Perth.
(cont.)

Port Augusta was reached at 1 a.m., about 40 hours after starting, and the journey from there to Adelaide was continued on the narrow-gauge railway leaving at 5 a.m. and reaching Adelaide about 3.30 p.m.

A night had to be spent in Adelaide as no train ran on to Melbourne that day, but the journey from Adelaide to Melbourne was completed the following night, the whole trip taking just under five days.

In the evening the Governor held a reception at Government House in honour of Lord and Lady Jellicoe. This was followed by a dance at 11 p.m. given by Sir Henry Parker.

Lord Jellicoe was the guest at luncheon of the Weld Club, Perth.

Tuesday
20th May.
Perth to
Albany.

At 6 p.m. accompanied by Lady Jellicoe and the Staff, he entrained for Albany.

At 8 a.m. a short stay was made at Katanning, where the Admiral of the Fleet was received by the District Council and residents and a large gathering of school children. In addition, 10 aboriginals of Australia joined in the reception. Much cheering, singing and enthusiasm prevailed. The children looked remarkably healthy and well set up. For the most part they were bare-footed, and it was evident that there was nothing wrong with their lungs. Some of the children had been travelling for over a day from distant parts to get to Katanning to see Lord Jellicoe.

Wednesday
21st May.
Perth to
Albany.

Invitations had been issued for a luncheon on board the "New Zealand," but the special train was delayed for an hour at Tembellup on account of the engine breaking down.

Most of the party got out and walked during the interval in the surrounding bush. Lady Jellicoe collected several botanical specimens, which were forwarded for the interest of those at home. The train reached Albany eventually at 2.20 p.m., instead of at 1 p.m., and so in the absence of the Admiral of the Fleet the guests to lunch were received by Captain Leggett. Lord and Lady Jellicoe arrived, however, before lunch was over.

Wednesday
21st May to
24th May.
Albany to
Port Lincoln.

At 5 p.m. H.M.S. "New Zealand" sailed for Port Lincoln and Adelaide. Farewell telegrams were exchanged with the Governor of Western Australia and the Mayors of Albany and Fremantle.

The ship had a calm passage across the Great Australian Bight, followed by several Albatross; the Southern Cross showed up brightly during the clear, starry nights.

The passage across afforded a good opportunity for the Admiral of the Fleet and Staff to work on questions relative to the Henderson Naval Base and the South Coast of Australia.

Port Lincoln was reached at noon on Saturday the 24th May. This is a picturesque sea-side resort not far from Adelaide; in view of the reputation which Australia has of being infested with rabbits, several enthusiasts landed with their guns, expecting to have some practice in rapid firing, but in the two hours at their disposal only one rabbit was seen. After luncheon the Admiral of the Fleet and Staff went away in the barge to inspect the harbour and approaches. A landing was made on the coast abreast the area of Naval Reserve. No small boat being available, and the barge being unable to get close in shore, the party had to be carried ashore on the backs of the boat's crew. This was not altogether without incident, for the largest member of the party, namely the Commodore, was too heavy for his bearer, and when halfway ashore, the bearer slowly collapsed and capsized, and both the rider and mount disappeared under the sea for a few moments, their caps alone remaining afloat. It was interesting to see the varying expressions of the officer at the critical moment when his mount first showed signs of capsizing, these depicted—first apprehension, then anticipation, followed by resignation!

Saturday
24th May
Port Lincoln.

At 3.30, accompanied by Lady Jellicoe and some of the Staff, Lord Jellicoe landed at the pier at Port Lincoln, where he was enthusiastically welcomed. At the shore end of the pier a brief official reception took place, speeches being made by Mr. O'Shanahan the Mayor, and Mr. Chapman, M.P., and replied to by the Admiral of the Fleet.

The party was then taken for a short motor drive to see the surrounding country and to get a birds-eye view of the harbour.

At 4.40 they returned on board, and at 5.10 H.M.S. "New Zealand" sailed for Adelaide.

H. M. S. "NEW ZEALAND" 79

The ship arrived at Port Adelaide at 7 a.m. and secured alongside the wharf at No. 4 berth.

Captain C. J. Clare, C.M.G., R.N., District Naval Officer, came on board to call and offer any assistance required.

The City of Adelaide forms an almost perfect square block; the streets run at right angles to one another at exactly equal intervals. One feature of the lay-out of the city is that it is surrounded by a belt of parkland at no point less than a mile wide, on which no encroachment of building is permitted. The suburbs and the surrounding country are very pretty, and the River Torrens, just outside the square, has attractive public gardens on its banks. There are good Natural History Museums, Libraries, etc., in the city.

At 3 p.m. Lord Jellicoe received on board representatives of the State Government and the local Military and Civil authorities.

He then paid a visit to the new Institute of the Mission to Seaman at the Outer Harbour, and at 3.30, accompanied by Lady Jellicoe, the Chief of Staff, the Secretary and the Flag Lieut. left by car for Government House, Adelaide, where they were to be the guests of Lieut. Colonel Sir Henry L. Galway, K.C.M.G., D.S.O., Governor of South Australia. The jetty and its approaches at Port Adelaide was black with loudly cheering people who had come to do honour to Lord Jellicoe.

In the grounds of Government House, Lord Jellicoe inspected and addressed a guard of honour of 500 Boy Scouts and Sea Scouts paraded to receive him under Colonel G. H. Deen, V.D.—State Commissioner of Land Scouts.

At 11 a.m. Lord Jellicoe, with Lady Jellicoe, the Staff and some of the Officers of H.M.S. "New Zealand" attended a reception at the Town Hall. A guard of the Royal Australian Naval Brigade was paraded outside the hall. On the platform were the Mayor—Mr. C. R. J. Glover—and Mrs. Glover, Rear Admiral Sir William R. Creswell, K.C.M.G., Captain C. J. Clare, C.M.G., R.N., and a large gathering of Federal and State Ministers and Members of Parliament; the Admiral of the Fleet was accorded a very cordial welcome by a crowded hall.

On leaving the Town Hall, Lord Jellicoe called on the Adelaide Club, and then witnessed the march through the streets of the men of the "New Zealand."

Sunday
25th May.
Adelaide.

Monday
26th May.
Adelaide.

Monday
26th May.
Adelaide.
(cont.)

In company with His Excellency the Governor, he then visited the "Cheer-up" Hut, a canteen for returned soldiers and sailors, where the men were to be given lunch on the completion of the march through the city.

At 1 p.m. the Admiral of the Fleet, Staff and other Officers were the guests at lunch of the State Ministers at Parliament House, the Governor, (Sir Henry Galway) made an excellent speech in acknowledging the toast of his health, and Lord Jellicoe in his turn spoke at some length on the work of the Navy during the war. The luncheon eventually finished at 4 p.m.

In the evening His Excellency the Governor held a reception in honour of Lord Jellicoe, which was very largely attended.

The Ward Room Officers were the guests of the Adelaide Club at dinner before attending the reception.

Fort Largs was visited by two of the Staff Officers in the evening.

Tuesday
27th May.
Adelaide.

Lord Jellicoe gave a luncheon party on board H.M.S. "New Zealand" to the Governor and Lady Galway, Members of the Ministry, and Naval, Military and Civil Officials and their wives.

In the afternoon the Admiral of the Fleet was received at the Grand Central Hotel by the South Australian Branch of the Navy League, and in the evening he attended a ball given at the Town Hall by the Mayor and citizens, the Governor of South Australia being also present.

Lord and Lady Jellicoe returned to the Outer Harbour about midnight, and re-embarked in H.M.S. "New Zealand."

Wednesday
28th May.
Adelaide to
Melbourne.

At 4 a.m. "New Zealand" slipped from the jetty and proceeded to sea en route for Melbourne. At 8 a.m. Backstairs passage was passed.

Lord Jellicoe spent the day in bed with a heavy cold.

Thursday
29th May.
At Sea

At 6 a.m. Cape Otway was made. Port Phillip Heads were entered at 2 p.m. on the 29th May, and after obtaining pratique, the ship anchored for the night at 5.15 p.m. in Hobson Bay off Williamstown.

Friday
30th May.
Melbourne.

At 10.15 a.m. the Admiral of the Fleet made his official landing at St. Kilda and drove with Lady Jellicoe to Federal Government House, Melbourne, accompanied by the Commodore, the Secretary, Flag Commander and the Flag Lieutenant, a halt being made at South Melbourne where an address of welcome was read by the Mayor.

Having called on His Excellency the Right Hon. Sir Ronald Munro-Ferguson, G.C.M.G.—Governor General of Australia—Lord and Lady Jellicoe afterwards attended at 12.15 a civic reception at the Town Hall, where they received a most enthusiastic welcome. An exceptionally fine speech was made by the Acting Prime Minister, Mr. Watt.

The streets were densely packed with people who loudly applauded and welcomed the Admiral of the Fleet. A circuitous route had been arranged so that as many as possible could see the procession.

They then returned to Federal Government House, where they remained as the guests of the Governor-General and Lady Helen Munro-Ferguson during their stay in Melbourne.

After lunch the Admiral of the Fleet returned on board, and at 3.30 His Excellency the Governor General paid his official call.

In the evening a reception was held at Federal Parliament House by the Commonwealth Government in honour of Lord and Lady Jellicoe.

Federal Parliament House is a very fine and large building, worthy of any city. The walls were artistically decorated and a large number of guests were present. These were received by the acting Prime Minister, Mr. Watt.

In the library many interesting relics and records were on view, including many of Captain Cook. An excellent concert was given in another room, and in the House of Representatives a cinematograph performance was held showing Australian agricultural developments, which was very interesting and instructive. A number of humorous speeches were made at the supper which followed.

During the forenoon, H.M.S. "New Zealand" had been placed alongside the New Railway Pier at Port Melbourne, and was thrown open to visitors in the afternoon, a very large number of people coming on board.

Friday
30th May.
Melbourne.
(cont.)

His Excellency The Hon. Sir Arthur L. Stanley, K.C.M.G., Governor of Victoria, was seriously ill and unable to be present at any of these functions, or on any subsequent occasion during Lord Jellicoe's visit to Victoria.

Melbourne is the ninth largest city in the Empire, having a population of 750,000.

It is very well laid out, with remarkably wide streets. It is the temporary capital of the Commonwealth, until the new capital, Canberra, is completed. Consequently the public offices, which were only designed to accommodate a State Government are now somewhat crowded by the addition of the Federal Administration. The main block of the city cannot be described as beautiful, the streets being straight and at right angles, as at Adelaide. In the suburbs, however, and on the shores of Port Phillip, the houses are artistically planned and look well, both singly and "en masse." Toorak and South Yarra are both quite pretty, the appearance being improved by the hilly nature of the ground.

Saturday
31st May.
Melbourne.

At 10 a.m. Lord Jellicoe visited Sir Arthur Stanley at State Government House, where he was confined to his room.

In the evening the Governor General gave an official Naval dinner party at Federal Government House to meet the Admiral of the Fleet. At dinner, His Excellency proposed the health of the Admiral of the Fleet and referred in graceful terms to the occasion being the third anniversary of the Battle of Jutland and the eve of the glorious 1st of June.

The dinner was followed by a dance, to which all Officers of H.M.S. "New Zealand" were invited. This was the first occasion since the first years of the war that the ball room had been used for dancing. Hitherto, throughout the war, it has been used entirely as a Red Cross Work Dept., and even now a portion of the room is screened off where several bales of clothing, etc., are stacked.

During the day the Secretary's Office was established at Federal Parliament House.

Messages of greeting to the Admiral of the Fleet on the anniversary of the Battle of Jutland were received, from:—

His Excellency the Governor and the people of South Australia.

The Officers and men of the Atlantic and Home Fleets who fought at Jutland. **Saturday**
The Captain and Officers of H.M.S. "Iron Duke." **31st May**
The Chief of Staff and Staff. **Melbourne.**
The Captain and Officers of H.M.S. "New Zealand." **(cont.)**
The Ship's Company of H.M.S. "New Zealand."

The Governor General and Lady Helen Munro-Ferguson accompanied Lord and Lady Jellicoe to church on board H.M.S. "New Zealand." **Sunday**
1st June.
Melbourne.

At 10.30 a.m. the Admiral of the Fleet called on the Acting Prime Minister, Mr. Watt, and at 12.30 accompanied by Mr. W. Elliott Johnston, the Speaker, he inspected at Federal Parliament House, an interesting collection of pictures, plates and manuscripts relating to the early history of Australia. **Monday**
2nd June
Melbourne.

The Victoria Racing Club very kindly presented 500 seats and two boxes at Her Majesty's Theatre to the Officers and Ship's Company of H.M.S. "New Zealand," where a good touring company were performing the musical play "Going Up." All the guests were given refreshments during the performance, and were presented with souvenirs.

King's Birthday

H.M.S. "New Zealand" 'dressed ship' at 8 a.m. **Tuesday**
At 9.30 Lord Jellicoe proceeded to Williamstown to inspect the Naval Depot, commanded by Acting Commander Eardley Wilmot. Mr. George Wheeler, a Pensioner, late R.N., was invited to meet Lord Jellicoe at the Depot. After the inspection the Admiral of the Fleet visited the Naval Drill Hall at Port Melbourne. **3rd June.**
Melbourne.

At noon H.M.S. "New Zealand" fired a salute of 23 guns.
The Governor General held a reception at Federal Government House in the evening, and this was followed later by dancing.

The Victoria Racing Club again presented a large number of seats at the theatre, as on 2nd June.

The Admiral of the Fleet and Staff inspected the large Naval Base at Flinders Bay (Port Western). The party left by special train at 9 a.m. accompanied by the Premier, acting Minister for the Navy, Admiral Sir William Cres- **Wednesday**
4th June.
Melbourne.

Wednesday
4th June.
Melbourne.
(cont.)

well and other officials from the Navy Office. A halt was made at Somerville to see a large number of school children assembled there to welcome the Admiral of the Fleet. A great feature of the reception of Lord Jellicoe by the people of Australia in the distant townships as well as in the cities was the genuine spirit of admiration which they expressed. On arrival at the Base the party motored and walked round the grounds, inspected the several buildings, and then had lunch in the almost completed ward-room. After lunch, the harbour and creek were inspected in launches. There were many sharks about and quantities of black swan. The party returned to Melbourne at 5 p.m.

In the evening Lord Jellicoe was the guest of the Melbourne Club at dinner.

Thursday
5th June.
Melbourne.

At lunch at the Grand Hotel Lord Jellicoe was the guest of the Returned Soldiers and Sailors Imperial League of Australia.

In the evening a reception was held at State Parliament House by the Government of Victoria, the State Premier—the Hon. Mr. Lawson—and Mrs. Lawson, Sir William Irvine, the Chief Justice and Lieut. Governor, and a large gathering of Ministers being present.

Paymaster Lieut. R. F. Egerton, one of the Secretary's clerks was taken ill with influenza at Menzies' Hotel, and conveyed to the Military Hospital at Caulfield. Shortly afterwards Chaplain the Rev. T. Crick followed him.

Work proceeded daily on the investigations in connection with the Mission, and a great quantity of information was collected from the Navy Office and the Government Departments.

Friday
6th June.
Melbourne.

Lord Jellicoe attended an afternoon party at Federal Government House at 3 p.m.

He was the guest of the Victoria Branch of the Navy League at a dinner at the Town Hall. Sir William Irvine, the Chief Justice, spoke from the Chair, and was followed by Mr. Watt, the acting Prime Minister and others. Lord Jellicoe replied.

The speeches made on this occasion were of a high order of oratory.

Both Sir William Irvine and Mr. Watt spoke in a strong spirit of patriotism and with sound judgment, and it was indeed a pleasure to listen to them.

The Acting Prime Minister, Mr. Watt, is an excellent

example of the clever and sound statesman. He is a powerful speaker, whose strong characteristic is his single-minded patriotism; the friendship and courtesy which he extended to Lord Jellicoe and the Mission were very deeply appreciated.

Friday
6th June
Melbourne
(cont.)

The Victoria Racing Club had specially arranged two meetings at Flemington for the 7th and 9th of June in honour of the visit, and on this day the Admiral of the Fleet and a number of other Officials were the guests of the Club Committee to lunch after the first race. The Race Meeting was thoroughly enjoyed by all who went to it, but no one made a fortune.

Saturday
7th June
Melbourne.

Lord Jellicoe gave a small luncheon party on board, and spent most of the day at the work of the Mission.

Sunday
8th June.
Melbourne.

This was the second day of the special race meeting at Flemington, and a number of Officers lunched with the Committee of the Victoria Racing Club.

Monday
9th June.
Melbourne.

Flag Lieut. L. V. Morgan was placed on the sick list with influenza at Government House. He had a companion in his misfortune in Captain the Hon. B. Clifford, Private Secretary to the Governor General, who also was down with a severe attack. Lieutenant McMaster carried out the duties of Flag Lieutenant during Lieut. Morgan's absence.

A ball to be given on board by the Admiral of the Fleet and Officers of H.M.S. "New Zealand" had to be cancelled at the last moment owing to the weather, which of course eventually cleared up, and ended in a bright moonlight night.

H.M.A.S. "Australia" arrived at Melbourne flying the broad pennant of Commodore J. S. Dumaresq, C.B., M.V.O., Commanding the Australian Fleet, and at 10.10 saluted the flag of the Admiral of the Fleet with 19 guns, H.M.S. "New Zealand" replying with 11.

Tuesday
10th June.
Melbourne.

Owing to further cases of influenza at Government House it was deemed advisable for Lord Jellicoe not to remain there, so he returned on board "New Zealand."

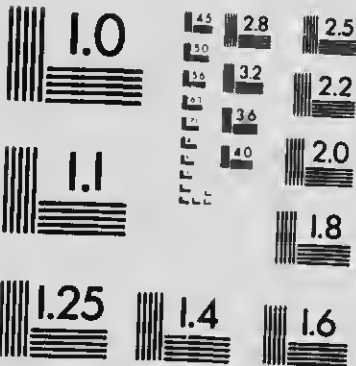
The Secretary's Office was transferred from Federal Parliament House to the ship the same night.

Lord Jellicoe gave a dinner party on board at which the Governor General and Lady Helen Munro-Ferguson the Acting Prime Minister—Mr. Watt—and Mrs. Watt, and a few Naval and Civil Officials, were guests.



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Wednesday
11th June.
Melbourne.

The Admiral of the Fleet and some of the Staff dined with the members of the Australian Club.

Thursday
12th June.
Melbourne.

In the morning Lord Jellicoe called on Mr. Massey Greene—Federal Minister.

At 2.30 p.m. he inspected the Sea Scouts at Albert Park Headquarters, and afterwards addressed the members of the Society of Ancient Mariners, by whom the Sea Scout movement in Melbourne is maintained. On his way back to Government House he paid a visit to the Melbourne Church of England Grammar School.

He then planted a tree in the Botanical Gardens. These Gardens are very fine indeed and are well worth a visit. They are certainly the best of their kind in Australia, and at this period of early winter looked remarkably beautiful.

At 5.15 at Federal Government House he received and replied to an address by the Royal Society of St. George.

The Admiral of the Fleet gave a dinner party on board, which the Acting Minister for the Navy, the Hon. A. Poynton, M.P., and members of the Navy Board, and all Captains of Ships present attended.

Rear Admiral Creswell had now been succeeded in the post of First Naval Member by Rear Admiral E. P. F. Grant, C.B., who recently arrived in Australia from England. Admiral Creswell continued to be employed as 1st Naval Member during Lord Jellicoe's stay, in the absence of Rear Admiral Grant when he later accompanied the Admiral of the Fleet in H.M.A.S. "Suva."

Friday
13th June.
Melbourne.

The forenoon was spent on a visit of inspection, to the Navy Office. Lord Jellicoe, with the Staff and Secretary, lunched at Federal Parliament House with the members of the Commonwealth Government, and afterwards conferred on Naval matters with the Prime Minister and the members of the Federal Cabinet.

At 8 p.m. he attended a presentation of war decorations and medals by the Governor General at the Town Hall.

A ball which was to have been given by the Matrons of Melbourne to the Admiral of the Fleet and Officers of H.M.S. "New Zealand" had to be cancelled owing to the continuance of the influenza epidemic.

Saturday
14th June.
Melbourne.

At 10 a.m. Lord Jellicoe received a deputation of the Australian Women's Association on board H.M.S. "New Zealand," and at 10.30 the members of the Naval Board

and the Acting Prime Minister visited the ship to bid farewell.

A large crowd of people came down to the Pier to see the ship off.

Wing Commander Robertson, R.A.F., remained in Melbourne for a few days to attend various Air Conferences, and the Flag Lieutenant and Paymaster Lieutenant Egerton, who had been suffering from influenza, were left behind to recover.

At 11 a.m. H.M.S. "New Zealand" slipped from the Railway Pier at Port Melbourne and proceeded for Hobart.

Noon position was $38^{\circ} 1' S. 144^{\circ} 54' E.$ and Port Phillip Heads were passed at 2.45 p.m.

During the stay at Melbourne the work of the Mission occupied the greater part of the time of Lord Jellicoe and Staff, when they were not attending the various social functions which demanded their presence. But on one or two rare occasions Lord Jellicoe had a few spare hours for recreation, when he was to be seen either playing tennis at Government House or skating at the Glaciarium, or Ice Rink.

Melbourne possesses some very attractive golf courses, all of which were patronized by the officers of the "New Zealand." The best of these was the Royal Melbourne Golf Club at Sandringham, about 24 miles out along the coast.

H.M.S. "New Zealand" entered the approaches to the Derwent River at 8.15 a.m. It was a lovely morning and the temperature was down to about 45° . The harbour is very beautiful and for the most part surrounded by high hills, on which is a considerable amount of thick bush. Evidences of large forest fires were noticeable. The distant hill-tops were covered with snow.

Hobart itself is, to a great extent, built on the slope of a hill, well situated and very picturesque.

The ship anchored at 9.30 a.m., three cables off Ocean Pier.

Owing to Tasmania being free from influenza, and the ship having come from an infected State, she was placed in quarantine, and to the great disappointment of the residents no one was allowed to land. The Harbourmaster, Captain McArthur, came on board and accompanied the Admiral of the Fleet and Staff in the barge, in their inspection of the harbour and Derwent River.

Saturday
14th June.
Melbourne.
(cont.)

Monday
16th June.
Hobart.

Monday
16th June.
Hobart
(cont.)

Letters of greeting and regret at the necessity for observing the strictest quarantine regulations, were sent on board by:—

His Excellency the Governor of Tasmania, Sir Francis Newdigate-Newdigate.

The Premier.

The Mayor of Hobart.

The Marine Board of Hobart.

Captain McArthur remained on board, and was the guest of the Admiral of the Fleet.

Tuesday
17th June.
Hobart to
Jervis Bay.

The intended visit to Hobart was of three days duration, but in view of the embargo on landing, H.M.S. "New Zealand" sailed at 8.15 a.m. passing through the D'Entrecasteaux Channel, inspecting this and the N.W. Bay, Barnes Bay, and Great Bay from the ship. It was unfortunate that a heavy downpour of rain rather spoilt the beauty of the surroundings, and further, made it impracticable to inspect the famous Huon River.

Captain McArthur was landed at the Quarantine Station before the ship proceeded to sea, where he had to be kept under observation for a week.

Tasman Island Light was passed at 6.15 p.m.

Thursday
19th June.
Jervis Bay.

The ship had a comparatively rough passage, and arrived at Jervis Bay at 10.45 a.m. and anchored off the Royal Australian Naval College. The College occupies a distinctly isolated position, as for miles round there is nothing to be seen but native bush.

In the afternoon, Lord and Lady Jellicoe landed to play tennis on the College Courts, and a hockey match was played between the Cadet-midshipmen and the Officers of H.M.S. "New Zealand," which added another victory to the "New Zealand's" record of hockey matches.

The College grounds and buildings are well laid out on a level area at a good height above the sea. To guard against danger from fire, the bush in the neighbourhood of the College has been cleared to a large extent, but outside the College gates it is very thick. The nearest town is Nowra, and the College is in frequent communication with this place by motor; for all their supplies, however, they are mainly dependent upon the weekly trips of their tender H.M.A.S. "Franklin," which brings all their fresh food from Sydney.

At 8.45 a.m. the Admiral of the Fleet landed with his Staff to inspect the Royal Australian Naval College, at present under the command of Captain D. W. Grant, R.A.N., but in course of being turned over to Captain R. H. Walters, D.S.O., R.N.

Friday
20th June.
Jervis Bay.

The Cadet-midshipmen were first seen at Divisions and Prayers, after which they dispersed to their various studies. Their quick short step in marching off was very noticeable, and effective. The various class-rooms, dormitories and buildings of the establishment were then visited, and the Cadets were watched at their work and gymnastics. The accommodation is excellent, and it is evident that great interest is taken in the welfare of the boys. At 11.30 the Cadet-midshipmen were paraded and then marched past the Admiral of the Fleet in good formation. He then gave them a short address on discipline, honour and loyalty, and they were dispersed for dinner. A group of the Admiral of the Fleet and Staff and the Officers of the establishment was then taken on the Quarter Deck.

In the afternoon a game of Rugby was played between the "New Zealand" Ship's Company and the College, the latter winning with a good margin.

Flag Lieut. L. V. Morgan, who had been left behind at Melbourne, suffering from influenza, rejoined here, having journeyed down from Sydney with Rear Admiral E. P. F. Grant, C.B., the First Naval Member of the Australian Navy Board, who is paying a visit of inspection to the College.

The Admiral of the Fleet gave a dinner party on board at which Rear Admiral Grant and the principal Officers of the College were guests.

Lord and Lady Coe, and the Chief of the Staff, the Secretary, and Captain lunched with Captain and Mrs. Walters at the College, and afterwards witnessed a very good Rugby match between the Cadet-midshipmen and the Officers of the "New Zealand," which the College won after a hard fight.

Saturday
21st June.
Jervis Bay.

Rear Admiral Grant and Captain Grant dined with the Admiral of the Fleet.

There being no Chaplain at the Naval College, a large number of Officers and their wives came off to Church, and after lunch the Chaplain landed and conducted a baptismal service at the College, baptising

Sunday
22nd June.
Jervis Bay.

Sunday
22nd June.
Jarvis Bay.
(cont.)

11 children of the Officers and men, who had been waiting for the opportunity for some time. Lady Jellicoe acted as Godmother in the case of three of these children.

In the afternoon, Lord Jellicoe played in a tennis match against the College Staff, which was won by the Ship. It was intended that a large party of the Cadet-midshipmen should visit the ship and have tea, but owing to an outbreak of influenza in the College, this had unfortunately to be abandoned.

At midnight "New Zealand" sailed for Sydney.

Coronation Day and Prince of Wales' Birthday

Monday
23rd June.
Sydney.

Sydney Heads were entered at 8 a.m. and an excellent view of the harbour was obtained as the ship steamed up. It was a fine sunny day, but with a certain amount of distant haze. Though the architecture of the houses themselves is not much to speak of, the general prospect of the villages, suburbs and city, scattered amongst the wooded hills on either side of the magnificent harbour, is distinctly fine. The harbour is long and narrow, but radiating from it like branches from a tree, are numerous little bays, divided from one another by steep peninsulas. For its area, Sydney Harbour probably has a larger water frontage than any port in the world, and the consequence is that not only is there ample room for the wharves which deal with the enormous commerce, but these wharves are locked away in bays out of sight and do not interfere with the general aspect. Owing to the configuration of the harbour, it has been impossible for the town planners to impose on Sydney their favourite rectangular design. It is quite pleasantly difficult to find one's way about in the narrow streets, and the regulations as to "one way traffic" sometimes render a motor drive a most bewildering experience.

Great enthusiasm was displayed as the ship came up harbour. Being a public holiday, many yachts, launches, etc. were under way to welcome the ship in, and points of vantage ashore were crowded. At 8.30, H.M.S. "New Zealand" secured to No. 1 Buoy in Farm Cove and "Dressed Ship."

Wing Commander Robertson rejoined the ship from duty at Melbourne.

At 9.30, Commodore John C. T. Glossop, C.B., Senior Naval Officer, Sydney, called on the Admiral of the Fleet, and was followed at 9.45 by Commodore

J. S. Dumaresq, C.B., M.V.O., commanding the Australian Fleet.

Monday
23rd June.
Sydney.
(cont.)

At 10 a.m., accompanied by Lady Jellicoe and the Staff, Lord Jellicoe landed at an elaborately decorated and special landing place in Farm Cove. The course from the ship was lined by a great number of motor launches, yachts, "eights" and other small craft of every description, which dressed ship as the barge left H.M.S. "New Zealand."

On landing, after receiving a warm welcome from an enormous crowd, the Admiral of the Fleet and party proceeded to Government House to call on His Excellency Sir Walter E. Davidson, K.C.M.G.—Governor of New South Wales—and Lady Davidson. After consultation with His Excellency, it was definitely decided that, with a very few exceptions, all the official functions and entertainments arranged in connection with the visit should be cancelled on account of the serious outbreak of influenza.

At 11.45 a.m. the Admiral of the Fleet, accompanied by Lady Jellicoe and the Staff, attended a civic reception at the Town Hall. The Lord Mayor, Mr Richards, the Hon. W. A. Holman, Premier of New South Wales, and Hon. A. Poynton, M.P., Acting Minister for the Navy, spoke in welcome of the Admiral of the Fleet. Lord Jellicoe, in replying, laid stress on the fact that he, and those with him in H.M.S. "New Zealand," represented the Royal Navy as a whole. He enumerated at some length the many theatres of Naval warfare, and the many branches of the Naval service, representatives of which were accompanying him on the present tour; and expressed his regret that owing to the influenza epidemic the Ship's company had not been given an opportunity of marching through the streets.

At noon, "New Zealand," "Australia" and "Encounter" fired salutes of 21 guns, in honour of the anniversary of the coronation of His Majesty King George V.

At 9.45 a.m., the Admiral of the Fleet and Staff, accompanied by Rear Admiral Grant and Commodore Glossop, made a visit of inspection to Cockatoo Island, (the Dockyard), Garden Island (the Naval Base), and Spectacle Island (the Ordnance Stores). A thorough inspection was made of the Dockyard at Cockatoo Island, which was found to be very cramped. It was interesting to see the original convict prison, now being used for offices.

Tuesday.
24th June.
Sydney.

Tuesday
24th June.
Sydney.
(cont.)

At Spectacle Island, the magazine and explosive storage were inspected. During the inspection, the Flag Lieut. met with a slight accident, falling down an oubliette and damaging his back, but not seriously.

The Admiral of the Fleet, with the Chief of the Staff and Flag Commander, then went in the barge to "Tresco," the home of Commodore and Mrs. Glossop, where Lady Jellicoe joined the party for lunch. After lunch the repairing facilities for ships at Garden Island, and the Officers' quarters were inspected. Some very interesting "Emden" relics were seen here, which Commodore Glossop had brought back with him, after sinking that vessel, when in command of the "Sydney."

A visit was next paid to H.M.A.S. "Suva," lying in the next billet alongside "New Zealand"; this vessel had recently been fitted out and commissioned, under the command of Captain G. F. Hyde, R.A.N., for the purpose of conveying the Mission on a Northern Cruise to the Solomon Islands, New Britain, New Guinea and the Northern Territory.

At 2.45 p.m., Sydney Signal Station passed official news that the Germans had agreed to sign the Peace Treaty unconditionally.

Wednesday
25th June.
Sydney.

During the stay at Sydney a great deal of time was spent by the Admiral of the Fleet at conferences with various authorities, including the Director of Naval Works, Commissioners of the Harbour Board, Managers of Cockatoo and Garden Islands, Government representatives, and other experts.

Lord Jellicoe was the guest at dinner at the Australia Hotel of the New South Wales branch of the Navy League. His Excellency the Governor of New South Wales was present, and Sir William Cullen, the Attorney General, was in the chair. Many speeches were made.

Thursday
26th June.
Sydney.

At 9.15 a.m. the Admiral of the Fleet, accompanied by Rear Admiral Grant and Commodore Glossop, and the Chief of Staff, Flag Commander and other members of the Staff, paid a visit of inspection to the Boys' Training Ship "Tingira" at Rose Bay, commanded by Commander H. J. Feakes, R.A.N. On leaving the "Tingira," the batteries at North and South Heads were inspected.

At 12.30 the party visited the Commonwealth Bank, afterwards lunching on the premises with Mr. Dennison Miller—the Governor. This is a wonderful building, constructed on the most up-to-date principles, including

every comfort for the large staff. Rooms and offices are also set aside for the use of the Governor-General and the Prime Minister and their staff. Every nook and corner of the Bank is spotlessly clean.

Thursday
26th June.
Sydney
(cont.)

The Governor-General gave a dinner party at Admiralty House, where he is in residence. Besides the Admiral of the Fleet and Lady Jellicoe, Mr. and Mrs. Poynton, Major General and Mrs. G. J. Lee, Commodore Glossop, Captain Cumberledge, Engineer Captain and Mrs. Bromwich, Captain and Mrs. Brownlow, Commander and Mrs. Feakes and Mr. and Mrs. King Salter were present.

The Admiral of the Fleet returned to H.M.S. "New Zealand" to live on board during the rest of the visit.

Sir Owen Cox, President of the Overseas Shipping Association, and Professor David of Sydney University, lunched with Lord Jellicoe on board H.M.S. "New Zealand," bringing with them technical information with regard to Australian Coal.

Friday
27th June.
Sydney.

At 3.30, H.M.A.S. "Brisbane" and Submarine J5 arrived from England, the "Brisbane" saluting the Flag of the Admiral of the Fleet with 19 guns, and "New Zealand" replying with seven guns.

Lord Jellicoe gave a small dinner party on board, at which the Governor-General and Lady Helen Munro-Ferguson, and the Premier of New South Wales and his wife were present amongst others.

The Admiral of the Fleet lunched with the members of the Royal Sydney Yacht Club, and in the evening he was the guest of the members of the Overseas Shipping Association, at a dinner given at the Australia Hotel. Sir Owen Cox presided, and a large number of Naval and Military Officers were present. The Governor of New South Wales also attended. After the speeches were finished, two or three local artists gave a short concert, which was very much appreciated. This was followed by a cinematograph entertainment, which gave considerable amusement. One film showed scenes at the civic reception given in honour of the Admiral of the Fleet on arrival at Sydney.

Saturday
28th June
Sydney.

The Governor-General and Lady Helen Munro-Ferguson and Sir Walter Davidson and Lady Davidson, attended Divine Service on board H.M.S. "New Zealand."

Sunday
29th June.
Sydney.

Sunday
29th June.
Sydney
(cont.)

At 3 p.m. the following signal was received from the Governor General:—

"I have received a cable notifying that the Peace Treaty with Germany was signed by the representatives of the Allied and Associated Powers, and by the representatives of Germany at four o'clock, June 28th."

Lord and Lady Jellicoe were playing tennis at the Rose Bay Club when this message was brought up to them by the Midshipman of the Picket Boat, and the news was quickly passed round the members of the Club, who were present. Consequently, when Lord and Lady Jellicoe were about to take their departure shortly afterwards, they found that every available member of the Club had assembled to do honour to the Admiral of the Fleet; loyal toasts were drunk, and after the singing of the National Anthem, and cheers for His Majesty, and for the Admiral of the Fleet, they were permitted to depart to the tune of "For he's a jolly good fellow."

Naval Peace Celebrations

Monday
30th June.
Sydney.

At 8 a.m. all ships "Dressed ship," and "New Zealand" "Australia," "Brisbane" and "Encounter" fired salutes of 101 guns, in conjunction with the Military. At 9.30 a.m., a brief Thanksgiving Service was held on board, which was attended by the Governor General, and the Governor of New South Wales, at the termination of which His Excellency the Governor General, as His Majesty's representative in Australia, delivered a brief address of thanks and congratulations to the Admiral of the Fleet and Officers and men of "New Zealand" as representatives of the Royal Navy. At this Service, frock coats and swords were worn by the Officers for the first time since the outbreak of war.

At noon, following the motions of "New Zealand," H.M. Ships in harbour "manned ship," and three cheers were given for His Majesty King George V; after which the bands played the National Anthems of the Allies. For this ceremony, frock coats and epaulettes were worn, and the Ship's Company were in No. 1's.

After the ceremony, all Officers assembled in Lord Jellicoe's cabin and drank the toast of "The King," followed by that of "The Admiral of the Fleet."

By His Majesty's command the "Main Brace" was spliced.

In the evening there was a searchlight display, at the conclusion of which H.M.S. "New Zealand" was illuminated until 11 p.m., the signal for switching on the illuminating circuits being the firing of a spray of 40 rockets, which was most effective.

Monday
30th June.
Sydney.
(cont.)

Wing Commander Robertson, in company with Wing Commander Goble, D.S.O., O.B.E., D.S.C., R.A.F., of the Australian Navy Board, proceeded to Brisbane, in connection with Air matters, and on the 3rd July proceeded down river by boat to look for suitable air sites. The intention was for him to remain in Brisbane and rejoin the Staff on the arrival of the Admiral of the Fleet.

At 10.25 the Japanese and American Consul Generals called on the Admiral of the Fleet, "New Zealand" firing a joint salute of 11 guns on their departure.

Tuesday
1st July.
Sydney.

At 10.30 the Society of Ancient Mariners called.

Paymaster Lieut. Egerton rejoined the ship from 14 days sick leave after influenza contracted at Melbourne.

Lord Jellicoe spent the night at Government House.

The Office Staff and the retinue transferred to H.M.A.S. "Suva" after tea.

At 9 a.m., the flag of the Admiral of the Fleet was broken in H.M.A.S. "Suva" and struck in "New Zealand." The "Suva" belongs to the Australian Steam Navigation Co., gross tonnage 2229, length 300 feet—and was formerly employed on mail, passenger, and cargo service between Sydney and the Northern Territory. She was commissioned as H.M.S. "Suva" during the war and employed on the Red Sea Patrol. Having returned to Sydney for reconditioning and return to her owners, she was commissioned as H.M.A.S. "Suva" to convey Lord Jellicoe and his Staff to the Northern Territory and certain of the South Pacific Islands.

Wednesday
2nd July.
Sydney to

At 9.30 a.m., "Suva" sailed for Brisbane to await Lord Jellicoe, who had arranged to go on there by train.

The weather during the whole of this visit to Sydney was exceptionally fine and sunny, and in the delightfully temperate climate the work of the Mission was enabled to proceed apace. Meanwhile several of the Officers were able to taste the joys of the golf course and tennis courts, etc., as well as afternoon dancing at Rose Bay Golf Club, this open-air dancing being the only form of dancing in

Wednesday
2nd July
Sydney to
Brisbane
(cont.)

which they were able to indulge owing to the influenza epidemic, which had not quite had its day.

At 10 a.m. the Admiral of the Fleet returned the calls of the Japanese and American Consul Generals.

At 3.30, accompanied by Lady Jellicoe and the Staff, he left by train for Brisbane.

The first part of the journey was very pretty, especially that in the neighbourhood of the Hawkesbury River. The train climbed considerably through the night, and by midnight had attained a height of about 4000 feet. Consequently it was very cold, and in the morning the ground was seen to be covered with hoar frost. The long run through the famous Darling Downs was somewhat monotonous. Many receptions and addresses were received on the journey, and all along the route the inhabitants welcomed the Admiral of the Fleet by waving flags or handkerchiefs from their houses or in the fields.

Thursday
3rd July.
Brisbane.

During the evening, the train started to descend to the sea-level again; the consequent change in temperature and pressure being very noticeable.

Some little distance outside Brisbane, the Premier—Mr. Ryan—and Mrs. Ryan, accompanied by other government representatives and newspaper reporters, boarded the train, and the rest of the journey to Brisbane was spent in conversation with them.

For part of the journey Major-General Sir Brudinall and Lady White travelled in company with Lord and Lady Jellicoe. Very interesting and useful information and expressions of opinion were obtained from this gallant soldier, who had served with great distinction as Chief of Staff to General Sir William Birdwood during the War.

Brisbane Station was reached at 9.30 p.m., where the train was met by a large crowd, who jostled and pushed so much in their desire to shake the Admiral of the Fleet by the hand, that it was with difficulty that the party got away.

The Admiral of the Fleet, Lady Jellicoe, and the Flag Lieutenant proceeded to Government House, where they stayed as the guests of His Excellency Sir Hamilton J. Goold-Adams, G.C.M.G., Governor of Queensland, and Lady Goold-Adams; the rest of the party motored in procession to the Queensland Club, by a different route to that followed by Lord Jellicoe.

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H.M.A.S. "SUVA"
Flying the Flag of Admiral of the Fleet Viscount Jellicoe of Scapa. G.C.B., O.M., G.C.V.O.
July 1919

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The crowd thought that this procession contained the car of Lord and Lady Jellicoe, and when they subsequently discovered that this was not the case, their remarks to his Staff Officers were more pointed than polite.

Thursday
3rd July.
Brisbane
(cont.)

The party were warmly welcomed by the President and Members of the Club, who had arranged for an excellent supper to be provided.

In the forenoon, the Admiral of the Fleet first proceeded with the Staff, in a motor launch, across the river to the Naval Depot at Brisbane.

Friday
4th July.
Brisbane.

He then paid a visit to the Offices of Mr. Clark, one of the leading Pearl merchants, with whom questions relating to the Torres Straits and the North-Western Coasts of Australia were discussed.

An odd collection of pearl cowries was shown and Mr. Clark presented Lord Jellicoe with a specimen.

Lord and Lady Jellicoe then went off to a reception given by the Hon. T. Ryan, Premier of Queensland and Mrs. Ryan at Parliament House Garden. They then motored through the city and called on the United Services Institution and there received addresses from the Royal Society of St George and the Patriotic League.

Meanwhile the Commodore and Commander Sawbridge motored out to the entrance of the harbour and inspected Port Lytton and the adjacent land. From the top of the Signal Station, a good view of the approaches and entrance to the harbour and the extensive mangrove swamps was obtained.

At 8 p.m. Lord Jellicoe was the guest at dinner of the Government of Queensland at Parliament House. The Premier, Lord Jellicoe, and General White spoke. The last-mentioned made a vigorous speech to the effect that Australia must see to it that her sons who had died in the war had not given their lives in vain. They must work hard. Coming from an Australian this speech appeared to make a considerable impression.

H.M.A.S. "Suva" arrived in Brisbane at 1 p.m. and secured to the wharf at Pinkenba.

Brisbane is not a beautiful city, but covers a very large area, the greater part of the houses being of the bungalow type and constructed of wood. The Brisbane River runs through the city, and on the hills overlooking it an excellent view can be obtained of its winding route through the suburbs and city of Brisbane.

Saturday
July 5th.
Brisbane.

Saturday
5th July.
Brisbane.
(cont.)

Various types of sub-tropical vegetation are extensively grown, and are some relief after the monotony of eucalyptus.

At 11 a.m. Lord and Lady Jellicoe and Staff attended a reception by the Mayor of Brisbane in the University grounds, after which the Admiral of the Fleet inspected the Institute of the Missions to Seamen.

At 3 p.m. accompanied by the Governor and Lady Gould-Adams, the party embarked in the Government Yacht "Lucinda", in which they proceeded to Pinkenba, the upper reaches of the river being inspected on route.

The way in which the houses are built on the sloping banks of the river on either side, with large flower gardens, and separated by meadows and fields, is distinctly picturesque.

On arrival at Pinkenba, Lady Jellicoe, with Sir Hamilton and Lady Gould-Adams inspected the "Suva" and bade farewell to the Mission.

At 4.30 p.m. H.M.A.S. "Suva" slipped, and sailed for Port Purvis (Solomon Islands), having on board, in addition to the entire Staff, Rear Admiral E. P. F. Grant, C.B., First Naval Member, with his Secretary, Paymaster Lieut.-Commander Eyre S. Duggan, R.N., and Captain the Hon. B. Clifford, private Secretary to the Governor-General.

"Suva."
Sunday
July 6th to
Thursday
July 10.
Brisbane to
Port Purvis.

Though small, the "Suva" was quite comfortable. To ensure that there was adequate office accommodation, the saloon and three deck cabins, and three cabins below had been fitted out as offices, the Staff being divided up amongst them. The respite from interruptions caused by festivities and entertainments was very welcome, and the work was pressed forward unremittingly. All the masses of information that had been collected at the various ports visited hitherto were analysed and considered by the Admiral of the Fleet, as well as the larger questions dealing with the Pacific generally.

The weather conditions at first were rather worse than was expected with the S.E. Trade, and for two days the ship rolled heavily and continuously over about 30° each way.

At times the speed fell from 10½ knots to about 8. This was largely due to the inferior New South Wales Coal (Bulli) which the ship carried. In fact, later on, due to the poor steaming qualities of this coal, a certain amount of the original programme had to be curtailed.

On Sunday July 6th, a day of Thanksgiving for Peace throughout the Empire, a short stand-up service was held on the promenade deck, the form of service being that used throughout the province of New South Wales.

On the afternoon of Thursday July 10th the Solomon Islands were sighted, the ship steaming close along the large island of Guadalcanal, then round to Florida Island and into Port Purvis. The sun had set by the time the ship had anchored, but there was no difficulty in seeing the surroundings, as the full moon was shining brightly.

A few native dwellings were to be seen and fires here and there but apart from that, the locality looked absolutely uninhabited and wild. The hills surrounding the harbour were covered with trees and thick undergrowth.

The Admiral of the Fleet had invited Mr. Charles Workman, the Resident Commissioner at Tulagi, to dinner, but he was unable to find the ship, owing to the anchorage not being locally known as Port Purvis.

The Chief of Staff, Flag Commander, Flag Lieutenant and Captain Clifford, left the ship in the whaler at 6 a.m. on a brief shooting expedition. This is best described by the following account written by Captain Clifford, entitled:—

Sunday
July 6th to
Thursday
July 10th.
Brisbane to
Port Purvis.
(cont.)

"Suva."
Friday
11th July.
Port Purvis
and Tulagi.

"Pigeon Punching in the Pacific"

As pigeons are said to abound on the Island of Florida the Commodore, Ramsay, Flags and myself set out in the whaler at 6 a.m. on a pigeon shoot. We took 3 guns and a very large number of cartridges—not too large a number as was subsequently discovered. The Commodore who had charged his piece the instant we left the ship's side, urged us to do likewise, adding by way of encouragement that "a face might appear above the water at any moment." As we proceeded to carry out his suggestion the Commodore's gaze became rivetted upon Morgan who was struggling with an immense lever situated close to the triggers of his gun. "That," he remarked in an uneasy tone of voice, "is a formidable piece of ordnance you've got there. I think you had better sit by yourself in the bow."

A dense forest grew right up to the waters edge; so dense that it was extremely difficult to detect anything moving in the trees, and although the multitude and variety of sounds emanating from the jungle betrayed the presence of legions of the local fauna, nothing—not

"Suva."
Friday
11th July.
Port Purvis
and Tulagi.
(cont.)

even the seductive note in the Commodore's voice nor the reliable (though perfideously intended) guarantees of safe conduct from the "marksmen"—would induce a single pigeon to show itself.

Somewhat disappointed we rowed the harbour to what looked like a possible landing-place on the opposite side. While Morgan and I remained in the boat and patrolled the waters edge, the Commodore and Ramsay landed to stir up the game. They immediately disappeared into the thicket and shortly afterwards there was a deafening crash followed by a period of fateful silence. The suspense was becoming intolerable when a voice from below was heard saying: "Its quite alright down here, Ramsay!" and after a brief pause "except that I don't know what's become of my gun. For all I know it might be pointing at me. Probably cocked itself too. One can't trust these hammer guns." It subsequently transpired that the confidence placed by the Commodore in a seemingly massive log had been grossly abused with the result that he had descended vertically into a small size in ravines. A pigeon, rudely awakened from its morning reverie, flew overhead. After it (some way after it in fact) I fired the first shot of the day. Immediately afterwards I fired the second shot of the day. It went off, unexpectedly, while I was trying to eject the empty cartridge.

Then Morgan and I landed but although we waded through mud, fell over slippery roots and endured a filthy stench arising from the decayed vegetation we failed to locate a single pigeon.

Re-embarking the whole party returned to the West bank and, seeing nothing, we discharged a vengeful volley into the thicket. The result was beyond all expectations. A pigeon flew out to see and fell a victim to six barrels fired almost simultaneously. The excitement had hardly died down when a brown bird named "Smith" soared majestically overhead and it was not until the water all around was dotted with empty cartridges that we succeeded in compelling him to retire to a tall tree. His place was taken by a white parrot. Foolish bird! Before half an hour had elapsed it fell into the water full of wounds and lead.

At this juncture, "Smith" who was obviously interested, returned to see how we were getting on. His reappearance was the signal for a renewed outburst of rapid and sustained fire. A scene of indescribable fury ensued. Our faces black with powder, perspiration streaming from

every pore, regardless of the fierce rays of a tropical sun, we continued to work the guns. The noise was deafening; the sea strewn with empty cartridges. The sky was obscured by a thick pall of smoke through which we occasionally caught glimpses of "Smith" soaring disdainfully above us. Gradually, however, organised effort began to prevail. "Smith's" enthusiasm commenced to wane. He moved further and further away and finally, with an ostentatious display of dignity, disappeared into the jungle. We had won the day. The field was ours.

"Suva."
Friday
11th July.
Port Purvis
and Tulagi.
(cont.)

But we were not allowed to rest long on our laurels. The Yeoman of signals, whose encouragement throughout had been of the greatest assistance, suddenly was heard to whisper "Look sir! there are two pigeons quite close in." "Close" queried the Commodore. "Ah, that's it; that's what we want—something close." Give way together." We approached the quarry with the utmost caution—all barrels trained on the unsuspecting victims. A salvo at point-blank range was completely successful the unhappy couple being compelled to seek refuge in another tree.

Desultory shooting continued for some time. After it had died away we returned to the ship to count the morning's bag. When it had been carefully laid out on deck (in rows) we became overwhelmed by the magnitude of our success. For a few moments we remained speechless with bowed heads. The morning's sport had resulted in no less than $\frac{1}{2}$ a brace of pigeons and $\frac{1}{2}$ ditto of parrots, not counting a sitter shot by Morgan and never recovered from the jungle. A sense of integrity which (had he lived to witness it) must have been the despair of Regulus, prevented us from including in the count two other pigeons that Yeoman Burt confidently asserted fell dead immediately after a random shot had been fired into the island of Florida.

At 8.30 a.m. the Admiral of the Fleet and Staff started off in two parties, one party in the motor boat and the other in the steam boat, to make a thorough inspection of the harbour and locality. The parties landed at several places. Each party left well equipped with rifles, pistols, and ammunition, and with tourniquets and bandages to apply in case of snake bites, as well as a short thesis on the proper treatment of tropical fevers, sunstroke, snake-bite, etc., provided by the Medical Officer of the "Suva."

"Suva"
Friday
13th July.
Port Purvis
and Tulagi.
(cont.)

They were prepared for anything from an Alligator to a Cannibal.

The luxuriant, tropical scenery was something quite new to us, and it was very interesting to see the native villages and to converse in pigeon English with the natives who seemed very friendly. Fruit was plentiful and a certain amount was purchased. The natives are very ugly and of poor physique. It is always desirable to keep to windward of them. All round the beaches and in shoal water beautiful specimens of coral and shells were to be seen; crabs, highly-coloured fish and bêche-de-mer were in abundance. Several sharks were seen, and a few alligators, whilst in the bushes numbers of cockatoo and pigeons were flying around.

The Admiral of the Fleet himself, accompanied by Rear Admiral Grant, the Chief of Staff, Flag Commander and Flag Lieutenant proceeded in the motor boat to Mboli. It was about an hour's run from the ship, and on the way several sharks were sighted, which were fired at with service revolvers and rifles, without much success. On landing at Mboli, the Admiral of the Fleet walked up to the native hut of the English Missionary, who, together with his wife gave him a most warm reception. Their astonishment and delight at Lord Jellicoe suddenly appearing amongst them was very great.

Shortly after 10 a.m. the party left and returned to the ship, heavily engaging several more sharks en route. An alligator was also seen in the water.

At 11.15 Mr. Workman arrived from Tulagi by motor boat to call on Lord Jellicoe.

At noon Lord Jellicoe and Staff left for Tulagi with Mr. Workmen, in the latter's boat.

A very novel and probably unique escort was provided to accompany the Admiral of the Fleet into Tulagi. The escort consisted of a big native war canoe manned by 24 natives, all of whom were prisoners, convicted of murder, except four wardens. Originally the idea was that the whole crew should consist of murderers, as they were so very keen to do honour to Lord Jellicoe in this way. The excitement amongst all the natives had in fact been intense for many weeks past. Mr. Workman eventually decided however that four wardens should be included

in the crew, much to the disgust and disappointment of the four criminals who were displaced.

They could paddle a tremendous pace, and were easily able to keep up with the motor boat. Their war cries and yells were very stirring.

That murderers should be let loose in this way struck the whole party as being rather odd, not to say dangerous, but it was soon learnt that murder is not looked at in so serious a light as in more civilized parts. It is in fact looked upon as the highest and most honourable form of sport, for which the punishment is anything from one to fifteen years' imprisonment, or in extreme cases death. The art of murdering has a purifying effect amongst the natives in these islands, as many of the perpetual evil-doers and rogues are got rid of in this way. In most cases murders are committed by reason of the victim having stolen his neighbour's pig or removed his wife, the former being regarded as by far the heinous offence of the two.

On landing the Admiral was received by a guard of the Solomon Island Native Constabulary, and was much interested in inspecting them—their smartness and precision could not be surpassed.

The whole party then walked up to lunch at the Residency, which stands at the top of a hill commanding the most glorious view.

From the moment of landing the high tone and spirit of extreme loyalty was most noticeable. This is undoubtedly chiefly due to the personality and good influence of Mr. Workman.

The luncheon was quite delightful and was served entirely by Mr. Workman's bodyguard of natives, who did splendidly, the only hitch being the fact that on one occasion the "Butler," clad in nothing but a loin cloth was seen pouring out or rather beginning to pour out port and soda instead of whiskey and soda. The incident caused much laughter, as, to hear and see Mr. Workman correcting this mistake, was as good as a play.

After luncheon the Admiral of the Fleet and Staff were taken for a walk round the island by Mr. Workman. It is all very neatly laid out and nicely kept. At one point they were shown the gallows, where murderers and other natives condemned to death are hung. They were distinctly crude and consisted merely of a platform supported on four legs about 12 feet from the ground. In the platform was a trap-door, which was actuated by

"Sava"
Friday
11th July.
Port Purvis
and Tulagi.
(cont.)

"Suva"
11th July
Friday
Port Purvis
and Tulagi
(cont.)

a lever at the side. Captain Clifford, notwithstanding the entreaties of the Commodore refused to be dropped through the hatch "to show how it worked."

At 4.30 p.m. the Admiral of the Fleet received all the British residents

H.M.A.S. "Suva" left Port Purvis at 3 p.m. and at 4.45 anchored in Tulagi Harbour, where the Admiral and Staff re-embarked.

In the evening the Resident Commissioner dined with the Admiral of the Fleet, and after dinner the war canoe manned by murderers which had greeted him off Tulagi in the morning came off to the ship and pulled round in honour of the Admiral of the Fleet. From time to time the silence was broken by the piercing yells of the crew. The knowledge of the fact that 20 out of the crew of 24 were murderers touched the imagination, and made the war cries sound even more frightful than they actually were.

The war canoe was formally presented to the Admiral of the Fleet, but owing to the impracticability of stowage of this large canoe, either in the "Suva" or "New Zealand," their kind offer had to be declined. The Resident Commissioner sent to the Admiral of the Fleet several interesting Solomon Island weapons, bows, arrows, darts, mats, etc., and at 9 p.m. the "Suva" sailed for Toma Harbour in Fauro Island.

The ship had a comparatively calm passage. The damp heat was rather oppressive, but a considerable amount of work was dealt with.

Owing to the indifferent survey of these waters, the ship kept well to seaward of the various islands of the group and known coral reefs. On one occasion however, she passed within a few feet of an uncharted coral reef, with only a few feet of water covering it, the reef not being observed until it was some distance astern.

"Suva."
Sunday
13th July.
Fauro Island.

At 9 a.m. H.M.A.S. "Suva" anchored West of Fauro Island, Bougainville Straits, and the Admiral of the Fleet and Staff went away in boats, to inspect the harbour and anchorages in Toma. There were a few small cocoanut plantations and unoccupied huts of traders. The scenery was very beautiful, with several scattered islands outside Toma Harbour, and the heavy breakers breaking on the long coral reef. The natives here did not appear to be particularly friendly, and numbers of them hid in the bushes. In a narrow channel a number of sharks came

close to one of the boats, and were well-peppered with bullets by its occupants.

The parties returned to the ship at 2 p.m. and she weighed and proceeded at 3 p.m. shaping course for Rabaul (New Britain).

On Monday the 14th July, the ship was rolling heavily at sea, to the Westward of the Solomon Group, sometimes near the islands but usually well out to sea to avoid dangers.

On Monday evening the large volcanoes overlooking Rabaul were sighted, and the ship anchored at 9 p.m. off the town and close to H.M.A.S. "Una" (late German gunboat "Komet"), which was there at the request of the Admiral of the Fleet, to enable him to visit certain harbours in the vicinity.

At 9.30 a.m. His Excellency the British Administrator, Brig. General G. T. Johnston, C.B., C.M.G., called on the Admiral of the Fleet, this call being returned at 10.10 a.m.

The small town is very well laid out, with fine gardens and roads. There were a considerable number of Germans about, who, in compliance with orders, saluted all Officers in uniform. On the whole they are very quiet and give no trouble at all. The British Administration still enacts German Laws, which are generally considered to be thoroughly suitable for the possession. Rabaul is looked upon as one of the successes of German colonisation.

Evidences of volcanic activity are apparent through the all-pervading smell of sulphur, and silver turns black in consequence. At the great eruption in 1878, an island appeared in the harbour, and the outer part of the harbour bed rose several feet. The quantities of molten lava emitted made a great part of the harbour boil, and to this day a small lagoon near the volcano is full of practically boiling water.

At 11.15 a.m. the Admiral of the Fleet transferred his flag to the "Una" and, accompanied by the Administrator, proceeded to Duke of York's Island to visit Mioko Harbour. Mioko is a very pretty little harbour, well protected from all directions. A landing was made at a trading settlement, where a German Roman Catholic Missionary met the party and escorted them through the large cocoanut plantations, followed by numbers of natives. Not much information was forthcoming from the elderly German, his English was bad, and his French poor. However, it appeared that he had been out for 30

"Suva"
Sunday
13th July
Fauro Island.
(cont.)

"Suva."
Monday
14th July.
Fauro Island.
to Rabaul.

"Suva."
Tuesday
15th July.
Rabaul

"Suva."
 Tuesday
 15th July.
 Rabaul and
 Miko.
 (cont.)

years, and had only been home to Germany twice in that period. He said that the majority of the natives and all that we saw were now Christians. On one part of the beach some gaily decorated canoes were seen; an exhibition was given by the natives of rapid climbing of palm trees. The "Una" returned to Rabaul at 5.47, and it had been intended that the "Suva" should sail immediately on the return of the "Una," but unfortunately this was not to be, as one of the Staff Officers who had been left at Rabaul during the day, had found his equestrian capabilities severely taxed, and after an exciting gallop, after the manner of John Gilpin, the horse and rider parted company, and sad to say, the Officer had to be taken off to hospital, where he was put under observation for 24 hours in case the injuries to his head proved to be serious. The ship was delayed in consequence.

The British Administrator, Commander Waldemar B. Wilkinson, in Command of the "Una," and Colonel Mackenzie, dined with the Admiral of the Fleet on board the "Suva."

"Suva."
 Wednesday
 16th July.
 Rabaul.

The Admiral of the Fleet and Staff lunched with the British Administrator, and at 4 p.m. the injured Staff Officer was adjudged fit to be moved and was carried on board and deposited in one of the offices on the upper deck, where he would have plenty of fresh air and rest.

At 4.15 p.m. the "Suva" sailed. Many trophies, in the form of spears, bows, arrows, birds' feathers, etc., were collected during the visit to Rabaul.

"Suva."
 Saturday
 19th July.

The ship anchored inside a small harbour to which no name is given on the chart, and as soon as the boats were out, the Admiral of the Fleet and Staff went away to look around. Inspection by the Admiral of the Fleet's party was carried out for the most part in the vertical plane, whilst the party from the second boat worked in the horizontal plane. The climbing of one particularly steep hill was quite a mountaineering feat. As the descent of the hill appeared to be dangerous, a signal was made to the ship for a hemp hawser. It was, however, eventually decided not to wait for the hawser, the party making a somewhat precarious descent, sometimes in the sitting position.

The other party landed at several places, and visited one or two native villages, and found the natives very friendly and able to speak a little pigeon English. The

party evidently were thought to be traders. At one place when the natives were being arranged in a group for photographing, one of them ran away and hid directly he saw the camera, exclaiming at the top of his voice—"Me frightened, he makee me die!"

"Suva"
Saturday.
19th July
(cont.)

The type of native hut here is different to that seen in other islands, and better constructed. Some of them are made of really good wood, and all are raised on stout poles some six feet clear of the ground. The average native was small but of good build, and on the whole of pleasing countenance.

The Admiral of the Fleet returned to the ship, towing two or three native canoes behind him, the crews of which were rewarded on arrival with tobacco, in recompense for their services as guides during the day.

This day, July 19th, was being celebrated as strenuously, if somewhat differently, all over the Empire, and particularly in London, as "Peace Day."

The Ship arrived and anchored off Samarai. "Suva" had about 100 bags of mails for the island, and these were very welcome, as the inhabitants had been without a mail for some time. Many of the white population came on board to greet the Admiral of the Fleet, and the news of the signing of Peace was celebrated by drinking His Majesty's Health.

"Suva."
Sunday
20th July.
Samarai.

The white people and their children appeared to be very healthy, and said that the climate was "not too bad, and not too good."

Samarai is a small island settlement, and largely a clearing centre for trade. The inhabitants have a high opinion of the natives and say that they are quite intelligent and turn out very well. The missionaries are able to make them expert carpenters and boat-builders, and as boats' crews they are excellent. After embarking mails from Samarai, "Suva" resumed her passage to Port Moresby at 11.30 a.m.

At 11.30 a.m. "Suva" entered Basilisk Passage, and at noon anchored off Port Moresby. It was a very poor looking place after Rabaul, and being the dry season, the whole country surrounding the harbour appeared to be burnt up.

"Suva."
Monday
21st July.
Port Moresby.

His Excellency the Lieut.-Governor, Judge H. P. Murray, C.M.G., called on the Admiral of the Fleet at

"Suva"
Monday
21st July
Port Moresby.
(cont.)

10.25 p.m. and at 2.30 p.m. this call was returned at Government House.

Later in the afternoon Lord Jellicoe played in a Tennis match between the "Suva" and Port Moresby. The tennis club was particularly attractive in appearance, the courts being of red volcanic sand, and surrounded by a high fence, thickly covered with a purple flowering creeper.

Certain portions of the harbour and headlands at the entrance were inspected by the Staff Officers. There is a very interesting native village a few miles distant from the town, the village being erected out in the sea just clear of the beach, the huts being supported on piles and platforms. This village is sometimes known locally as the Papuan Venice. This method of building was found necessary, as in the past, hill tribes would appear without warning at night and massacre the tribes on the sea coast. The natives were extremely friendly, and a great many of them could talk English quite fluently.

In the evening the Admiral of the Fleet gave a dinner party to the Lieut.-Governor; Officers of the "Suva" were the guests at a dinner and ball given by the members of the Papua Club.

It was quite novel at the dinner party being waited upon by great hulking, half-naked Melanesians, with their enormous heads of hair, and to realize that only a few years ago these natives were savage cannibals. The thick head of hair is retained by all men until they are either engaged to be married or married. When his girl is secured a man no longer worries about his hair, and very often cuts it off short.

"Suva."
Tuesday
22nd July.
Port Moresby.

In the morning, the Admiral of the Fleet played tennis, despite the overpowering heat, and later lunched with the Lieut. Governor.

Some of the Officers went out with the manager of the New Guinea Development Co. to inspect the sisal hemp factory and plantation, about 12 miles away. Clear of Port Moresby the country was very much more agreeable, and being well-watered, was green with luxuriant tropical vegetation. There are about 1400 acres of plantation, and except for three or four white men, the plantation and factory are worked by natives. The process of obtaining hemp fibre was seen and the subsequent baling and storing. The organisation appeared to be very thorough, and the Manager pointed out

several natives who, three years ago, were cannibals. They appeared to be thoroughly contented and happy.

In the afternoon a large number of ladies and children, including Miss Beatrice Grimshaw, the celebrated writer of South Sea Island stories, and the members of the Papua Club were entertained on board the "Suva," and the ship was surrounded by large numbers of native canoes, from which children spent a good deal of their time diving for pennies thrown from the ship.

At 5 p.m., "Suva" sailed for Thursday Island.

Bramble Cay was sighted at 1.35 p.m. and the "Suva" entered the great North East Channel at 2.20. At 6.45 p.m. anchored off Rennel Island, as these waters were not sufficiently surveyed to make dark night navigation safe.

"Suva" got under way again at 5.35 a.m., entered Prince of Wales' Channel at noon, and anchored off Thursday Island at 1.35 p.m.

All the islands about the Torres Straits appear to be very bare and Thursday Island has few charms. In these waters, of course, the tide is terrific, and there is usually a strong wind blowing. A large number of pearling schooners were anchored in the harbour.

His Worship the Mayor, Mr Corran; the Magistrate, Mr Foxton, and Major G. Sweetland, commanding the garrison, called on the Admiral of the Fleet, and together with Mr Hocking, the owner of large pearling interests, and Lieut Oscar Gillam, R.A.N.B.—the Sub-District Naval Officer, dined with the Admiral on board the "Suva," in the evening.

Much local information was collected during the visit, and the hills and commanding positions on the islands were inspected. Naturally everyone took the opportunity of purchasing mother-of-pearl shell in considerable quantities during the stay.

The Admiral of the Fleet, Rear Admiral Grant, the Chief of the Staff and Flag Lieutenant landed, and, accompanied by the Commanding Officer—Major Sweetland—of the Royal Australian Artillery, inspected the Forts.

"Suva"
Tuesday
22nd July
Port Moresby
(cont.)

"Suva."
Wednesday
23rd July.
Port Moresby
to Thursday
Island.

"Suva."
Thursday
24th July
Thursday
Island.

"Suva."
Friday
25th July.
Thursday
Island.

A sailing race of pearling luggers was witnessed, and with a stiff breeze, and well-handled, they proved themselves very fine sailing craft.

At 2.30 p.m. the "Suva" sailed for Gladstone via the Ellis Channel. The services of a pilot had been engaged, as there was barely enough water for the ship to clear.

Albany Pass was entered at 3 p.m., on either side of which it was most interesting to see large numbers of enormous ant-hills of a brick red colour, standing up from 20 to 30 feet high, the cattle grazing at the foot of them being quite dwarfed.

At 6.10 p.m., "Suva" anchored for the night off Cairn Cross Island.

"Suva."
Saturday
26th July.
Thursday Is.
to Gladstone.

The voyage down inside the Great Barrier Reef was very pleasing, and calm, and daily getting cooler. This made it possible for the work of the Admiral of the Fleet and Staff to proceed apace. There were no special incidents, the reef could be seen occasionally, and the Queensland coast and distant mountains most of the time.

The famous Queensland sunsets were wonderful to see, and words, even in the hands of a skilled descriptive writer, cannot do real justice to them. The sun setting behind the rugged hills coloured the sky with different hues—from a crimson, through various shades of orange and yellow, to the very lightest of blue. The tints on the hills varied nearly as much. Those near stood out black with a clearcut and bold outline. Those more distant, with outlines sometimes severe, and at other times soft, assumed purple tinges, which lightened in some cases to pale blue. The atmosphere itself gave the impression of a very thin mauve mist.

The whole effect was a gorgeous colourscape, the lines sometimes changing abruptly, at others, merging gradually and imperceptibly.

" the curled moon,
"Was like a little feather,
"Fluttering far down the gulf"

The rising moon added to the general effect of a scene whose beauty and solemnity could be surpassed only very rarely.

On the evening of the 26th July, the "Suva" anchored off Hay Island for the night.

H. M. S. "NEW ZEALAND" 111

Flinders Group was passed at 10.20 a.m. and Cooktown at 10 20 p.m.

"Suva."
Sunday
27th July.
At Sea.

At 6.10 a.m., H.M.A.S. "Suva" anchored off Cairns. The Harbourmaster, Captain Kerr, the Pilot and the Mayor came on board, the former to confer with the Admiral of the Fleet as to Port Darwin and other Ports in the Northern Territory, which had to be eliminated from the itinerary, owing to the inferior quality of the coal on board the "Suva."

"Suva."
Monday
28th July.
Cairns.

Passage to Gladstone was resumed at noon.

At 11.30, "Suva" passed through Whit Sunday Passage. There were a large number of whales about and the surface of the water was brown for miles around with so-called "whales' spawn." Some of the Officers reported that they had seen a number of sea-serpents, but this was put down to the hard work of the past few days.

"Suva."
Tuesday
29th July.
At Sea.

At 3.50, the "Suva" anchored off Maryport Bay, and the Admiral of the Fleet and a number of Officers and men landed at Brampton Island. Some pelicans were to be seen on arrival, and there were also several duck, curlew, large pigeon and various water-fowl about. The sporting members of the party had a certain amount of success. There were quantities of rock oysters on the beach, and the majority of the party spent their time eating and collecting these to take on board whilst others bathed.

Several large handspikes had been provided by the Admiral of the Fleet's coxswain, as it was hoped that they would prove useful for turtle turning. However no turtles alas were sighted! The only game brought off was . . . shot by the Chief of Staff, although Captain Clifford and the Flag Lieut. wasted many rounds at some rock pigeon, and large black birds resembling shags.

The short run ashore was very pleasant after having been cooped up on board for some days.

The passage South was resumed at 5.20 a.m., and in the evening the ship passed out of the tropics.

"Suva."
Wednesday
30th July.
At Sea.

At 7.40 a.m., Port Curtis was entered and at 9.20, the "Suva" secured alongside the Pier at Gladstone.

"Suva."
Thursday
31st July.
Gladstone.

"Suva."
Thursday
31st July.
Gladstone.
 (cont.)

A large and eager crowd was waiting to receive the Admiral of the Fleet, and an address of welcome was read by the Mayor from the top of the gangway, to which the Admiral of the Fleet replied. Three cheers were then given for Lord Jellicoe, followed by three cheers for "Mrs. Jellicoe."

The harbour was inspected by the Admiral of the Fleet and Staff in the motor launch, and a landing made in one part where the water alongside was deep.

While walking along the shore, the party were amazed to hear prolonged peals of laughter issuing from the bushes, until they realised that they emanated from a kooka-burra bird (the laughing jackass).

Having finished the inspection of the harbour, the Admiral of the Fleet went off to see the large meat works and visited the State school.

The meat works were anything but attractive, although it was an education to see the whole process from the live animals, to where the meat is all neatly hung in the cold storage. A normal "kill" consists of 550 to 600 head of cattle, but on this particular day they had only killed 250. The actual slaughtering had just finished when the Admiral of the Fleet arrived, but the men were hard at work, each doing his own particular job. The carcasses are hung by the hind legs on overhead inclined trolley ways, and run along from one section of men to another by gravity, until the last process has been performed, when the meat is run straight into the cold chambers.

At 3.30 p.m. the Admiral of the Fleet, Rear Admiral Grant, Commodore Dreyer, Captain Clifford and all the Admiral of the Fleet's Staff, except the Secretary and some of his clerks, bade farewell to the "Suva," and boarded a special train on the jetty and proceeded on their journey to Newcastle, the "Suva" slipping a little previous to this and proceeding direct to Sydney. The journey down was pleasantly cool after the spell in the tropics.

Friday 1st Aug. Lady Jellicoe joined the train at about 1.30 p.m. at Cambooya, where she had been paying a visit to Mrs. Robert Ramsay, whose husband is a cousin of the Flag Commander.

Saturday
2nd August.
Sydney.

The train arrived at Newcastle at 8.45 a.m. where the Admiral of the Fleet was received by:—

Mr. R. T. Ball—Minister of Works.

Alderman Gibson—Mayor of Newcastle.

Commander John C. Fearnley, the Sub-District Naval Officer, and a number of prominent citizens.

Lady Jellicoe went on in the train to Sydney, the Admiral of the Fleet and Staff remaining behind at Newcastle, for two days to inspect that port and Port Stephens.

After breakfast at the Great Northern Hotel, Lord Jellicoe attended a civic reception at the Council Chambers—Mr. Ball, the Right Rev. Dr. Stephen, (Bishop of Newcastle) and two other gentlemen spoke in addition to the Mayor.

On conclusion of the reception, the Admiral of the Fleet and Staff proceeded by car to the launch "Minerva" to inspect the shipbuilding yard at Walsh Island, where the State shipbuilding is carried on. The various works and vessels under construction were inspected, but it does not appear that the business is financially sound.

The party then lunched at the House of the Manager of the yard, (Mr. Cutler), where Mrs. Cutler presided over a very sumptuous repast, which terminated with several speeches. After lunch the party proceeded to a large steel works on the other side of the river at Port Warratah. The greater part of the works were shut down, owing to the prevailing strikes. The visit however was interesting and instructive.

Having finished the inspection of the steel works the "Minerva" was boarded and the party proceeded to North Stockton, where the Mayor, Alderman T. Griffiths and the Bishop of Newcastle extended a welcome to the Admiral of the Fleet at the Sailors Home. The Chaplain of the Home welcomed the Admiral of the Fleet on behalf of the Sailors. A visit was then made to the forts at the entrance to the harbour. From here a very good view of the whole harbour and approaches was obtained, and at the time a heavy sea was breaking magnificently against the high rocky coast line.

After a lengthy discussion with the military authorities, the party returned to the Hotel, and in the evening, the Admiral of the Fleet was the guest at dinner of the members of the Newcastle Club.

The Admiral of the Fleet and Staff, and a number of local celebrities, made an early start for a visit to Port Stephens, leaving in motors at 7 a.m. and proceeding for about 12 miles through rather flat but picturesque

Saturday
2nd August
Newcastle
(cont.)

Sunday
3rd August.
Newcastle and
Port
Stephens.

Sunday
3rd August.
Port
Stephens.

country to Salt Ash. It was pleasant to see by the roadside thick hedges of dog roses and blackberry.

At Salt Ash, a large steam launch was boarded, and after a quantity of provisions had been embarked, the party proceeded in the launch for about 10 miles down the Creek leading into the inner end of Port Stephens. The creek was flat and muddy either side, and there were large areas of mangrove swamp. In the ground, there was a considerable growth of swamp oak; though quite a good and hard wood, this is only used for fuel in Australia at present. Several pelicans were observed fishing on the banks and varieties of duck and water-fowl. Some oyster beds, for which the creek is renowned, were passed.

It was distinctly cold, even though the sun was up and it was a bright clear day, and the party was glad to arrive at Port Stephens, where a landing was made at various places, affording an opportunity for a little exercise and getting warm again.

Port Stephens is a magnificent unused harbour, and the scenery is very good. The principal points were thoroughly examined and discussed, and then the party returned to the launch at 1 p.m. to commence the return journey to Newcastle.

A very liberal and lengthy luncheon was served on board. This was followed by speeches from the principal members of the party, but these apparently not being considered sufficient, the greater number of the remainder were also let in for impromptu orations.

Newcastle was reached at 4.15 p.m. The train was boarded and the party left for Sydney at 4.45 p.m.

On the journey down, the Admiral of the Fleet was busy putting into shape large portions of his report, which was now ready for the first printer's proof to be struck off. Dinner was served on the train.

The train arrived at Sydney at 8.15 p.m. The Admiral of the Fleet and Flag Lieutenant proceeded to Government House, whither the Secretary had preceded them from the "Suva," and the rest of the party went on board the "New Zealand."

On the return of the party to Sydney, the very gratifying news was received that His Majesty had conferred the Military C.B. on Captain Leggett.

H.M.A.S. "Suva" had arrived from Gladstone at 2 p.m. and anchored off Garden Island, the flag of the Admiral of the Fleet being transferred to H.M.S. "New Zealand."

All the next week the Admiral of the Fleet and Staff worked at great pressure, finishing off and revising the report. The final discussions had to be held with the Director of Naval Works, the Harbour Commissioners and other authorities, and for a while the candle was being burnt at both ends, and in the middle! By the week ending August 9th, the report was in the hands of the Government Printer—Mr. W. A. Gullick—and the printing staff were very busy day and night printing it.

Tuesday
5th August.
Sydney.

Peace having been celebrated during the absence of the Admiral of the Fleet in H.M.A.S. "Suva", he now made a signal reviving "Mess Dress" for all official dinners, receptions, balls, etc.

At 3 p.m. on the 5th August, accompanied by Lady Jellicoe, the Admiral of the Fleet, all his Staff and nearly all the Officers of the "New Zealand" attended the wedding at St. James Church of Surgeon Lieut. Commander Horace C. Devas, R.N. of H.M.S. "New Zealand" to Miss Valerie Davenport of Sydney; Lord Jellicoe afterwards signed the register.

Lieut.-Commander Herbert Pott was the best man, and Lieut. John S. Hammill, R.N. and Captain Cecil Brook-Short, R.M., acted as groomsmen. The wedding was a very pretty one and the bride looked very charming. A reception was held at the Hotel Australia.

In the evening the Admiral of the Fleet, Lady Jellicoe and Officers of H.M.S. "New Zealand" gave a ball on board which was honoured by the presence of the Governor General of Australia and Lady Helen Munro-Ferguson, and of the Governor of New South Wales and Lady Davidson.

The dance was generally voted as being a great success. The Quarter Deck was beautifully decorated by the Ship's Officers, and a fountain and large glass tank containing gold-fish were rigged in the centre. The floral decorations on the Quarter Deck and round the fountain, consisting chiefly of white lilies and violets, were also much appreciated, judging by the rapidity with which they disappeared as the guests were leaving.

The "New Zealand" left her buoy at Farm Cove in the afternoon and proceeded to Cockatoo Island, where she was docked for scraping and painting and examination of under-water fittings.

Wednesday
6th August.
Sydney.

At dinner the Admiral of the Fleet was the guest of

Wednesday
5th August.
Sydney.
(cont.)

the Imperial Service Club, and from here he went on to the Town Hall to attend the "Peace Ball" given by the citizens, a very brilliant gathering, some 2,500 guests being present.

Thursday
7th August.
Sydney.

Lord Jellicoe and his Staff were the guests of the Government of New South Wales at a luncheon party. The Premier and the Governor of New South Wales spoke, and then Lord Jellicoe spoke at some length, and was most enthusiastically received. His concluding words made a great impression. They were as follows:—

"The world is a little bit out of joint at the moment. There are troubles in industrial circles, and the way in which these troubles should be overcome should be by the same loyal co-operation and comradeship between the employer and employee that existed during the war between officers and men. During the war officers and men had one goal—the crushing defeat of the enemy. During peace I hope employers and employees will have one goal—the continued prosperity of the Empire, and the comfort and happiness of everyone in it."

In the evening Lord and Lady Jellicoe attended a ball at the Town Hall, given by the State Government for the men of the Fleet.

Friday
8th August.
Sydney.

The Admiral of the Fleet was the guest of the members of the Australian Club at dinner. After dinner he joined Lady Jellicoe and proceeded to a ball given by the Queen's Club (Ladies' club) at the Town Hall, which was as brilliant a function as that given on the 6th August.

Saturday
9th August.
Sydney.

In the afternoon Lord Jellicoe witnessed a Rugby football match between the Public Schools and the united Naval and Military Training Colleges of Australia.

In the evening a reception was held at Government House in honour of Lord and Lady Jellicoe, by the State Governor and Lady Davidson. The Governor-General and Lady Helen Munro-Ferguson, and the Governor of Tasmania, Sir Francis Newdigate-Newdigate were also present.

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At the Cathedral Church of St. Andrews, Sydney, a special service was conducted by the Archbishop of Sydney in thanksgiving for the success that had attended the work of the Navy in the defence of the Empire. Viscount Jellicoe, Rear Admiral Grant, Commodore Dumaresq, Commodore Dreyer, Captain Leggett and a large number of Officers and men of the "New Zealand" and "Australia" being present. The service was also attended by the Governor General, the Governors of New South Wales and Tasmania, and many municipal officials. The service was fully choral, and Dr. Wright, the Bishop of New Guinea officiated. The Archbishop preached a very stirring sermon appropriate to the occasion, his strong clear voice being heard all over the cathedral.

Sunday
10th Aug. st.
Sydney.

The marching of the men of the "New Zealand" through the streets to and from the Service was witnessed by large crowds, and their good order and fine carriage remarked upon.

The finished, bound edition of the Admiral of the Fleet's report of his Mission to the Commonwealth having been received from the Government printer—Mr. W. A. Gullick—Lord Jellicoe spent the day in finally reviewing it, after which one of the Admiral's Staff was despatched to Melbourne with a copy for Mr. Watt, the acting Prime Minister, so that he might have the opportunity of reading it through before the arrival of the Admiral of the Fleet the following day.

Monday
11th August.
Sydney.

In the evening Lord Jellicoe gave a farewell dinner party on board to His Excellency the Right Hon Sir Ronald Munro-Ferguson, G.C.M.G., the Governor General and Commander-in-Chief of Australia—and Lady Helen Munro-Ferguson.

On the 12th August, accompanied by Rear Admiral Grant and the Flag Lieut., Lord Jellicoe left Sydney by special train at 3.50 p.m. for Melbourne.

Tuesday
12th August.
Sydney to
Melbourne.

The Flag Lieutenant was in very joyful mood, as he had just had the good news by telegram that his daughter Elizabeth has a brother David. Lord Jellicoe and the Commodore were delighted to become Master David's godfathers.

Wednesday
13th August
Melbourne.

Having arrived at Melbourne at 10 a.m. Lord Jellicoe immediately visited Mr. Watt, the acting Prime Minister, to discuss with him his report on Australia.

In the afternoon he visited the Federal Parliament, where he was welcomed in both the House and the Senate, and given a seat on the floor of each chamber.

At 5 p.m. the Admiral of the Fleet left by train for Sydney.

Thursday
14th August.
Sydney.

This was a busy day for the Admiral of the Fleet. Immediately on the arrival of the train at Sydney, he motorcrod to La Perouse, where he visited the Army Veterans' Home on Barré Island, and met a number of the veterans, afterwards visiting a native aboriginal village where a brief address of welcome was read by Audrey Bonds, a returned native soldier. A display of boomerang throwing was then given, and a carved and inscribed boomerang presented to the Admiral of the Fleet as a memento of the visit. Lord Jellicoe himself threw several boomerangs with considerable success.

He returned to Government House for lunch, and in the afternoon held a farewell reception on board H.M.S. "New Zealand" at which some 900 guests were present.

In the evening the Admiral of the Fleet and Staff were the guests to dinner of Commodore Walter M. Marks (late R.N.V.R.) and the members of the Royal Prince Alfred Yacht Club, where Lord Jellicoe was accorded a most enthusiastic reception. Being the last speech which he was to deliver in Australia he struck a serious note in referring to the Naval needs of the Commonwealth, and the necessity for preparedness for all contingencies. He referred particularly to the need of discipline, both in the fighting forces of the Empire and in civil life. He pointed out that if the Australians wished for a Naval unit of their own, it was essential that discipline should be maintained at a standard equal to that in the British Navy.

The party went on after dinner to the Town Hall, where a farewell concert was given in honour of the Admiral of the Fleet and the Officers and men of the "New Zealand." The singing of the Royal Society was excellent, though at times the orchestra drowned the voices in their enthusiastic rendering of patriotic airs. Mr. Harry Dearth, with his fine and clear baritone voice, rendered some very pleasing solos.

It was regretted that the famous organ was not played

during the entertainment, not even for the final National Anthem; as it is, or at any rate was until recent years, the largest organ in the world.

In the evening the finished printed copies of the report came on board. The report was well bound in four volumes, and was considered to be a very creditable work on the part of the Government printer.

Thursday
14th August.
Sydney.
(cont.)

At 9.45 a.m. on Friday the 15th, Lord and Lady Jellicoe, Commodore Dreyer, Captain Leggett, Paymaster Captain Share and Flag Lieut. Morgan paid farewell visits to the Governor General of Australia and Lady Helen Munro-Ferguson, who were leaving Sydney on that day, and at the same time Lord Jellicoe handed to His Excellency a signed copy of his report on the Commonwealth.

Friday
15th August.
Sydney.

A farewell dinner party was given on board to His Excellency the Governor of New South Wales and Lady Davidson

At 9.20 a.m. Lord Jellicoe proceeded to State Government House to pay a farewell call on Sir Walter and Lady Davidson, whose guests he and Lady Jellicoe had been during their stay in Sydney.

Saturday
16th August.
Sydney.

At 9.45 a.m. Captain the Hon. Bede Clifford, Private Secretary to the Governor General, came on board bringing kind farewell messages and some signed photographs from the Governor General and Lady Helen Munro-Ferguson, who had, throughout the stay of the Mission in Australia shown the greatest kindness and consideration to all its members; these dignified and popular representatives of His Majesty, made no secret of their admiration for and pride in the Navy. Captain Clifford, who combines ability, savoir faire, wit and a keen sense of humour, to an exceptional degree, had made many firm friends on the Staff, who parted with him with the greatest regret

At 10.05 H.M.S. "New Zealand" slipped and proceeded out of harbour, the ships of the Royal Australian Navy manning and cheering ship as she passed; the Commodore commanding the Australian Fleet signalled "The Royal Australian Navy wishes you God speed on your Mission."

Farewell messages were also received from:—

Sir Henry Galway—Governor of South Australia.
Sir Francis Newdigate—Governor of Tasmania.

Saturday
16th August.
Sydney.
(cont.)

Hon. Mr. W. A. Watt, Acting Prime Minister.
The Australian Naval Board.
Rear Admiral Edmund Grant, C.B., The First
Naval Member.

Captain George F. Hyde of the R.A.N., who had been attached to Lord Jellicoe's staff, and had been in command of the "Suva" during the tour of the islands, also sent a farewell message.

Messages of thanks to the people of the Commonwealth and citizens of Sydney were sent by the Admiral of the Fleet.

As the ship passed out through the harbour she was heartily cheered, and the various small craft which accompanied her to the entrance supplemented the cheering by frequent blasts on the sirens. The ship passed between the Heads at 10.45 a.m.

Throughout the tour in Australia, the reception accorded Lord Jellicoe, was most enthusiastic and spontaneous.

And so farewell to Australia.

A Southerly course at 14 knots soon took the "New Zealand" into the open seas, where albatross and mollyhawk took station to escort the ship to the next Dominion.

19th August.
Sydney to
Wellington.

The ship had a comparatively rough passage down, rolling at times about 15° each way.

Messages of welcome were received by W/T from the Right Hon. Sir Joseph Ward, Bt., K.C.M.G., who was Prime Minister at the time H.M.S. "New Zealand" was presented to the Mother Country; from Alderman J. P. Luke, M.P., Mayor of Wellington; from the members of the Wellington Navy League, and from the boys of Scots College.

Stephens Island Light was sighted at 11.07 p.m. bearing S.57. E.

CHAPTER IV.

NEW ZEALAND

The ship made the entrance to Wellington (Port Nicholson) at 8 a.m. shortly after a beautiful sunrise, which gave a pink tinge to the distant snow-capped mountain tops of the Southern Alps, and a wonderful effect to the scenery generally. The air was sharp and crisp. As the ship steamed inside the Harbour, Boy Scouts cheered and signalled from the hill-tops, and then further on hosts of children came pouring down the hill-sides helter-skelter, and waved and cheered from every point near which the ship would pass. The cheers and demonstrations were really wonderful, the people welcoming home their ship and extending to the Admiral of the Fleet this expression of their unbounded admiration.

Wednesday
30th August.
Wellington.

At 9 a.m. H.M.S. "New Zealand" secured alongside No. 1 Berth, Queens Wharf South.

Considerable difficulty was found in obtaining a suitable brow, the one provided being a good deal too short for the height of the ship's side; this was, however, rectified in the afternoon.

At 10.00 a.m. the Admiral of the Fleet accompanied by the Chief of the Staff, the Secretary, Flag Commander and Flag Lieutenant, went ashore to Government House to call on His Excellency the Right Hon. the Earl of Liverpool, P.C., G.C.M.G., G.B.E., M.V.O., Governor-General of New Zealand; a salute of 19 guns was fired by the shore battery as he landed.

The approaches to the jetty were densely thronged, and a military guard of honour was paraded.

Immense enthusiasm was shewn when Lord Jellicoe passed through the streets, both going and returning from Government House.

This call was returned by the Governor-General, and a salute fired by "New Zealand" as His Excellency left.

Subsequent calls were paid on the Admiral of the Fleet by Major General Sir A. W. Robin, General Officer Commanding the Troops; the Rt. Hon. W. F. Massey, Prime

Wednesday
20th August
Wellington
(cont.)

Minister; Sir Joseph Ward, Minister of Finance; Sir James Allen, Minister of Defence; and Mr. J. P. Luke, M.P., C.M.G., Mayor of Wellington.

At noon the Admiral of the Fleet was accorded a Civic Reception at the Town Hall, where speeches were made by the Mayor, Councillor A. R. Atkinson, the Prime Minister, and Sir Joseph Ward; the two latter, who had only just returned from signing the Peace Treaty, received a hearty welcome.

Lady Jellicoe, members of the Staff, and several Officers from the ship were also present at the reception.

Lord Jellicoe spoke in acknowledgement, and was received most vociferously.

On the conclusion of the reception, Lord and Lady Jellicoe, Paymaster Captain Share, and the Flag Lieutenant proceeded to Government House, where they stayed as guests of the Governor-General and Lady Liverpool during the visit to Wellington.

During the forenoon, a composite battalion from H.M.S. "New Zealand" landed under arms and marched through the streets.

The most complete arrangements were made by the citizens for the entertainment of the officers and ship's company. The officers were made honorary members of the local clubs. Dances, small and large, were given by leading residents or by committees. Arrangements were made for driving officers out to play golf. The ship's company were taken out every day sight-seeing in tramcars, and the Town Hall was at their disposal every afternoon and evening, as a Club—where dances and concerts proved to be the most popular forms of amusement.

The ship was open to visitors almost every day, and upwards of 100,000 persons took advantage of this.

The arrangements for controlling the crowds both on shore and on board were very good, and the crowd itself was good-natured and orderly.

One day was reserved for school-children only and these were noticeably healthy-looking and happy.

Thursday
21st August.
Wellington.

Lord Jellicoe came on board at 10 a.m. to continue the work of the report.

He attended a Ministerial Luncheon, accompanied by the Staff and Ship's Officers, which was held at 'Belamy's' Parliament Buildings. The Prime Minister was in the chair.

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An excellent and patriotic speech and Maori recitation were made by Dr. Pomare, the eloquent Maori M.P.

Several of the guests were shewn round the new Parliament Buildings, which are practically ready for use.

Both Houses are beautifully panelled with the valuable New Zealand "Rimu" or red pine wood, and the architectural decorations as a whole are very good.

The façade, of New Zealand marble, was much admired, and on the steps below this the whole party collected and a photograph was taken.

Before the ship left the Dominion, mounted enlargements of these photographs, with facsimile reproductions of the autographs, were presented to all who had attended.

The occasion was rendered doubly interesting by the fact that the Coalition Government broke up later the same day, Sir Joseph Ward and his Liberal colleagues withdrawing from the cabinet.

A luncheon party to 400 of the ship's company was given at the Town Hall.

In the evening a Ball was given at Government House by the Governor-General and Lady Liverpool; and was opened by a set of State Lancers, in which the Governor-General, Lady Liverpool, the Admiral of the Fleet, Lady Jellicoe, the Chief of the Staff, the General Officer Commanding, and various Ministers and their wives took part.

The Admiral of the Fleet came on board about 10.00 a.m., and spent a very busy morning with the Staff on the subject of the report.

A Civic Luncheon was given to the Admiral and Officers at the Grand Hotel, the Mayor being in the chair; the Prime Minister, Sir Joseph Ward, Members of the Cabinet and of Parliament, were also present.

Another luncheon was given to the ship's company at the Town Hall, and was followed by sports.

In the afternoon, the Bishop of Wellington and Mrs. Spratt held a reception at the town hall in honour of Lord and Lady Jellicoe. The Governor-General and Lady Liverpool were also present.

In the evening, Lord Liverpool held an Investiture at Government House.

The "Young Ladies" of the Navy League gave a ball to the Officers at the Recruiting Drill Hall; this was

Thursday
21st August
Wellington
(cont.)

Friday
22nd August
Wellington.

Friday
22nd August.
Wellington.
(cont.)

largely attended. A feature of the evening was the orchestra provided by two of the officers with fiddle and 'cello during the absence of the band at supper.

Saturday
23rd August
Wellington.

The Admiral of the Fleet spent the greater part of the day at work.

In the evening he attended, with several officers, a Smoking Concert or "korero" given by the Orphans' Club. Colonel J. J. Esson, C.M.G., who is Secretary for the Treasury, being in the chair.

The Governor-General, Patron of the Club, conferred life membership on Lord Jellicoe and pinned on his coat the gold badge of the Club.

The music was quite good and the speeches amusing; particularly those of Mr. Massey and Sir Joseph Ward, who exchanged some light badinage with regard to their doings in Paris.

The Wellington Golf Club, at Herataunga, was at home to the "New Zealand's" officers for lunch and a day's golf.

Sir Joseph Ward attended the lunch, and made a brief speech afterwards, to which Lieutenant Commander Spooner replied.

The Golf Course, which is situated about 15 miles from Wellington up the valley of the River Hutt, is remarkably picturesque, and even the golfer who is off his game cannot help enjoying it by reason of the charming surroundings.

Sunday
24th August.
Wellington.

The Admiral of the Fleet and Lady Jellicoe were accompanied by the Governor-General and Lady Liverpool to church on board; Mr. and Mrs. Massey also attended.

Monday
25th August.
Wellington.

The Wellington Club entertained the Admiral of the Fleet and Staff Officers to dinner. Sir Francis Bell the President of the Club, spoke briefly, and Lord Jellicoe replied. A pleasant and lively evening was spent.

On leaving, one officer wheeled another of the party down the steep staircase, which is faced at the bottom by a large plate-glass window, on a wheelbarrow which happened to be sighted on the premises.

Fortunately the former had considerable avoirdupois, and by leaning well back completed the task without his freight passing through the glass.

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Various opportunities were afforded to both officers and men to see the surrounding country.

All were much struck by the similarity New Zealand bears to the motherland; and in the excellent spring weather the scenery was very beautiful, with masses of golden gorse covering the hill sides, and the gardens and waysides bright with primroses, daffodils, narcissi, jonquils, and indigenous plants.

The original settlers were not content with bringing flowers only from home—scotch fir, weeping willows, poplar, etc., were in abundance, and flourished famously in the soil and climate; a few oaks and elms were also seen. It was delightful to hear the singing of the birds again, the absence of this in Australia having been very noticeable, while here in New Zealand were heard larks, blackbirds, thrushes, and linnets, which with the native Tui (or Parson Bird) animated the whole scene.

At 10.15 a.m., the Admiral of the Fleet received on board representatives of the Navy League, whose President Mr. Alexander Boyle, of Christchurch, made an address to which Lord Jellicoe replied.

Mr. Boyle is the father of Lieutenant Commander A. D. Boyle of H.M.S. "New Zealand," who has served in this ship almost continuously for the last seven years.

In this connection it appears appropriate to refer to the activities of the Navy League in New Zealand generally. It is evidently in a most flourishing state, and its members, who appear to be drawn from all classes of society, take the keenest interest in its welfare. The League cannot but have considerable influence in developing the nautical instincts of the Dominion.

In the schools, for example, should a certain proportion of the older children join the League, they are presented with a New Zealand Ensign.

During the ship's visit, the League had apparently completed a strong propagandist drive among the Wellington schools, as no fewer than seven flags were due for presentation. In four of these cases, at the League's request, the ceremonies of presenting the flags were performed by Officers of the Staff and from the ship—Flag Commander Ramsay, Lieut. Commander De Salis, Lieutenant Commander Spooner, and Major Tennyson R.M.—in all cases the Officers were astonished at the warmth of their welcome, even before they asked the

Monday
25th August
Wellington
(cont.)

Tuesday
26th August.
Wellington.

Tuesday
26th August
Wellington.
(cont.)

Headmasters to give a half-holiday in honour of the occasion.

The Admiral of the Fleet and Staff lunched with the New Zealand Club this day. The occasion was used as an excuse for speech-making, and it was noticeable that the standard of the speeches was very high. A cold lunch only was provided, with non-intoxicating drinks.

In the evening a ball was given at the town hall by the citizens, in honour of Lord and Lady Jellicoe.

The decoration of the hall was particularly good, and the attendance was very large.

The Governor General and Lady Liverpool, and many Members of the Ministry of Parliament, and of the Municipality, with their wives, were present.

The same evening, the Ship's Company gave a most successful ball on board, to their numerous friends.

Their Excellencies and Lord and Lady Jellicoe attended for a short time before going on to the town hall.

Wednesday
27th August.
Wellington.

The Admiral of the Fleet came on board at 10.00 a.m. and spent the whole of the day working.

In the evening, Lord and Lady Liverpool dined on board with Lord and Lady Jellicoe.

Thursday
28th August.
Wellington.

Lord Jellicoe came on board to breakfast, and continued to work at the Report until luncheon. At 3.00 p.m. the new Parliament was opened, with the usual Court ceremony.

The Admiral of the Fleet, Staff, and Officers of the "New Zealand" stood on one side of the throne, while Lady Jellicoe sat with the Ministers' wives. The Governor General in his address referred gracefully to Lord Jellicoe and to the object of his visit.

At a dinner party given by the Admiral of the Fleet, Members of the Ministry were the principal guests.

Friday
29th August.
Wellington.

This day, the Admiral of the Fleet, Lady Jellicoe, and Captain and Officers of "New Zealand" gave an afternoon "at home" on board.

Unfortunately it was pouring with rain but this did not in any way deter some thousand guests from honouring the ship by their presence.

The chute, which had been installed—leading from the shelter deck, port side, down to the fore-castle—appeared to be very popular; other side-shows, in the form of Wireless Telephony, X-Rays, etc., were quite successful.

Visits were made this day to the Museum, where an excellent Maori collection was seen. The Greenstone implements and charms were much admired; some of these are extremely valuable, and took the Maoris years to make by their primitive methods.

Friday
29th August
Wellington
(cont.)

Greenstone is a nephrite, and is extremely hard; nowadays it is usually worked by carborundum stones and diamond drills.

In the Museum some live Tuatara were on view; these reptiles are said by naturalists to be the oldest type of reptile in existence; they are Lizards, about a foot long, and have a third disused eye in their foreheads.

Several stuffed Kiwis were exhibited, and a skeleton of the enormous extinct Moa of New Zealand.

During the forenoon, Lord Jellicoe received a deputation on board from the Returned Sailors and Soldiers Association.

Saturday
30th August
Wellington.

Sir Joseph Ward lunched on board with the Admiral of the Fleet.

In the evening, the Savage Club gave a "korero" in honour of Lord Jellicoe. The entertainment was similar to that given by the Orphans on the previous Saturday.

Lord and Lady Liverpool and the Government House party came on board to church. The Bishop of Wellington preached.

Sunday
31st August
Wellington.

At 4.40 p.m. "New Zealand" slipped from the Queens Wharf, and proceeded out of harbour en route for Lyttelton. An enormous and enthusiastic crowd gathered on shore to see her off.

Summary of Matches played whilst at Wellington:—

Rugby (Ship's Company) vs. Oriental Rugby Club,

lost—19 points to 11.

vs. Maoris—Lost—

21 points to 15.

Association vs. Wellington—

1st Match. Draw—1 goal all.

2nd Match. Won—6 goals to 5.

Association vs. Porirua—

Won—4 goals to nil.

Lost—5 goals to 1.

Draw—1 goal all.

Sunday
31st August
Wellington.
(cont.)

Association vs. Wellington Post & Telegraph—
Draw—6 goals all.

Hockey—(Officers). vs. Wellington—
Two Matches. Won 8 goals to 3.
Won 3 goals to 2.

Monday
1st September
Christ
Church.

Before the ship left Wellington, on Sunday, Wing Commander Robertson, was despatched on an independent tour in the North Island, rejoining the Mission at Lyttelton. (Appendix A gives a brief description of his visits).

Commander T. A. Williams, R.N., the Naval Adviser to the New Zealand Government, and Mr. Clutha Mackenzie, took passage in the ship.

After a very good voyage, "New Zealand" arrived off Port Lyttelton about 7 a.m. on Monday 1st September. The weather was perfect but cold, and the colouring of the snow on the Southern Alps, seen in the distance as the sun rose was beyond description.

A Dredger crowded with people and including a band came out to greet the ship. The "New Zealand's" band, however, was not going to tolerate any interference with its performance, and invariably started up immediately the dredger band made another effort, with horrible harmonic results.

The Mayor of Lyttelton—Mr. W. T. Lester—the Lyttelton Harbour Board, and Colonel R. A. Chaffey, Commanding the Canterbury District, called on the Admiral of the Fleet, as soon as the ship had secured to the Jetty.

The Chief of Staff and two Staff Officers inspected the Fort.

An object of interest there, was the prison of von Lucknor, the enterprising Captain of the German Raider "See-Adler," who had previously escaped from Auckland. He, or his companion, was evidently quite an artist, and left several excellent silhouettes on the walls of his room.

At 11.45, Lord and Lady Jellicoe visited the Missions to Seamen's Institute, where a Civic Reception was held.

Immediately after this was over, the Admiral of the Fleet, with Lady Jellicoe, Staff, and a number of the Ship's Officers, proceeded by special train to Christchurch, through a tunnel strongly reminiscent, in length and odour, of the Penge tunnel on the S.E. & C.R. at home.

The Banks Peninsula, in which Lyttelton is situated, is a nest of hills—Christchurch being on the flat Canterbury Plain, to the south and east; the tunnel, which one travels through in the train, is the only practical way by which communication can be kept up, as the road over the hills is a dangerous one for traffic under ordinary circumstances, and when the roads are bad owing to the weather it is quite impracticable for motor traffic.

Christchurch is a very pretty city, with the River Avon running through the centre of it. The beautiful weeping-willows on the banks of the Avon were originally brought from St. Helena.

The party was received on arrival at the terminus by Dr. H. T. J. Thacker, M.P., Mayor of Christchurch, and drove through the crowded streets to the Theatre Royal, where a Civic Reception was held.

As was also the case at Wellington, everyone seemed to have turned out to welcome Lord Jellicoe. The shops were shut, and the streets were thronged.

The New Zealand crowd was not noisy; but the spontaneous outbursts, and the real warmth of welcome indicated by the pleased expressions of the individuals, and the waving of flags were evidences of the strong feeling of admiration for Lord Jellicoe, which exists throughout New Zealand.

After Lord Jellicoe's reply to the welcome tendered by the Mayor on behalf of the Citizens of Christchurch, Captain Leggett being called on to say a few words on behalf of H.M.S. "New Zealand" made an excellent speech, in which he excused himself for brevity by saying that the members of the Silent Navy are particularly silent in the presence of their superior Officers!

The party then went on to a Civic Luncheon at the City Council Chambers, and more speeches followed after the Admiral of the Fleet had spoken. The Chief of Staff and Flag Commander were called upon—the latter on behalf of the ladies—and the remainder of the staff began to conjure up memories of Cawnpore!

Shortly after lunch it came on to rain, which later in the evening turned into a heavy fall of snow. In spite of the rain, however, Lord and Lady Jellicoe visited several parks at which were assembled large numbers of school-children, whom Lady Jellicoe addressed.

During the visit to Christchurch, Lord and Lady Jellicoe and the Flag Lieutenant stayed with the Hon. H. F. Wigram, M.L.C. and Mrs. Wigram.

Monday
1st September
Christchurch
(cont.)

Monday
1st September
Christchurch
(cont.)

The whole Mission was accommodated in Christchurch owing to the difficulties of communication with Lyttelton, and to the restricted train service; a set of offices in the Government buildings being placed at the Admiral of the Fleet's disposal by the Prime Minister.

Owing to some confusion amongst the shore authorities in the arrangements for Libertymen's accommodation, many of the men had unfortunately to wander about for some hours of the night in the snow, before being able to find a night's lodging on this first night of their arrival.

Tuesday
2nd September
Christchurch

In the evening, the Citizens' Ball was held in the Coliseum, presided over by Dr. and Mrs. Thacker and Mr. J. J. Dougall, Chairman of the Ball Committee.

The Coliseum is normally a large roller-skating rink. For this occasion it was beautifully decorated and converted into a flower-garlanded Ball Room, and during the remainder of the Ship's stay at Lyttelton was set aside daily for the entertainment of the Ship's Company.

Lady Jellicoe received a bouquet from Miss Phyllis Boyle and the Admiral a bunch of red heather.

A special feature of the ball was the Débutantes' Lancers, danced at the same time as the official set. The debutantes numbered nearly sixty.

Christchurch was gaily decorated by day and at night the Triumphal Arches and public buildings were effectively illuminated.

Owing to the "go slow" policy of the miners, coal was very short and in consequence in the wintry weather the hotels and clubs were very cold.

The Chief of Staff, Commander Sawbridge and Lieut. Commander de Salis visited Akaroa this day, driving the 112 miles there and back in a motor car through the snow, over a range of hills about 2000 feet high. The scene from the hill tops was magnificent. The Hudson Super-six car was very skilfully driven along the difficult track by a returned New Zealand soldier.

The harbour of Akaroa is very beautiful, but unfortunately the greater part of it is exposed to the full force of the South-Easterly gales.

During the forenoon, the Admiral of the Fleet and Staff were busily engaged on the report at Government Buildings. At luncheon, Lord Jellicoe was entertained at the Canterbury Club by the members of the Colonial Institute, Mr. Raymond, the President, spoke, and Lord Jellicoe responded.

Wednesday
September
3rd.
Christchurch.

In the evening, the Navy League were "at home" to Lord and Lady Jellicoe and Officers in the Art Gallery.

Mr. Alexander Boyle—President of the League—and Mrs. Boyle received the guests, and later Mr. Boyle delivered an address on the work of the League and in welcome to the Admiral of the Fleet. Lord Jellicoe, who replied at some length, laid stress on the silent side of the Navy's work, as opposed to the spectacular side. He took as an example of this, the work of the Dover Patrol.

The entertainment concluded with some vocal and instrumental music.

The morning was again spent working at the Government offices.

Thursday
4th September.
Christchurch.

In the afternoon, the Admiral of the Fleet motored to Mount Pleasant with the Mayor and later paid some calls.

In the evening the Christchurch Club Ball took place. This ball stands out as one of the best functions of its kind given during the tour. A special floor had been laid on the Club lawn and covered with a Marquee, lined with yellow and mauve, and decorated with large baskets of drooping wistaria. The supper was excellent and the ball went with a great swing.

Commander Sawbridge and Lieut. Commander de Salis proceeded this day on an independent mission to the West and South Coasts of the South Island (vide Appendix B).

The work of the Mission continued during the morning and afternoon, the only function today being the Ladies' Assembly Ball, at the Art Gallery.

Friday
5th September.
Christchurch.

At 10.30 a.m., Lord Jellicoe laid the foundation stone of the Returned Soldiers' Association's new club in Gloucester Street. This ceremony was preceded by a

Saturday
6th September.
Christchurch.

Saturday
6th September.
Christchurch.
(cont.)

march through the streets of a landing party of some 250 Officers and men from H.M.S. "New Zealand," and a large number of returned soldiers.

Lord Jellicoe spoke of the comradeship between the Services, and the honour which he felt was being done to the Navy by inviting a Naval Officer to lay the foundation stone of this building for those who had joined the Army in the common cause, and were now returning to civil life. After this the Admiral of the Fleet inspected a rally of some 600 Boy Scouts. Colonel D. Cosgrove, V.D., N.Z.M.R., The Dominion Chief Scout—being present.

A special trotting meeting was held in the afternoon by a representative committee of the three Trotting Clubs of Christchurch. Lord and Lady Jellicoe and the Officers were given lunch at the racecourse at Addington by the joint clubs.

As this form of sport was quite novel to most of the party from H.M.S. "New Zealand," a very interesting afternoon was spent, which was particularly pleasing to quite a good number, who did good work with the "totalisator".

The races consisted of seven events, in six of which the horses were driven, and in the seventh they were ridden. When driven, the horses were harnessed into a scully, a very light vehicle consisting of wheels with pneumatic tyres and shafts, the drivers being perched on the axles, with his feet along the shafts. In the saddle race, the horses were ridden in the ordinary way, but they still wore harness similar to that used with the scully. The harness consisted of traces running from fore to hind quarters and so designed as to increase the stride of the animal and also prevent him breaking into a gallop. Both near and both off legs respectively worked together like a camel. The horses set up an amazingly long stride. The method of handicapping was by receiving so many seconds start on scratch and this was allowed for in distance, so that the start often presented a very ragged appearance. When a horse broke, he had to be pulled up into a trot at once, otherwise he was disqualified. A horse which broke almost invariably lost his chance of winning as he lost so much time thereby.

The most strange sight of the day was the finish of the saddle race, the jockeys using their whips freely

coming up straight. One expected to see their mounts breaking into a gallop under the excitement, but in no case did it happen. During the afternoon, the horse "Arthur Dillon" made a world's record for the mile and a quarter. The Totalisator was contained in a circular building pigeon-holed all round to facilitate the purchase of tickets. As the tickets were sold the number taken on each horse, and the total number of tickets sold were shown on a large indicator, which can be clearly seen from the stands. It could thus be determined at a glance what horses were the most fancied. As soon as the race is over and the sums worked out the amount to be paid out is shown.

Saturday
6th September.
Christchurch.
(cont.)

Trotting Racing as a form of sport is said to be gaining favour with the people of New Zealand. As a sport it cannot, however, be compared, to ordinary racing. The breed of horse used does not benefit the country in the way that thoroughbred breeding for ordinary racing purposes does, and apart from this, trotting racing lends itself to abuse to a greater degree than ordinary racing.

In the evening the Admiral of the Fleet and Officers were the guests of the Savage Club at a Korero at which a very good and varied programme was given. Sir George Clifford presided as Chief Savage.

An interesting ceremony took place this day at Christchurch Cathedral, where Lord Jellicoe handed over to the Bishop, for the custody of the Dean and Chapter, a white ensign flown by H.M.S. "New Zealand" at the surrender of the German Fleet. Preceded by the Ship's Band, and followed by an escort to the Colours, composed of twelve Petty Officers with fixed bayonets, the ensign, carried by Midshipman Horne, was escorted from the railway station to the Cathedral. A Church Party of 200 Blue-jackets from the ship was also paraded, and marched through the streets in rear of the colours. Opposite the Cathedral the party was met by the Admiral of the Fleet with his Staff and a guard of Boy Scouts. Mr. Horne then advanced and presented the ensign to Captain Leggett, the escort presenting arms and the Officers saluting. Captain Leggett in turn handed it to Bishop Julius. After saying a few words of acceptance, the Bishop handed the ensign back to Midshipman Horne,

Sunday
7th September.
Christchurch.

Sunday
7th September
Christchurch
(cont.)

who carried the colours in the procession up the aisle of the Cathedral immediately behind the Bishop. On reaching the chancel, the Bishop again took the colours and placed them on the altar. A special service and address most appropriate to the occasion then followed.

At 1 p.m., Lord Jellicoe, the Chief of Staff, Flag Commander and Flag Lieutenant, with Mr. B. M. Wilson, the Head of the Government Tourist Department, left in motor cars for Dunedin, via Timaru and Oamaru, a distance of about 240 miles. The road as far as Timaru runs through flat country, but a magnificent range of mountains is visible on the right hand side. The Admiral of the Fleet and Flag Lieutenant stayed for the night at Timaru with Major and Mrs. Willie Bond at Claremont, while the Chief of Staff and Flag Commander visited Mr. and Mrs. Elsworth at Holme Station.

Monday
8th September
Christchurch
to Dunedin
via Timaru
and Oamaru.

At 10 a.m. a densely crowded and highly enthusiastic civic reception was held at Timaru, followed by an inspection of the harbour, and a Mayoral lunch at noon. The party then left for Dunedin, a distance of about 120 miles, which was reached at about 7 p.m. One of the cars containing the Chief of Staff and Flag Commander might have been supposed to contain a party of Bolsheviks, as shots were fired on both sides from it, when traveling at full speed, at rabbits in the bracken—total bag, two brace.

The party were put up at the Dunedin Club, and dined that night with the President and Members, this being followed by some excellent games of snooker.

A most enjoyable day and evening. The fellows in the club were a first rate lot, mostly Scotsmen.

The weather was bright and sunny, but the nights very cold.

Tuesday
9th September
Dunedin.

During the forenoon the Mission were busy with the report.

Mrs. Ferguson, wife of Dr. Ferguson, President of the Club, gave a charming lunch, to which all four of the party went. She remarked that as Lord Jellicoe met mainly men at the Civic receptions, she was determined that he should meet some of the Dunedin ladies.

At 3 p.m. the Admiral of the Fleet was given a civic reception in the Military Drill Hall. An enormous and loudly cheering crowd were there to do him honour, many maimed soldiers sitting in front. An adult choir of 850 persons was present, and sang most beautifully.

Tuesday
9th September
Dunedin
(cont.)

At 4 p.m. Lord Jellicoe and Staff went on to a Navy League Reception in the Theatre Royal, which was filled with school children. After further speeches the party went to tea with Lady Allen, wife of the Minister of Defence, and in the evening the Admiral of the Fleet and Staff were the guests at dinner of the members of the Dunedin Club.

Leaving this pleasant company all too soon, the party attended an exhibition of boxing in the Theatre Royal, and were glad to leave that and get back to the warmth of the billiard room at the Club, where they played snooker with some success.

The Admiral of the Fleet and Staff motored to Port Chalmers, and thence proceeded by steam launch to the harbour entrance, where the forts were inspected. They returned to Dunedin by water. There had been a hard frost during the night and the journey was distinctly chilly.

Wednesday
10th September
Dunedin.

The Flag Commander and Flag Lieutenant then proceeded, in borrowed flannels, etc., and looking like scarecrows, to the Allens to play tennis. The details of this sporting fixture are of a private and confidential nature.

In the evening Lord Jellicoe and Staff dined with the Mayor and Citizens of Dunedin. A long programme of speeches and musical items lasted until 11 p.m. by which time the intense cold had almost stopped the circulation of most of the party.

The party started back for Christchurch by motor at 8.15 a.m., and went through to Timaru, stopping at Oamaru for a civic lunch, the Admiral of the Fleet making some eight or nine speeches en route. After lunch at Oamaru Lord Jellicoe performed the ceremony of dedication of oak trees planted in memory of nurses and soldiers who lost their lives in the great war. The trees are planted at regular intervals along the main roads in and leading to the town, one in memory of each nurse and soldier. The idea, which, as far as is known, is quite original, is a very beautiful one. It rained hard.

Thursday
11th September
Dunedin to
Christchurch
via Timaru.

Thursday
11th September.
Christchurch
via Timaru.
(cont.)

The Admiral of the Fleet and Flag Lieut. stayed with the Elsworthy's, and the Chief of the Staff and Flag Commander eventually found their way in the dark to the Bonds, where they are reported to have spent a most amusing evening. It is even suggested that they could not be persuaded to retire to bed until, by accident, the gas supply was cut off.

Friday
12th September.
Dunedin to
Christchurch
via Timaru.
(cont.)

The party made an early start at 7.40 a.m., and motored through to Christchurch, arriving at 2.15 p.m. It rained intermittently all day and the roads were badly flooded in places. Stops were made at Tebuka, Geraldine and Ashburton, where civic receptions were held in the open. The Admiral of the Fleet had made some 25 speeches on the trip from Christchurch to Dunedin and back, being received in all places with the greatest cordiality and respect, large numbers of people travelling great distances to see him.

The party arrived back on board the ship at Lyttelton about 3.30 p.m.

Owing to one of the cars conveying the luggage breaking down, the ship was delayed sailing until about 5.4 p.m.

Lady Jellicoe and H.M.S. "New Zealand"

Monday—
Friday
8th—12th
September.
Lyttelton.

In the meantime the festivities at Christchurch continued without intermission. By this time everyone had got into their stride and much private entertaining was done.

A most successful ball was given by the members of the Canterbury Club, which was attended by Lady Jellicoe and a large number of Officers on the 8th September.

On the 9th, an "at home" was held on board "New Zealand" at Lyttelton, the guests being received by Lady Jellicoe and Captain Leggett in the absence of the Admiral of the Fleet.

On the 10th September, Wing Commander Robertson rejoined from his visit of inspection to Wanganui and New Plymouth in the North Island.

On the 12th September, about two hours before the return of the Admiral of the Fleet and party, Lady Jellicoe and two lady friends arrived alongside the ship on horseback, having ridden all the way over the hills from Christchurch.

News was received by the English mail whilst at Lyttelton of the awards of the Distinguished Service Order, and the Order of the British Empire, which were conferred upon Lieut. Commander Spooner and Lieut. Cornwallis respectively, both of whom were serving in Light Cruisers with the Grand Fleet throughout the war.

Monday to
Friday
9th-12th.
September.
Lyttelton.
(cont.)

At about 5.40 p.m. on the 12th Sept., the "New Zealand" sailed for Picton.

Whilst at Lyttelton, the engagement was announced of Lieut. M. McMaster and Miss Joan Quaine, a young lady of Christchurch.

During the stay in Christchurch the Officers were made honorary members of the local clubs.

The following games were played with results as shown:

Hockey (Officers) v. Christchurch lost 7-1.

Rugby (Officers) v. Christchurch lost 21-3.

Association Football, Ship's Company v. Christchurch lost 2-1.

Association Football, Ship's Company v. Rangers lost 5-1

A golf match was also played in which the Ship's team was defeated.

The total number of Ship's visitors at Lyttelton was 70,998.

"New Zealand" anchored in Queen Charlotte Sound near Mable Island, about two miles from Picton, at 10 a.m.

Saturday
13th September.
At Picton.

The bays and inlets in the North-East corner of South Island are very beautiful. The hills reach right down to the water's edge and there is very little flat land.

All these inlets are connected either to Queen Charlotte or Pelorus Sound, the latter being particularly abundant in them.

At 11.45 a.m. the Mayors of Picton and Blenheim came on board to call, after which the Admiral of the Fleet and Lady Jellicoe went ashore, where they were received by a large and cordial crowd.

The local Maoris gave a 'haka' and a 'poi dance' and presented Lord and Lady Jellicoe with a battle axe and a mat respectively.

The ladies of the Picton Navy League presented a silver cup to the ship.

Saturday
13th September
Picton
(cont.)

The Mayors of Picton and Blenheim then gave a civic welcome, followed by a luncheon, and the usual speeches.

In the afternoon sports were organized for the ship's company which were well attended.

A hockey match for the officers was also arranged, which resulted in a victory for the ship by 12 goals to 1.

The ship's company rugby team lost their match by 19 points to 1, but the Association match was won by 6 goals to 1.

In the evening a dance was given by the ladies of Marlborough.

Commander Sawbridge and Lieut. Commander de Salis rejoined after their tour.

Sunday
14th September
Picton.

Several members of the civilian population came on board to church in the forenoon. In the afternoon the Admiral of the Fleet paid a visit to the bays and inlets in the vicinity.

The Mayor of Picton and other local celebrities dined on board with the Admiral of the Fleet.

The ship was open to visitors in the afternoon, the total number of visitors being 3803.

Monday
15th September
Picton to
Wellington.

At 8.30 a.m. "New Zealand" sailed for Wellington with the following passengers on board:

Mr. McAllum, the Member of Parliament for the local constituency, with his private secretary.

Mr. J. H. Barr, of the Government Tourist Department, who had accompanied Commander Sawbridge and Lieut.-Commander de Salis on their tour.

Mr. W. Lawson, also of the Tourist Department.

At 2.10 p.m. "New Zealand" arrived, and anchored in the stream in order to coal.

Lord and Lady Jellicoe, Captain Leggett, the Secretary and Flag Lieutenant stayed at Government House for the period of this second visit to Wellington, and a record of the pleasant house-party during this time has been rendered in verse by the Governor-General's private secretary, Mr. Gavin Hamilton., as follows:—

DINNER AT GOVERNMENT HOUSE, WELLINGTON,
NEW ZEALAND

Monday
15th September
Picton to
Wellington
(cont.)

This is the way we always go:
His Ex and Viscountess Jellicoe.
Next comes the Admiral of the Fleet,
Who guides Her Ex to a centre seat.
Then, if the Commodore happens to dine,
Beside him Mrs. Bond will shine.
Immediately after comes Captain Share,
Who with Hope Wood makes another pair;
Leggett then steps out to meet her,
And offers his arm to the graceful Rita,
Next comes Morgan, M.V.O.,
With the "Odol" smile we've come to know,
Followed by Bond, with martial gait,
With Westmacott—just a wee hit late.
Then comes the Secretary, bowed with age,
With Garland who's reached the simmering stage.
Eric Milton then saunters along,
Just wondering whether he's heard the gong.
Last of all comes the Highland Lad,
In a coat whose fit is distinctly bad.
We shall never have such times again,
And only wish you could all remain:
For today you'll pass through the Wellington Heads,
When the rest of the party will take to their beds.

As on the previous visit, the most unbounded hospitality was extended to the officers and men of H.M.S. "New Zealand" by the people of Wellington.

The ship took in 2,000 tons of coal from a collier, averaging 237.7 tons per hour, upon which performance they were congratulated by the Admiral of the Fleet. Complimentary references were also made in the local press on the subject of there being no "go slow" policy in H.M.S. "New Zealand."

Tuesday
16th September
Wellington.

Work on the report was carried on throughout the day.

A dinner party was given at Government House, followed by a small impromptu dance, much enjoyed by all who attended.

Wednesday
17th September
Wellington.

The work on the report was continued.

News was received by the English mail of the award of the "Distinguished Service Cross to Lieut. F. E. Chavallier of the "New Zealand," in recognition of his services in the famous Zeebrugge raid of the 24th April 1918, when he landed on the mole in charge of a demolition party from H.M.S. "Daffodil."

Thursday
18th September.
Wellington.

In the afternoon 100 men from "New Zealand" were entertained at Government House to tea and a concert.

The major portion of the report had now reached the proof stage, and corrections and amendments to proofs were being made.

Friday
19th September.
Wellington.

The Admiral of the Fleet and Lady Jellicoe gave a farewell luncheon party on board to their Excellencies, the Prime Minister, Sir James Allen, Minister of Defence, and the Government House party.

A very pleasant dance was given to the officers by Mrs. Ian Duncan at her home, in the evening.

Proofs continued to be corrected, and a large number of borrowed papers were returned to the Minister of Defence, Naval Adviser and others, before leaving.

Lord Jellicoe was materially assisted in New Zealand by the three distinguished statesmen, whose names, together with that of Mr. Seddon, will always stand out in the history of this Dominion as being the principal founders and instigators of her strong forward policy, namely—Sir Joseph Ward, Sir James Allen, and Mr. W. F. Massey (Prime Minister).

All three have done great work for New Zealand and the Empire, and are imbued with an earnest spirit of patriotism and zeal.

Sir Joseph Ward when Prime Minister in 1909, was mainly responsible for the effort which produced the gift of the Battle Cruiser "New Zealand" from the people of the Dominion. He and the Prime Minister, Mr. Massey, had recently returned from attending the Peace Conference.

Sir James Allen, who has long been associated with Sir Joseph Ward, had for many years thought very clearly on the subject of an Empire Policy in the Pacific. In the absence of Mr. Massey and Sir Joseph Ward in Europe, he had acted as Prime Minister. He rendered great assistance to the Mission, with his intimate knowledge of the Pacific problem, and his desire to help forward the work of Naval Defence.

Mr. Massey, since the arrival of the "New Zealand" at Wellington never missed an opportunity of impressing the necessity for an active Naval Policy.

H. M. S. "NEW ZEALAND" 141

H.M.S. "New Zealand" weighed and proceeded to Auckland at 5.15 p.m.

She received a very enthusiastic send-off headed by their Excellencies and house party, who drove out to Evans Point and waved their goodbyes as the ship passed.

In view of the approaching marriage of Miss Luke, daughter of the Mayor of Wellington, a piece of silver from Lord and Lady Jellicoe and all on board was presented to her before leaving.

Wellington will always be remembered by those who took part in this visit for the most warm welcome extended to everyone on board.

Saturday
20th September.
Wellington to
Auckland.

About 8.30 a.m. the ship stopped off Napier, a pretty looking place, for a short time, and exchanged greetings with the Mayor and citizens, who came out in a steamboat to welcome Lord Jellicoe.

Later on, while at church, a series of loud cheers were heard in the middle of the sermon. As soon as the service was finished, it was seen that these cheers proceeded from a little steam vessel, rather like a "puffer," named the "Tuatu," which had come out from the Wairoa River Settlement.

Sunday
21st September.
Wellington to
Auckland.

After a brief interchange of greetings by signal, the ship proceeded to Gisborne, which was reached at about 4 p.m. Several small steamers, crowded with children and a brass band came out and steamed round the ship, cheering continuously. As our own band and the town band, and the children were playing at the same time, the resultant din may be imagined. As a final touch, the ship made "Kia-Ora" and "Goodbye" on the syren as we steamed away.

The universal desire of the people to teach the children of "New Zealand" the importance of Sea Power has been very evident at all the places visited.

Arrived Auckland at 5.40 p.m. and secured alongside the Queen's Wharf. As the ship was passing the Rangitoto Channel, a seaplane from the local (private) air school flew round the ship, and then coming up from aft, along the starboard side and flying very low, dropped a message of welcome for the Admiral of the Fleet, which fell just abaft 'Q' Turret.

Monday
22nd September.
Auckland.

Monday
22nd Septem-
ber.
Auckland.
(cont.)

Kipling refers to Auckland in "A song of the English" as follows:—

"Last, loneliest, loveliest, exquisite, apart—
"On us, on us the unswerving season smiles,
"Who wonder mid our fern why men depart
"To seek the Happy Isles?"

The outer harbour is dotted with islands, many of them obviously volcanic in origin. Rangitoto is an almost perfect cone. These islands, except for their shape and disposition are not beautiful, as they are covered with dark scrub and unrelieved by houses.

The inner harbour, on the South side of which is Auckland, and on the North side Devonport, is all hills and valleys and bays. The beauty of the harbour is enhanced by the red-roofed houses, and marred by the ugly ferry boats and by the more pretentious stone-buildings in the business quarter of the town.

The members of the Auckland Harbour Board and Colonel R. Potter, commanding the Auckland Military District, called on the Admiral of the Fleet as soon as she had secured alongside.

As usual the warmest hospitality was extended to officers and men. A shed alongside the ship was rigged up as a club for the men, with daily entertainments, dancing and refreshments.

The Cargen Hotel invited all officers to lunch or dine at any time, and, as there was dancing there almost every evening, this invitation was greatly appreciated. The Grand Hotel also made no charges to officers for meals.

Tuesday
23rd Septem-
ber.
Auckland.

At 10 a.m. Lord Jellicoe landed and was received on the jetty by the Chairman—Mr. H. D. Heather—and members of the Auckland Harbour Board, who presented an address of welcome, a salute of 19 guns being fired by the shore battery as the Admiral landed.

He then inspected an assembly of 26 Naval and 52 Military veterans, speaking to each of them, and reviewed a large parade of some 500 Boy Scouts, commanded by Lieut. J. D. Campbell. Many of the veterans were wearing medals for the New Zealand wars, and some Crimean and Indian Mutiny. Two—one an old sailor

and one an old soldier—had the New Zealand Cross, which is an equivalent of the Victoria Cross.

Unfortunately it was raining hard all the forenoon, this downpour rather spoilt a march of the Ship's Company through the streets.

At 11 a.m. Lord Jellicoe drove to a civic reception at the town hall, where he was received by a guard of the King's College Corps, and welcomed by the Deputy Mayor, Mr. A. J. Entrican.

The streets were crowded with citizens, in spite of the continuous downpour, and they gave the Admiral of the Fleet a splendid welcome.

At the conclusion of the reception, Lord Jellicoe returned Colonel Potter's call.

Lady Jellicoe was not able to attend any of these functions owing to indisposition, and in the afternoon the Admiral of the Fleet took her place at the last moment at an "at home" given by the Victoria League.

In the evening Lord and Lady Jellicoe, staff and ship's officers were the guests of the municipality of Auckland at an "at home" at the town hall.

During the afternoon the Chief of Staff made a long voyage of exploration round the outlying islands; the Harbour Board and its engineer were interviewed and the searchlight positions and mining depôt inspected.

During the forenoon the Admiral of the Fleet received calls from the American, Portuguese and Japanese consuls, after which he paid a visit of inspection to the Calliope dock and workshops. The latter were rather a sad sight, as they are fitted with good machinery in first rate order, but all lying idle.

After lunch the Admiral of the Fleet, Lady Jellicoe and a number of officers, crossed to Devonport in the barge, which had the misfortune to get a line round her propeller whilst going alongside an awkwardly placed pier. On landing the party motored out to Takapuna.

At Devonport, en route to Takapuna, a brief civic welcome was accorded them by the Mayor—Mr. H. S. W. King—and citizens. A guard of Boy Scouts was paraded, and there was a large gathering of school children.

At Takapuna the party was welcomed at the Council Chambers by Mr. W. Blomfield—the Mayor—and then

Tuesday
23rd September.
Auckland.
(cont.)

Wednesday
24th September.
Auckland.

Wednesday
24th September.
Auckland.
(cont.)

proceeded to the Takapuna schools, where the Admiral of the Fleet unveiled a memorial to the late Lieut Commander Sanders, V.C., D.S.O., R.N.R., who had greatly distinguished himself in command of H.M.S. "Prize" and other 'Q'-Ships.

Whilst at this function, Lady Jellicoe had the misfortune to lose her purse. It was, however, recovered, and the finder, a small boy, returned it in person the following day.

The party returned on board about 5 p.m.

A Naval and Military ball at the town hall was given in the evening by the Auckland Garrison Officers Club, and this was attended by Lord and Lady Jellicoe and a large number of the officers. The guests were received by Colonel and Mrs. Potter and Colonel and Miss Stevenson. The decorations of the hall were very good, a particularly noticeable feature being a Maori "Wahari" erected on a platform at one end of the room.

The final corrections to the proofs of the report were sent off to the Government Printer at Wellington.

Thursday
25th September.
Auckland.

At 9.30 a.m. the Admiral of the Fleet received the calls of the French and Italian Consuls, and subsequently returned the calls of the American and Portuguese Consuls.

The Captains of four merchant ships came to lunch with the Admiral of the Fleet.

In the afternoon a garden party was given in honour of Lord and Lady Jellicoe at Bishopscourt, the Bishop of Auckland, Dr. The Right Rev. A. W. Averill, Mrs. Averill and the Bishop of Melanesia, the Rev. J. M. Stewart, receiving the guests. Action songs and Haka were performed by Maori school boys and girls.

Colonel and Mrs. Potter and others dined on board with the Admiral of the Fleet.

Friday
26th September.
Auckland.

At 9.15 a.m. Lord and Lady Jellicoe and some 25 officers left Auckland for Rotorua as the guests of the New Zealand Government. Mr. Wilson, head of the Tourist Department and Mayor of Rotorua, accompanied the party and made all arrangements.

Crowds had assembled at practically every Station on the way up, and the Admiral of the Fleet made several brief speeches.

The party lunched at Franklin Station refreshment room.

The scenery on the way was very English in character at first—green fields, and hedges and speckled cows—but in the afternoon the train climbed up into wild country through some uncleared bush and finally came out into the volcanic wilderness where one looked down on Lake Rotorua, some hundreds of feet below. Nothing luxurious grows naturally in this district, owing to the sulphur fumes and to the discouraging activities of erupting volcanoes, but efforts are being made to bring the land into cultivation for pasture and to plant white pines on the more sterile hillsides, the latter industry being carried out by convict labour.

The party arrived at 5.30 p.m. Lord and Lady Jellicoe and the Flag Lieutenant stayed at Waiwera House, the remainder of the officers at the Grand hotel.

The carriage containing the Admiral of the Fleet and Lady Jellicoe was dragged through the streets to the hotel by returned soldiers headed by their band.

The hot baths are the feature on which Rotorua bases its chief claim to popularity. This claim however is much enhanced by the geysers, boiling water and hot mud pools, volcanoes, and other internal outbreaks with which the surrounding country is liberally strewn, and also by the large Maori population of the district.

The baths are situated in several buildings. The largest and most modern of these is a handsome building like a Swiss Chalet, which contains most of the smaller private baths, all the electrical apparatus, the heat and massage apparatus, and the mud baths.

In the adjacent grounds are two large swimming baths, the "Duchess" and the "Blue," both about 90° in temperature and fairly mild. These baths were very much patronised by the party, some of whom went morning, noon and even after dinner. A stronger form of bath was the "Priest," which may be taken in the main building "de Luxe" or alongside the Duchess building "au Naturel."

The strongest bath of all is the Postmaster, situated about half-a-mile away on the Lake shore. Here there are three stages at temperatures of 103°, 106° and 110°.

The second stage gives off free sulphuric acid in considerable quantity, and patients undergoing treatment frequently faint at this stage. None of our party sampled this bath.

Friday
26th September.
Rotorua.
(cont.)

Friday
26th Septem-
ber
Rotorua
(cont.)

The grounds round the baths are perfectly laid out, with plenty of tennis and croquet lawns, etc.

The whole town is owned by the Government, and run by the Tourist Department.

Another attraction is the 9-hole golf course. This course is only about a mile outside the town and is quite exceptional as a natural golf course, with geysers and boiling mud pools as hazards.

Saturday
27th Septem-
ber.
Rotorua.

At 9.30 a.m. Lord Jellicoe, accompanied by the Flag Lieutenant, attended a "Peace" welcome and dances at Ohinemutu, the native village in Rotorua, right on the lake.

The native ladies first gave a series of poi dances which were very picturesque and gracefully performed.

The natives and chiefs then gave a number of hakas, which were followed by several speeches of welcome, to which the Admiral of the Fleet made suitable replies. Captain Mair, who led and fought with the Arawa tribe in the Maori wars, acted as interpreter throughout.

The forenoon was spent in driving round the sights of Rotorua, one of the most interesting being the Trout Hatchery and the "Blue Pool," a small pool of about 20 feet diameter. This pool and the little stream running away from it to the lake was packed with fine big trout averaging at least four pounds a piece.

In the afternoon the whole party went to Whakarewarewa, about two miles inland from Rotorua, and situated in a valley which is one seething mass of geysers and boiling mud and water holes. Just above this valley is a "Pa" or fortified village, now maintained as a show. The Pa is roughly square in shape, heavily palisaded in wood, with two palisades between which is a narrow zig-zag path. At each corner are watch towers raised about 20 feet above the ground.

The main entrance leads straight through the palisades, through arches deeply fretted with Maori carving and painted red.

These arches, and, indeed, about every tenth stake in the palisades, are surmounted by grimacing gargoyles or figures. Maori carving most resembles, if it can be said to resemble anything at all, the carving on the outsides of Hindoo temples. There are innumerable small figures, whose place in the whole scheme is perfectly definite, but can only be appreciated after a very close study.

Saturday
27th Septem-
ber.
Rotorua.
(cont.)

The party was received at the main entrance to the Pa by a body of about 20 braves in native costume, armed with muskets of all sorts, sizes and shapes, apparently ranging from "Brown Bess" to modern, but dilapidated, double-barrelled shot-guns. They were all "on the knee" except the Chief, who was posturing, putting out his tongue and grimacing on the left front of the company.

In passing, it may be stated that the Maoris have a great gift for making faces and particularly in working the tongue (which, it is stated, is longer than that of an ordinary person). This grimacing and the posturing form the chief part of Maori dancing. The posturing is often really most graceful, the clean sharp movements of the arms and legs showing up the muscles in a remarkable way.

As Lord and Lady Jellicoe and the Flag Lieutenant (who had put on their Maori mats) alighted from their car, the company fired a feu de joie, did a short Haka, and retired to the inner gate, where they repeated the performance. The difference between this afternoon's reception and the reception this morning at Ohinemutu was that the latter was a "Peace reception," the guest of honour being first received by the women, and the former a "war reception" at which the men gave the first greeting.

The party of officers from H.M.S. "New Zealand" were then conducted to the open space in the middle of the Pa, where Lord and Lady Jellicoe, who were wearing over their shoulders, the Kiwi mats, presented to them at Ohinemutu, were seated in the porch of the Meeting House.

Women now did a "Poi Dance." The Poi is a small ball of flax strips attached to about three inches of worsted, which is held in the hand—the poi hanging down. By jerking the wrist the poi bangs on the back or side of the fist, rather like "cup and ball". When thirty or forty women, each with two "pois" make these movements, all in perfect time, the result is a series of beats and soft "clicks" each time the poi hits the hand. At the same time the women moved their arms, heads and hips, all in perfect unison, and sang a song whose tune was rather like "Little Brown Jug".

Two men moved up and down the lines of women, posturing, grimacing and shaking their clubs.

The women all wore white blouses and red skirts, with a blue sash over the left shoulder and a wreath of

Saturday
27th Septem-
ber.
Rotorua.
(cont.)

greenery in their hair. The rig was very effective. All wore "tikis," some of which were very large.

The men's rig was a necklace, and a kilt of plaited fibre. The chiefs wore mats in addition, hanging from their shoulders.

This at any rate was the theory. In practice, however, many of the men had just tucked up their trousers above the knee, and still wore boots and socks.

After the Poi Dance, a number of chiefs came forward and delivered addresses in Maori, which were interpreted by Captain Mair.

The addresses were very musical to listen to and were quite poetical, even when translated, but, on the other hand, the long succession of them became rather monotonous.

One old gentleman created a slight disturbance apparently by denouncing the Government in Maori in no measured terms, obviously embarrassing Captain Mair considerably.

At the conclusion of the addresses Lord Jellicoe replied, his remarks being translated into Maori by a Maori Lieutenant in khaki wearing an M.C., who had been wounded in the leg.

The women then gave a combined Poi and Canoe Dance. In this dance they sat down in two lines, one line facing one way and one the other, like rowers in two canoes passing one another. A line of elderly ladies, with pois on long strings stood in the background. The dance consisted of the rowers leaning forwards, backwards, and from side to side, working their pois and singing all the time, while the old ladies in the back spent their time throwing their pois out and hauling them in hand over hand.

As the dance progressed the rowers leaned further and further back and finally lay right down, with their heads on the lap of the next ahead, and then rolled from side to side, working their pois all the time.

At the conclusion of this dance, the Maoris crowded round the Admiral of the Fleet and shook hands with him, Lady Jellicoe and the rest of the party, and the official proceedings terminated.

The party was now divided into groups of three or four, with a guide to each (and also an enthusiastic gang

of small hangers-on) and went round the Pa and down into the Geyser valley.

These guides are all women, and are clever and original in their descriptions of the various sights, speaking English perfectly, and with a very pretty accent.

The valley, when seen from above, is full of greenery, with steam coming up everywhere between the bushes. At one end, however, the high ground on one side is quite bare, and it is here that the two big geysers, "Pohutu" and "Prince of Wales' Feathers," play when they feel inclined to do so. It used to be possible to make a geyser play by giving it a bar of soap, but now so much soap has been given that it no longer has the same effect. Alongside these two geysers is a deep pool of boiling water, and this invariably gives notice of Pohutu's impending "shot" by rising and bubbling until it nearly overflows.

Close at hand is the "Brain Pot," a cauldron of rock some three feet in diameter, which used to be full of hot water. The brains of captured chiefs used to be put in this.

Further down the valley, through which there runs a little stream of clear cold water may be found pools of hot and boiling water, jets of steam and pots of bubbling mud. The latter are most fascinating, each has its own characteristic: there are the "Rose," the "Goo-Goo Eyes," whose bubbles always come in pairs and roll from side to side; the "Poached Egg," and the "Grunt." In the "Grunt" there is nothing to be seen except a hole in the ground. The guide's story is that one of Captain Cook's pigs fell down this hole, but the frugal Maoris succeeded in getting him out by the hind legs; they extricated him, all except his grunt, which is unmistakably there still.

Finally the party came to the Maori village of Whakarewarewa, and saw the family dinners in bags and biscuit tins, set over steam holes and cooking right merrily.

After crossing the bridge over the little stream, into which children were diving for pennies, the party returned to Rotorua.

In the evening some enthusiasts went back to Whaka for a dance.

Saturday
17th Septem-
ber.
Rotorua.
(cont.)

Sunday
28th Septem-
ber.
Rotorua.

Lord and Lady Jellicoe and some of the officers went to the Anglican church at Ohinemutu, where the service was conducted in Maori and English. The singing was extremely good and the service well-conducted. The preacher in his eloquent sermon struck a very Imperial note, and made reference to his distinguished visitor.

The Commodore, Flag Commander and Major Tennyson left to-day on an independent tour to Wairakei, Lake Taupo, Waitapu and Waimunga.

In the afternoon many of the party played golf. The links, which are quite close to the geyser valley, are probably unique. You have to play out of the crater, where you can feel the ground to be hollow and have fears about the advisability of really taking too much ground with the niblick; or you may play into a porridge basin, in which case you need not worry about playing out; or, again you may have your choice between an alum stream and an extinct crater with the green perched up between.

Monday
29th Septem-
ber.
Rotorua.

It rained hard all the forenoon, necessitating the abandonment of one of the motor trips. In the afternoon, however, the rain stopped; the Admiral of the Fleet and the Flag Lieutenant played golf and the remainder dispersed on various sight-seeing excursions.

One party went to Tikitere, and had the pleasure of seeing even more ferocious boiling water and mud than at Whaka, and also a boiling waterfall, a weirdly beautiful sight.

Tuesday
30th Septem-
ber.
Rotorua.

In the forenoon Lord Jellicoe played golf; subsequently General Sir Andrew Russell took him and Lady Jellicoe for a motor picnic to the far side of Lake Rotorua.

The roads round Rotorua are the worst experienced in this tour up to date, possibly the soft nature of the pumice stone is responsible; there is no proper road metal in the North Island.

A large party of Officers were taken on the round trip. This includes the sight of the big Waimanga Geyser; the Frying Pan Flat, which blew out in 1917, and is now a boiling lake; a trip across Lake Rotomahana, some of the time in hot water; over the site of the Pink and White Terraces, which were overwhelmed by the vast eruption of Mount Tarawera in 1886; a good view of Mount Tarawera and its crater; across Lake Tarawera to Wairoa

Village, which was blotted out by the eruption; and a few of the partially buried relics of this village.

The party was fortunate in having Mr. Fred Warbrick to guide them, as he has personal experience of all recent eruptions.

General and Lady Russell and Captain Mair dined with Lord and Lady Jellicoe.

The Chief of Staff and party returned from a three-days' tour to Wairakei, Waimunga, Lake Taupo and Waitapu.

After dinner an entertainment of singing and dancing was given by the natives of Ohinemutu in their meeting hall, and was attended by the Chief of Staff and a large number of Officers, the former expressing the thanks of the officers in a short speech at the conclusion of the evening.

At 9.20 a.m. the Admiral of the Fleet and party left by train for Auckland, arriving at 5.30 p.m. Practically the entire population of Rotorua assembled on the station platform and gave him an enthusiastic send-off.

As on the journey up, crowds assembled at all the stations, anxious to get a view of the Admiral of the Fleet.

An excellent rendering of "The Gondoliers" was given at Auckland in the evening at the local theatre by the Auckland Amateur Dramatic Society, who invited a party of officers to attend.

At 9.30 Lord Jellicoe received on board a deputation of Maoris, who presented native gifts.

At 10.30 accompanied by Lady Jellicoe and the Flag Lieutenant, the Admiral of the Fleet proceeded to Onehunga, where a civic welcome was accorded them by the Mayor and Mayoress—Mr. and Mrs. J. Parkes—a guard of the Onehunga Senior Cadet Company being paraded. Subsequently dances were performed by Maoris from Mangera. Unfortunately it rained solidly all day long, and as the gatherings and dances at Onehunga were all in the open air, it turned out to be a somewhat cheerless performance, although the hundreds of school children who were present never once lost their good spirits.

A luncheon given by the Auckland Navy League was attended by the Admiral of the Fleet, Lady Jellicoe and staff officers, after which they proceeded to St. Mary's

Tuesday
30th Septem-
ber.
Rotorua.
(cont.)

Wednesday
1st October
Rotorua to
Auckland

Thursday
2nd. October
Auckland.

Thursday
2nd, October.
Auckland
(cont.)

Cathedral, Parnell, to be present at the wedding of Mr. Clutha Mackenzie and Miss Doris Sawyer.

The Admiral of the Fleet gave away the bride, who had just arrived from England, Paymaster Lieut. Guinness was best man, and the Rev. Crick, Chaplain on board H.M.S. "New Zealand", took the service.

In the afternoon a farewell "at home" was given on board, but was rather spoilt by the heavy rain. The guests were received, and tea served, in a large shed on the jetty abreast the ship.

A ball given by members of the Northern Club was attended by Lord and Lady Jellicoe and a large number of the officers.

Friday
3rd October.
Auckland.

The Admiral of the Fleet gave a farewell luncheon party to his personal friends, and at 2.35 p.m. "New Zealand" slipped from Queen's Wharf and sailed for Suva.

In spite of very heavy rain a large number of people gathered to see the ship off, and a party of some 20 Maori girls danced Poi dances on the jetty abreast the ship, the Ship's Company Haka party returning the compliment by giving a Haka.

Before sailing the Admiral of the Fleet handed to Commander T. A. Williams C.B.E.—Naval Adviser to the New Zealand Government—a signed copy of the report of his Mission to New Zealand for delivery to His Excellency the Governor General; also copies for the Right Hon. W. F. Massey, Prime Minister; Sir James Allen, Minister of Defence; and one for himself.

During the visit to Auckland officers were made members of the various clubs.

The following are the results of games played at Auckland:

Officers Hockey Team v. Auckland—lost by 3 goals to 2.

Ship's Company Football Association—lost one match 3 goals to 1.—Won one match by 1 goal to 0.

Ship's Company Rugby Football v. R.G.A.—won 16 points to 13.

Ship's Company Rugby Football v. Tramways—lost 24 points to 9.

90,178 persons visited the ship at Auckland.

On leaving the Dominion, farewell messages were exchanged with:—

His Excellency the Governor General,
The Right Hon. The Prime Minister,
The Government of New Zealand,
Sir James Allen, Minister of Defence,
Dr. H. Thacker, M.P., Mayor of Christchurch,
Mr. Gavin Hamilton, private secretary to the
Governor General.

Friday
3rd October.
Auckland.
(cont.)

Mr. J. Hislop—

and messages of appreciation and thanks were despatched to Mr. Entrican, Deputy Mayor for the citizens of Auckland, and to His Excellency the Governor General for the people of New Zealand.

The hospitality and warmth of welcome tendered everywhere by the inhabitants of New Zealand to Lord Jellicoe and the officers and men of the ship, was quite unparalleled, and every soul in the ship left behind many pleasant memories of this Dominion and its people.

Their Excellencies, the Governor General and Lady Liverpool were kindness personified.

Dr. Adams, Government Astronomer of New Zealand, Captain Hill, N.Z.S.C., C.O., Designate for the Samoan Police Force, and Mr. Creswell took passage to Samoa, and Lieut. Horne, R.A.F., to Suva, all living in the ward room.

APPENDIX A TO CHAPTER IV.

Visit of Wing Commander E. D. M. Robertson, R.A.F. to Wanganui and New Plymouth

In order that the Naval possibilities of the above two harbours might be thoroughly investigated, Wing Commander Robertson was instructed to visit them and make a report.

On August 31st this officer left H.M.S. "New Zealand" before she sailed for Lyttleton, spending the night in Wellington.

Owing to the absence of train facilities, the journey to Wanganui was made by road, Wanganui being reached after a pleasant drive at about 4 p.m. He was met by various members of the club, where he was entertained until dinner-time. During Wing Commander Robertson's stay in Wanganui, he was the guest of the club.

1st Sept..

1st September
(cont.)

In the evening, together with the Mayor and Corporation, he attended a concert given by the returned soldiers to provide funds for a club for that body. During the interval of the concert, Mr. C. E. Mackay, Mayor of Wanganui, gave Wing Commander Robertson a civic reception as the representative of Lord Jellicoe and the Navy.

2nd. Sept.

After breakfast he was asked to address a few words to some of the local school children, when the opportunity was taken to point out the advantages of the Navy as a career.

Subsequently he was shown some of the sights of the town by Mr. Spriggins, the Deputy Mayor.

A thorough examination of the harbour, harbour works and their possibilities for Naval use was then made in company with members of the Harbour Board, fullest information on this subject being given. On completion of this, Wanganui College was visited, and Mr. Marshall, the Head Master, courteously showed Wing Commander Robertson all over it. Arrangements had been made to visit the Cosmopolitan Club for a few moments after this. On the President of the Club rising to greet Lord Jellicoe's representative, he opened his speech with the remark:—

“Gentlemen, I do not wish to keep you. It is
“now twenty minutes to six, and the bar closes
“at six.”

A life membership of the club was promised to Wing Commander Robertson.

3rd. Sept.

Arrangements had been made by the Mayor to visit Marton Race Meeting, where Wing Commander Robertson was the guest of the Marton Jockey Club, but in spite of this, together with the fact that all the prominent racing people were met, no winners could be found. In the evening he was entertained by the Marton Club.

4th. Sept.

On the 4th Sept. a visit was paid to the Maori Pa, where a welcome was given by the natives. A presentation of mats was made, and a very pleasant couple of hours spent. In the evening the journey to New Plymouth was completed.

A thorough investigation of the harbour works, oil wells, and iron works, was made in company with Mr. Burgess, the Mayor, and the officials of the various companies or boards concerned. 5th Sept.

Wing Commander Robertson was driven up Mount Egmont by Mr. Burgess. No visit to New Plymouth is considered complete without this trip. 6th. Sept.

The journey back to Wellington was commenced, which place was reached on the evening of the 8th. 7th. Sept.

Wing Commander Robertson rejoined H.M.S. "New Zealand" on the 10th at Lyttleton.

The interest taken in, and the enthusiasm shown towards, the Navy by all, especially at Wangauni and Marton, was very great, and it is a matter for regret that the paucity of trains prevented many of the country people from visiting the ship at Wellington.

APPENDIX B TO CHAPTER IV.

Visit of Commander H. R. Sawbridge, and Lieutenant Commander K. H. F. De Salis, D.S.C., to Greymouth, Westport, and Nelson, South Island, New Zealand.

Commander Sawbridge and Lieutenant Commander De Salis were detached from the Mission, with orders to visit Greymouth, Westport and Nelson. 4th September. Christchurch to Greymouth.

The Minister for Internal Affairs had kindly permitted Mr. J. H. Barr, of the Government Tourist Department, to accompany them.

The journey from Christchurch to Greymouth was made by rail, except for the crossing of the Southern Alps from Arthur's Pass to Otira, a distance of some 14 twisting and hazardous miles, in a coach and five. It is stated, however, that there is rarely a case of a coach falling over the hillside more than once a year.

The scenery in the Otira Gorge, and indeed in the whole of Westland, is very wonderful and beautiful. The country is still largely uncleared, and the heavy rainfall gives to the bush its full beauty and luxuriance.

The party arrived at Greymouth the same evening.

5th September.
Greymouth.

The party inspected the Harbour in the afternoon, and discussed projected improvements with the Harbour-master.

The Deputy Mayor and Corporation called on the officers in the afternoon, and conducted them to the site of the State Coal Mines, and to Point Elizabeth, where possibilities as a harbour were pointed out.

In the evening they were entertained at an elocution competition, in the course of which they were accorded a civic welcome, as representing the Admiral of the Fleet.

6th September.
Westport.

Proceeded by car from Greymouth to Westport. The party was met at the Inangahua Junction by the Deputy Mayor and leading citizens of Westport, who accompanied them down the Buller Gorge.

A coal mine, recently opened up by private enterprise, and where a coal seam outcropped, was inspected en route. The only reason why the mine is not being worked on a large scale is because of the lack of railway communication between Westport and Inangahua Junction.

In the evening, a civic welcome was given at the town hall.

7th September.
Westport.

In the afternoon the Harbour entrance was visited, and a trip made to Cape Foulwind, from the lighthouse of which Cape a most comprehensive view can be obtained.

8th September.
Westport.

The inner harbour was inspected, and plans for improvement discussed.

The senior military officer (a Territorial) explained the scheme for defence.

The party was then taken up to Denistoun, where some of the Westport Coal Company's mines are situated. After inspecting the surface workings, they were taken into a mine, and spent a most interesting afternoon.

In England it is understood that the great problem is to get the coal up to the surface. In New Zealand, the problem is to get the coal down to sea level. The mine entrance is some 1,000 feet high, in the side of a hill, and the coal itself is even higher than the entrance.

The coal is lowered down an incline of about 45 degrees, in full-sized railway trucks, by a funicular railway, each full truck going down pulling up an empty one.

This funicular railway is quite exciting to watch, as the operations are carried out at full speed; it would be a great financial asset to such places as the "White City." The view from the top of the incline is magnificent on a clear day.

8th September.
Westport.
(cont.)

In the evening the citizens of Westport gave a dinner in honour of the Naval officers as representatives of the Admiral of the Fleet and the Royal Navy.

A visit was paid to the Westport Coal Company's mine at Granity, further along the coast, and to the Laboratory at Westport.

8th September.
Westport.

The remainder of the day was spent by the Naval party in putting their notes into the form of a report.

Proceeded from Westport to Nelson by car—a most beautiful journey, but rather spoilt by rainy weather. The Buller Gorge contains many and acute bends in the road, the surface of which is somewhat rough, and travellers often suffer severely from car-sickness.

10th September.
Westport to Nelson.

The party was met on the way by a deputation from Motueka, who had come to point out the advantages of their harbour, Astrolabe Bay, and to invite the party to stay the night and see the district; one of the members of the deputation was a cousin of Lord Jellicoe.

After fully discussing, by the aid of a chart, the various features of Astrolabe Bay, it was agreed that no useful purpose would be served by actually visiting the site, the kind invitation was therefore declined, with regret, and the party proceeded on their way to Nelson.

On arrival at Nelson, after a civic welcome by the Deputy Mayor and leading citizens given in private at the hotel, the party inspected Nelson harbour.

Nelson is a picturesque little town, situated in a very pretty district, intensively planted with orchards.

It is known to inhabitants of other parts of New Zealand as "sleepy hollow," but is nevertheless much patronised by them as a holiday resort.

Left Nelson, by car, for Picton.

Owing to the heavy rains, it was impossible to proceed by car the whole way, and at Havelock the party transferred to a waggonette, and went on in this to the head of Queen Charlotte Sound, where the Harbour-master of Picton was awaiting them in a motor boat.

12th September
Nelson to Picton.

12th September
Nelson to
Picton.
(cont.)

The harbour was inspected from this boat, and the party finally landed at Picton about 6.00 p.m.

After dinner, a deputation, headed by the Mayors of Blenheim and Picton, called on the Naval party and welcomed them to the town.

13th September.
Picton.

"New Zealand" arrived at 10.00 a.m., and Commander Sawbridge and Lieutenant Commander De Salis rejoined.

Throughout this tour these two officers were heartily welcomed, and treated with the greatest consideration and kindness. It is to be regretted that all the people throughout the Dominion could not be given the opportunity of visiting their ship, which was rendered impossible owing to the short time at the disposal of the Mission, as well as to the shortage of coal supply due to strikes in New Zealand.

CHAPTER V.

NEW ZEALAND TO CANADA

The passage from Auckland to Suva, Fiji, was uneventful. The weather was overcast, damp, and muggy. A moderate E.S.E. trade wind was sufficient to keep the starboard scuttles shut; with the result that the ship became very warm, and everyone on board very limp.

Friday
3rd October to
Tuesday
7th October
on passage
from
Auckland to
Suva.

The members of the Mission were employed in considering various Pacific problems, and in a preliminary study of the charts, sailing directions, and papers relating to Canada.

"New Zealand" arrived at Suva at 9.00 a.m., being met just inside the reef by a flotilla of native sailing canoes with mat sails; these are quite picturesque, with a surprising turn of speed.

Tuesday
7th October.
Suva.

Immediately on anchoring a party of native chiefs from the province of Cakaudrove, headed by their hereditary High Chief, the Hon. Ratu J. A. Rabici, O.B.E., went on board and performed a ceremony known as "cavuikelekele." The literal meaning of this is "the lifting up of the anchor."

Strictly speaking, this ceremony should be performed at the last port of call before coming to the place where the people performing the ceremony reside. Originally the custom was, when a Chief of high rank was visiting some place, and his presence became known to the chief at some little distance, they would send a party to perform the Cavuikelekele, or, in other words, to invite the chief to haul up his anchor and come and visit them.

As it was impossible to perform the ceremony in honour of the Admiral of the Fleet in Auckland, it was performed in Suva harbour.

This ceremony, like many other native ceremonies, consists in the presentation of whales' teeth.

The following is the procedure in all presentations of whales' teeth. The form of words and method of clapping vary in different parts of the group, but the general procedure is much the same. A Chief of rank is selected

Tuesday
7th October
Suva
(cont.)

on an occasion of this kind to make the presentation. The Chief in honour of whom the ceremony is performed has seated near him his "Matanivanua" (or native master of ceremonies). When the whales' teeth are about to be presented, the presenting party give a deep cry of "Woi! Woi! Woi!" The Chief's Matanivanua and his party repeat the cry.

The teeth have a rope of native material, either plaited fibre or pandanus leaf, attached to each end, leaving a long loop. The chief making the presentation holds up the whales' teeth by the loops with one hand, and supports them with his other hand, and then makes a formal speech.

On this occasion the form of words was as follows:

"I hold up these whales' teeth in the presence of you, "the great Commander-in-Chief of the Seas, on behalf "of those who rule in Fiji, our Governor and his "colleagues of the Administration, and on behalf of "the natives of Fiji. We, your humble servants, "make this humble offering to you in token of our "invitation to you to set foot on our shores. We do "so in accordance with the ancient chiefly customs "of our land. At the same time, we beg you to "protect us, the people of Fiji. If this be but a "poor offering we hope that you will nevertheless "receive it with kindly feelings. Fiji is but a small "place and a poor one, and its population is not great. "It is with the greatest pleasure that we behold you "to-day, and realize that Fiji is not forgotten by the "Great Chiefs of the Empire. I have spoken at "great length, and I now offer these whales' teeth "to you, the great Commander-in-Chief of the seas, "the defender of Britain."

The whales' teeth are then received by the Chief, and handed over to his Matanivanua to accept formally on his behalf. The speech is purely a formal one. The Matanivanua makes complimentary references to the high ranks of the chiefs making it, and expresses a general wish of happiness and prosperity to all. At the end of his speech he cries out "mana," to which all present reply in chorus "e uina, a muduo," and there is then a set clapping of hands ending up with independent clapping. This completes the ceremony.

Tuesday
7th October.
Suva
(cont.)

The word "muduo," which expresses thanks, is only used on ceremonial occasions, and never in ordinary conversation.

During this ceremony, the Admiral of the Fleet and Lady Jellicoe were seated in the starboard shelter with the chief of the staff and other members of the staff and the captain on either side of and behind them, while the chiefs squatted on the starboard side of the quarter-deck.

Mr. G. V. Maxwell, Commissioner for Native Affairs interpreted the speeches, and one of his assistants, a Fijian native, acted as "matanivanua" to the Admiral of the Fleet throughout his stay in Fiji.

Lord Jellicoe replied briefly, and the chiefs were then shown round the ship.

The Admiral of the Fleet, Lady Jellicoe, the Chief of Staff, Secretary, Captain, Flag Commander and Flag Lieutenant, went ashore at 10.45 a.m. to call officially on His Excellency, Sir Cecil Hunter Rodwell, K.C.M.G., Governor of Fiji and High Commissioner of the Western Pacific.

At noon, the Admiral of the Fleet, Lady Jellicoe, and officers, attended a civic reception at the town hall. The Mayor, Mr. Scott, made a speech of welcome, and in the course of his reply Lord Jellicoe, who was received with great enthusiasm, stated that this was the 167th public speech that he had made since leaving England.

His Excellency the Governor returned the call of the Admiral of the Fleet at 12.45, being saluted on leaving with 17 guns.

Lord and Lady Jellicoe, and the Flag Lieutenant were the guests of the Governor and Lady Rodwell at Government House during the visit to Suva.

Many other officers wished to stay ashore while the ship was coaling, and the Grand Pacific Hotel was full. It is understood that the grand piano in the drawing-room made an excellent dressing-table.

In the afternoon, an inspection of the Harbour was made, from a steamboat, in company with the Harbour master.

The Governor and Lady Rodwell gave a dinner party at Government House, followed by an "at home" which was largely attended.

Wednesday
8th October.
at Suva.

"New Zealand" coaled from a very poorly fitted hulk, of which only two holds could be worked, taking in 886 tons at an average of 75.4 tons per hour. The kind-hearted residents sent off a large consignment of limes and coconuts for the ship's company, a practical act of hospitality which was much appreciated.

Work continued on the Suva report, until the afternoon, when native ceremonies were held on the parade ground at Nasova in honour of Lord Jellicoe, followed by "Mcke's" or native dances. Some 2,000 natives in their full war paint took part in these ceremonies.

The men wore a kilt of strips of flax, very full; in some cases they also had a sash of "tappa" or native cloth made out of the bark of a tree, tied in a large bow at the back, and resembling a bustle.

They also wore armlets and anklets of greenery, and in some cases had greenery or feathers stuck into their long fuzzy hair.

They had oiled themselves all over, and some had red or black stripes or patches painted on their bodies.

They were mostly armed with clubs, the shape of which was similar to that of a hockey stick with a spur added. In some cases, however, they were armed with long spears.

The women were more fully dressed, wearing an upper garment, with skirts of 'tappa.'

The following is a description of the ceremonies which were performed:—

On the arrival of the Admiral of the Fleet at the parade ground, the chiefs of Cakaudrove with many of their leading people were waiting, and greeted him with the cry of "tama" (or shout of respect), and "o é dua." On his taking his seat, there was a cry of welcome, led by the Cakaudrove Matanivanua, and clapping of hands. This is known as "Vakavuraki," and is the formal welcome to a high chief.

A presentation of whales' teeth was then made. This is known as the "Qaloqalovi" (or swimming off) and constitutes a welcome on the arrival of a chief on shore. The form of speech and the ceremony are the same as in the other presentations of whales' teeth.

The next presentation was the "Luva-ni-tawake" (or the "hauling down of the flag" from the Chief's canoe). On this occasion live turtle are presented, and with them a number of whales' teeth as a token of the presentation.

Wednesday
8th October
at Suva.
(cont.)

This was followed by the "Cavudraudrau" (or the "uprooting of the shrub"). This is the presentation of a large root of freshly dug Yaqona (*piper methisticum*), and indicates to the Chief that the place is well off for food and that the crops are doing well.

After this was presented the "Vakamiraseniwaitui" (or the "taking off of the spray of the ocean" from the chief). This consists of a presentation of mats and native cloth.

Then followed the ceremonial making of Yaqona. The Yaqona-making party sits in front of the chief at a little distance, attired in full gala dress. Stationed at intervals right round the party, and at a distance of 20 or 30 yards from the bowl, are a number of young chiefs who are the Guards of the Yaqona. The "Tanoa" or bowl in which the Yaqona is mixed, is placed in a prominent position. Attached to the bowl is a rope, usually adorned with white cowrie shell, which is then stretched out with the end pointing towards the chief. It is strictly forbidden for anybody to walk between the bowl and the chief while the ceremony is in progress; in the old savage days, death would be the penalty. When the ceremony is about to commence, the Matanivanua stands up and claps his hands and shouts loudly "Yaqona." The cry is repeated by the first guard, and the next, and so on right round the ring of guards. It is then forbidden for anyone to make any sort of noise; all must maintain a respectful silence while the chief's yaqona is being made.

The pounded or grated yaqona root is placed in a bowl, and a little water is poured on to it from a coconut shell. The person selected to mix the yaqona is squatting behind the bowl, facing the chief. He kneads the pounded root and water together with his hands, and when he has made a paste he takes a strainer of hibiscus bark; more water is then poured in from a native jar or from bamboos, and the yaqona maker proceeds to strain the yaqona in the following manner. When he gathers sufficient grated fibre in the strainer, he lifts it up and wrings it so that the mixture falls into the bowl. The strainer is then passed to a waiting attendant who shakes out the dry fibre. In the meantime a fresh strainer has been handed to the yaqona maker. From time to time he holds the strainer well up, letting the moisture fall into the bowl, while the matanivanua watches and notes the strength of the mixture, and directs either that more water be added or that sufficient has been added. When the mixture has

Wednesday
8th October
at Suva
(cont.)

reached a satisfactory strength, he directs that no more water be added, and then makes a set speech expressing general good wishes for peace and prosperity. The party then start a chant while the yaqona is being strained; when the fibre has all been removed from the bowl by the process of straining, and a clear mixture is left, the yaqona-maker coils the strainer and holds it in one hand and claps on it several times with the other hand. The rope facing the chief is then gathered in, and the cup-bearer comes forward with the coconut-shell. The chant continues, and the cup-bearer then stands up with the cup in his hand full, with his back to the bowl and facing the chief, and then sinks slowly down into a squatting position. At a given signal he rises up again and advances towards the chief, who has in the meantime been provided with a drinking bowl. He then pours the liquid into the chief's bowl, while the party keep up a clapping of hands. The chief then drinks, and throws the empty drinking-bowl on to the ground with a sweeping motion. The matanivanua cries out "biu" (indicating that the bowl has been thrown down) and there is loud concerted clapping of hands. The next person to drink is the chief's matanivanua, and the next another chief, and so on.

In drinking Yaqona, it is a fixed custom that after each chief his matanivanua must drink. High chiefs never drink in succession. As each man after the first chief empties his bowl, there is a loud cry of "maka" (empty), and a clapping of hands. When the high chiefs have drunk, the ceremony is ended. The yaqona maker again coils the wrung-out strainer in his hand and claps on it; there is then a general clapping of hands. One matanivanua shouts to the guards who repeat the cry, that the ceremony is ended; after that several cup-bearers may come forward, and the yaqona is handed round to the party generally.

Yaqona or Kava is not a very inviting beverage, but has a clean taste.

Various native dances were next carried out. All the dances are performed in very strict time, the rhythm being remarkable. A choir of females is seated in a circle, and keeps up a continual chant.

The women's dances were not as spectacular as those of the men; in some cases they remained seated and the whole of the movement and rhythm were conveyed with the arms and swaying of the body, and the perfect drill and time kept were most effective. The women's dances

Wednesday
8th October
at Suva.
(cont.)

which were carried out standing up contained very little violent gesture, and the slow and sedate movements were not so impressive.

The men's dances were very different; they were all of a violent description, full of concerted movement. The drill beforehand must have been very thorough, as, though two or three hundred men may have been moving for some half an hour on end, the unskilled eye was unable to detect a single individual unorthodox movement, or even a correct movement out of time.

A most fascinating dance was one where the performers were armed with long spears and fans. The combination of these two did not appear grotesque, and the play with the fans added greatly to the charm of the dance.

The effect of almost every movement in this dance depended entirely on its being performed in strict time. One movement, for instance, consisted in hitting the fan three times against the spear, while stamping with the foot; the effect of this done out of time can well be imagined. When all the dancers stamped together, the ground shook.

The performance concluded with a "Flying Fox" dance, in which a very large number of natives took part; the plot of this dance or play was unfortunately not very clear.

It seemed, however, that a native of one tribe had a banana tree and a god. A native of another tribe came along and planted his banana tree alongside the first one. The first native was, very naturally, irritated at this and uprooted the tree of the newcomer.

The two natives then had a fight, in the course of which the unfortunate god was rather severely handled. Finally both natives ran for assistance to their respective tribes, who had a ceremonial battle.

At this period dancing men came out to the front one of whom finally ran up the original tree, and hung head downwards from it, imitating a flying fox. Another dancer then came up, threw him off the tree and took his place, eating the bananas on the tree.

Finally both tribes doubled past the tree in single file.

The proceedings terminated about 6 00 p.m.

The Governor and Lady Rodwell, and many local officials, dined on board with Lord and Lady Jellicoe, in the evening.

Thursday
9th October.
Suva.

Further work was carried out towards the completion of the Suva report.

In the afternoon, the Mayor and Mrs. Scott gave a garden party in the Botanical Gardens; this was followed, at about 5.30 p.m., by an interesting exhibition of native 'fire-walking,' given by natives from the Island of Beqa.

For this, a pit, some 20 feet in diameter and 2 feet deep, is dug, and a pile of large stones and logs is built up in the middle.

The logs are fired some 9 hours before the performance is timed to start, and by this means the stones are raised to a white heat.

Just before the performance, a party from the Tribe, in full native dress, surround the pit and commence to withdraw the blazing logs. This is performed with the aid of loops of dry root secured to the ends of long poles.

The pile of stones is then spread out evenly all over the pit. The method of spreading cannot be described as efficient; it is evidently a ceremonial handed down from father to son.

A stiff green log is laid across the top of the pile, and over this is placed in D fashion a flexible rope of creeper root, which is manned at its extremities by five or six men each side. Several long poles are then inserted in the D, levering under the log, thus forming an improvised rake. The two ends of the flexible rope are then hauled taut and the whole rake is drawn across the stones.

Finally, when all was ready, a party of about 10 Natives came on the scene and walked round the pit on the hot stones. Only about three of these, however, were observed to complete the circle.

The whole tribe then threw bundles of green leaves on to the stones, and emitting weird cries followed, with their food, which they proceeded to cook as they squatted on the greenery, which was by now emitting a dense cloud of smoke and steam.

No information could be obtained locally as to how the natives perform this feat, but the legend in connection with the rite states that one of their tribe (i.e. the Beqa Tribe) once captured a serpent, which, in return for its life being spared, gave to its captor and his descendants the power to "walk through the oven." It is understood that medical examination of the feet of the performers before and after the ceremony has revealed nothing abnormal.

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The U.S.S. "Fortune" (commanded by Lieut. Commander Garcelon, U.S. Navy), Station Ship at Pago-Pago, Samoa, arrived during the afternoon, to be slipped for bottom cleaning and repair of underwater fittings. The usual official calls were paid and returned.

Thursday
8th October
Suva
(cont.)

In the evening, the Governor and Lady Rodwell gave a dinner party at Government House.

The Turtles, 14 in number, which had been presented to Lord Jellicoe at the native ceremonies on Wednesday were hoisted in.

Nine of them were immediately slaughtered for the ship's company, and the remaining five were accommodated in a bath on the forecastle. The poor creatures, however, had been too severely treated on shore to last long, and did not appear at all happy.

Work was continued on the Suva report, which is now practically completed.

Friday
10th October.
Suva.

In the evening, the Governor and Lady Rodwell gave a ball at Government house, which was largely attended and was much enjoyed.

At 8.00 a.m., "New Zealand" sailed for Levuka, and the following took passage as guests of the Admiral of the Fleet:—

Saturday
11th October.
Suva—
Levuka.

Mr. Hedstrom (Mayor of Levuka) and Mrs. Hedstrom, Mr. G. V. Maxwell, Commissioner for Native Affairs, Captain Joske, R.A.F., A.D.C., to His Excellency the Governor, and the Native acting as Matanivanua to Lord Jellicoe.

During the stay at Suva, the officers were made honorary members of the Fiji Club.

A cricket match was played on the 9th October, against the local team, which the "New Zealand" won by 58 runs.

A football match was also played, and won by "New Zealand," the result being 2 goals to nil.

453 persons, mostly Fijians and Indians, visited the ship during the stay at Suva.

At 1.00 p.m. "New Zealand" arrived at Levuka, a small and picturesque settlement, nestling at the foot of a high hill, in the midst of luxuriant green tropical vegetation.

The Admiral of the Fleet and Lady Jellicoe, and Staff landed at 2.45 p.m., in a heavy rain squall, and were received by the Mayor and local officials.

Saturday
11th October
Sava---Levuka
(cont.)

A guard of the local Cadet Corps, in khaki, and of small girls in white sailor suits, made a pretty picture, in spite of the pouring rain.

The party proceeded to the recreation ground, where the Admiral of the Fleet was given a civic reception, the warmth of the applause of the large crowd present being in no way damped by the heavy rain.

This was followed immediately by native ceremonies and "mekes." The ceremonies were similar to those at Suva, but were not quite so protracted.

The dances, particularly the women's dance, were very good indeed. The women put much more vigour into their performance than did those at Suva.

Fortunately the weather cleared about 4.30 p.m., in time to avoid really spoiling the afternoon's entertainment.

A cricket match was also arranged against the local inhabitants, and was just about to start when the rain came down very heavily, lasting for about an hour and a half.

The teams, however, amused themselves to good purpose by bombarding each other from various sheltered points with cocoanuts and other missiles. Dr. Adams, the Government Astronomer from Wellington, being an enthusiast had come to watch the match, and was specially singled out for attention.

Eventually play became possible, and after Levuka had declared with 113 runs for 9 wickets, the ship team managed to hit off the runs just as dusk was falling, for 7 wickets.

The Admiral of the Fleet entertained the Mayor and other local personages to dinner on board. Afterwards the citizens of Levuka gave a ball on shore to the Admiral of the Fleet, Lady Jellicoe, and the officers of the "New Zealand."

Sunday
12th October.
Levuka.

A number of the white residents of Levuka came off to church in the forenoon; after church, it being a very fine day, picnic and bathing parties were engaged in.

At 4.30 p.m. the "New Zealand" sailed for Apia, Samoa

The total number of ship visitors at this port was 440.

"Dias Non."

The ship crossed the 180th meridian going *East*, changing time from 12 hours fast on Greenwich to 12 hours slow, and consequently gaining a day.

"Make and Mend Clothes" in the afternoon.

H. M. S. "NEW ZEALAND" 169

Arrived at Apia at 4 00 p.m.

This harbour is the scene of the disaster to the international fleet in March 1889.

Monday
13th October.
Apia.

H.M.S. "Calliope," two German, and two American cruisers were lying here, when a very heavy sea got up from the Northward.

"Calliope" raised steam, and just succeeded in getting clear. The other four ships were driven ashore and wrecked. The wreck of S.M.S. "Adler" is still a prominent feature on the reef close to the town. Opolu (of which Apia is the Capital) and Savaii, the two Western Islands of the Samoan Group, were eventually annexed by Germany, and were captured in September 1914 by an expeditionary force from New Zealand, by whom they have since been administered, the latter having now become the mandatory power under the League of Nations.

At the present moment, the Colony is in a rather unsettled state economically, as no definite policy has been announced by New Zealand with regard to such important items as forms of Administration, Labour Regulations, etc. A present German Law is being carried on under a Military government.

The natives, who are pure Polynesians, and are good looking and well built, are strongly averse to doing any more work than is necessary to keep themselves supplied with food, and the work on the Cocoa and Rubber Plantations is carried out mainly by Chinese indentured labour, which, under an unprofitable treaty with China, is very expensive.

There seemed to have been a considerable amount of inter-marrying between whites and natives, and a general acceptance of an easy lotus-eating existence, which will not tend towards increased efficiency or that even-handed administration of law and justice, so necessary when a few white men are ruling a large coloured population.

Unlike Suva and Levuka, Apia is not supplied with a good natural harbour by means of the coral reefs, as these reefs at Apia are too close in to the land, and a ship of the size of the "New Zealand" had to lie out between the two arms of the reefs which stretched towards the shore.

Monday
13th October
Apia.
(cont.)

In appearance, however, Apia loses none of the attractions which are always associated with the beauty spots of the South Pacific Islands, and possesses the added lustre of being the home of Robert Louis Stevenson, that master of English prose, for the last four or five years of his life.

Its aspect from the sea is very beautiful, with its background of high hills, covered in thick tropical vegetation; and at night when the breeze blows off from the shore, it carries with it a wonderful scent of tropical flowers and herbs.

After the ship had anchored, Colonel Tate, C.M.G., the Administrator, called on the Admiral of the Fleet.

When Lord Jellicoe landed to return the call, he was saluted by a mounted guard of New Zealand soldiers, whose hand played "Rule Britannia." This must have given the Germans, of whom a considerable number are still in Samoa, "furiously to think."

The two Native High Chiefs then came on board and paid their respects.

Lord and Lady Jellicoe and the Flag Lieutenant landed, and stayed with the Administrator and Mrs. Tate at Government House, "Vailima," which was the final residence of Robert Louis Stevenson, who, with his wife, lies buried at the top of a hill some 2,000 feet high, close to the house.

The grave is in a good state of repair, and on the side of the tomb is engraved the following inscription:

"1850—ROBERT LOUIS STEVENSON—1894."

"Under the wide and starry sky
Dig the grave and let me lie!
Glad did I live, and gladly die;
And I laid me down with a will.
This be the verse yon grave for me,
Here he lies where he longed to be.
Home is the sailor, Home from the Sea,
And the Hunter Home from the Hill."

A path had to be specially cut through the bush up the hillside, along which to carry the coffin to the grave.

In the evening "New Zealand" gave a searchlight display, which much impressed the natives.

H. M. S. "NEW ZEALAND" 171

The "New Zealand's" composite battalion landed at 7.00 a.m., with field guns, and marched through the principal streets, returning on board by 8.30 a.m. Tuesday
14th October.
Apia.

At 11.00 a.m. the Admiral of the Fleet and Lady Jellicoe attended a public reception at the court house.

The Chief of Staff, Captain, Wing Commander Robertson, and Lieutenant Commander Spooner, accompanied by Dr. Adams, Government Astronomer of New Zealand, investigated, at that Government's request, the Astronomical, Meteorological, and Seismological Observatory which had been established here under the German régime, and was still under the charge of the German Professor Dr. Angenheister, who has, apparently, played the game in continuing quietly at his investigations—in the interests of science.

The wireless station was also inspected.

In the afternoon, the natives of two villages gave national dances, which were attended by the Admiral of the Fleet and Lady Jellicoe. Far fewer dancers participated than was the case in Fiji, to which the dancing was somewhat similar, but there was appreciably more individuality in the Samoan dances.

In the evening the Admiral of the Fleet gave a dinner party on board to the Administrator, and the Military and Civil Officials and their wives.

The British residents gave a ball to the ship's company at the market hall.

In the forenoon, a large number of chiefs came on board by invitation, and were shewn round the ship. A round of 12" was fired from 'X' turret for their edification. Wednesday
15th October.
Apia.

In the afternoon the Administrator gave a garden party at Vailima, which concluded at 5.00 p.m.

At 6.00 p.m. "New Zealand" sailed from Apia for Christmas Island.

A very large number of natives visited the ship during the stay at Apia, and of the total of 3,683 visitors, only about 50 were white people.

The passage to the Northward was made in beautiful weather, and was without incident. The sun was vertical on the 17th., and the ship crossed the line on the 18th. 16th—18th
October.
At Sea.

Sunday
19th October.
Christmas
Island.

Arrived and anchored off the Lagoon entrance, Christmas Island, at 4.00 p.m.

The Admiral of the Fleet, Lady Jellicoe, the Commadore, and some other officers landed in a cutter.

They were greeted on landing by a very brown sunburnt man, wearing a pair of very old trousers and a cap, who introduced himself as Mr. Joe English, an American who had been 15 months on the island, with only two companions, one a Tahitian Frenchman, and the other a Tahitian native. He was the manager of the company working the copra on the Island, and the ship which left him had promised to call within three months. Fortunately he had refused to let them take away a ton of rice which he had in store. At the time of "New Zealand's" arrival he had eaten about half of this, existing also on fish caught in the beautiful lagoon in the centre of the Island. Having no other hands, he was unable to work the copra.

Lord Jellicoe agreed to take all three on to Fanning Island, which is a Telegraph Cable Station, to enable them to make enquiries as to the whereabouts of Père Rougier, the head of their firm.

While they were packing up, Lord and Lady Jellicoe, Commander Sawbridge, and the Flag Lieutenant, went for a run through the Cocoanut plantation, on a dilapidated Ford "automobile" which was produced.

"New Zealand" sailed at 7.00 p.m., and Mr. English, who meanwhile had been outfitted by the ship's steward, dined with Lord Jellicoe.

He proved to be a really remarkable man, as he was entirely at his ease and kept his head, making intelligent answers to all questions asked. A few hours before he had been living in a savage state, almost without hope, and now he found himself at sea on board a battle cruiser, dining with Lord and Lady Jellicoe.

He did not know who had won the war, so there was much to tell him.

He later produced his diary and Meteorological notes, the former being a record of difficulties overcome by great determination and zeal.

Mr. English stated that he had served over 8 years in the American Navy and some 7 years in the American Army.

It is understood that during the night he suffered some reaction, being unable to sleep.

H. M. S. "NEW ZEALAND" 173

Monday
October 20th.
Fanning
Island.

"New Zealand" arrived off English Harbour, Fanning Island, at 7.30 a.m., and was there met by the small Mail Steamer "Kestrel" of the Fanning Island Company.

The Chief of Staff and some staff officers landed in the "Kestrel" at English Harbour, and were shewn over the Copra establishment and native lines of the Fanning Island Company.

The island encircles a lagoon, to which there is only one real entrance, and is almost entirely planted with cocoanut palms.

The native labour which is recruited from the Gilbert Islands, appeared healthy, happy and contented.

An inspection of the lagoon was then made in a shallow-draft motor boat, and this party finally landed at the Telegraph Station to rejoin the main body.

"New Zealand," in the meantime, after the "Kestrel" had departed, had proceeded to Whaler Anchorage, on the seaward side of the Telegraph Station, where she anchored at 9.30 a.m.

The Admiral of the Fleet, Lady Jellicoe, and a number of Officers, including a tennis team, landed on arrival here, and were warmly welcomed by Mr. Godwin (in charge of the station), Mrs. Godwin, and the remainder of the white population, some 30 in number.

This Island was visited by the German Cruiser "Nurnberg" in September 1914. She landed a party which destroyed all the instruments they could find, cut the cables to Vancouver and Fiji, and endeavoured to tow the broken ends out into deep water, which should have been an easy task. Fortunately they partly bungled their work, for they overlooked the most important instruments and the entire spare set, and the cable ends were not towed into deep enough water.

Mr. Greig, of the Fanning Island Company, recovered the Fiji Cable ends by diving, the spare set of instruments was installed, and communication restored about 2 months after the raid.

The Admiral of the Fleet and party were shewn over the establishment, and returned on board about 11.30 a.m. A large party of the residents came on board to lunch with Lord and Lady Jellicoe, and the ship sailed at 2.15 p.m. for Honolulu, leaving behind Mr. English and his two companions rescued from Christmas Island.

Monday
20th October
Fanning
Island.
(cont.)

The tennis party lost their match; play on a white asphalt court in a very hot forenoon sun, was rather difficult, the glare being most trying to the eyes.

Three weeks' English mail were received at Fanning Island, having been thoughtfully sent on from Honolulu. This mail contained amongst other welcome home news, the gratifying announcement of the award of the Order of the British Empire which had been conferred upon Surgeon Commander Campbell of the "New Zealand."

21st-23rd
October.
At Sea.

On the 21st, Tatalgar Day was appropriately celebrated.

The passage was uneventful, the weather was good and slightly cooler.

The Mission worked on the report.

Friday
24th October.
Honolulu.

Arrived off the entrance to Honolulu Harbour at 6.30 a.m. After receiving 'pratique,' the ship proceeded up harbour, berthing alongside No. 8, jetty at 7.15 a.m.

On the way in, the United States were saluted with 21 guns, the salute being returned by a shore battery. This battery then saluted the Admiral of the Fleet's flag with 19 guns, the salute being returned gun for gun by "New Zealand."

As soon as the ship had secured alongside, the Acting British Consul, Mr. Ovens, and Major Blackman, A.D.C. to the Governor, came on board to call.

They were followed by General Morton, Commanding the Garrison, and Rear Admiral Fletcher, U.S.N., Commanding the Naval Station at Pearl Harbour.

A large English mail was received included in which was the news that the Admiral of the Fleet and the Commodore had each been awarded the Distinguished Service Medal by the President of the United States.

During the forenoon, Lord Jellicoe paid his official call on Mr. McCarthy, the Governor of the Federal Territory of Hawaii, and returned General Morton's call. The Governor also returned the call of the Admiral of the Fleet on board.

After luncheon, Lord and Lady Jellicoe, the Chief of Staff, the Flag Commander, and Flag Lieutenant, motored out to the Naval Base at Pearl Harbour, to return Rear Admiral Fletcher's call.

After that the party motored to the Moana Hotel where they stayed.

H. M. S. "NEW ZEALAND" 175

Friday
24th October
Honolulu
(cont.)

"New Zealand" having arrived with less than 100 tons of fuel on board, commenced coaling at 1.00 p.m., from Lighters, with Japanese labour, which was so slow that the operation was not finished until 5.00 p.m. the next day, and the ship's company had to assist in the work throughout the second day.

A formidable list of entertainments awaited the Admiral of the Fleet, officers, and ship's company, the Americans and the large British community vying with one another to put up the best show.

Honolulu is a very lovely town, carefully and aesthetically planned, without, apparently, any regard to expense. These Islands are undoubtedly in a more developed state than those further south, and the prosperity of the place is obviously largely due to its use as a health resort for wealthy people from such a large centre of population as the United States, as well as to its focal position for practically all trans-Pacific traffic. Steamers from San Francisco and other United States ports to the far east, and from San Francisco or Vancouver to Australia and New Zealand all call at Honolulu, and passengers break their journey here.

The Island of Oahu on which Honolulu is situated, is the second largest of the group, and is of volcanic origin, but thermal activity is now extinct. It is very mountainous in the centre, with flat land round the coast. The chief industry is sugar, which is largely cultivated by Japanese and Phillipino labour. The Japanese indeed are in a majority throughout the Islands.

The Islands were originally governed by a hereditary Monarch, but after considerable unrest and inequable treatment of the white planters, in the "nineties," they were annexed by the United States in 1898, and now form the Federal Territory of Hawaii.

A large Naval Station has been erected at Pearl Harbour, about 8 miles west of Honolulu, and a very large military garrison (some 30,000 troops before the European War) is maintained.

The chief attraction, from the visitor's point of view is the bathing, in particular the "surfing" for which Honolulu with its Waialiki Beach is famous.

This form of amusement is most healthy and gives one plenty of good exercise.

It can be carried out in canoes or on surf-boards.

Friday
24th October
Honolulu.
(cont.)

In the former, one paddles out a quarter to half a mile, where the breakers begin, and if by paddling hard towards the beach just before a big wave meets you, you "catch" the wave you have selected to ride in on, you are carried along in front of the wave right in to the beach, at a tremendous speed.

This is very exciting and pleasing, but requires no skill on the part of the crew, as each canoe contains two natives who give all necessary advice as to when to paddle, and one of them steers; so, for the crew, this is an amusement providing pure pleasure, and requiring no skill.

It may, however, be remarked here, for the guidance of those who may one day find themselves in Honolulu, that, when canoeing, unless one is well covered with a thick shirt over one's bathing dress, the result from sunburn may be disastrous! Many of the officers of the "New Zealand," from the Admiral of the Fleet downwards, suffered very much in this way, for some days.

Surfing on surf-boards is carried out on the same principle, but there is of course one man to one board, so that the art of "catching" the wave lies entirely with the individual.

The board is 9 feet long and 2 feet broad, rounded forward, like the bows of a boat, its bottom surface being slightly rounded also.

After a good deal of hard work and practice on the part of the various officers from the ship, it was realised that the secret of successfully manipulating the board lay firstly in lying in precisely the correct position on the board—i.e. neither too far forward, nor too far aft—and secondly in getting good way on the board by paddling hard with the hands, just before the wave reaches the rear end of the board.

Having once "caught" the wave at the critical moment, in this manner, there is nothing more to be done, except steer the board by leaning over slightly to the right or left as the case may be, in exactly the same way in which one steers a toboggan.

The sensation as one skims along in front of the wave, until the bows of the board touch the sand is a most exhilarating one.

Having learnt to surf in this way, i.e., lying on the board, the experts, having once caught the wave in the usual way, stand up, and remain standing until they reach

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the beach. The Admiral of the Fleet and a few other officers managed to do this once or twice before leaving Honolulu.

Friday
24th October
Honolulu.
(cont.)

An afternoon dancing party was given on the day of arrival by Mrs. Madden, whose husband is a brother of Admiral Sir Charles Madden, G.C.B., K.C.M.G., C.V.O., Commander-in-Chief of the Atlantic Fleet, who from 1914-1916 was Lord Jellicoe's Chief of Staff in the Grand Fleet, and from 1916-1918 was second in command of that Fleet.

The party was given at 'Sans Souci' the house in which R. L. Stevenson once resided. Lord and Lady Jellicoe attended, with a large number of officers, who were much impressed both by the dancing qualities and the liveliness of 'Miss America.'

The orchestra of Hawaiians was much appreciated. The Hawaiians are extremely musical, and their string bands are well known. The music is slow and haunting, and the performers, who have quite melodious voices, sing at the same time as they play on their instruments.

The native instrument is the "Ukelele," a miniature guitar, and this is backed up with guitars, mandolins, and other stringed instruments.

The Admiral of the Fleet, Lady Jellicoe, and several of the officers who had been staying the night ashore, were up early, and made some preliminary essays with the surf-board.

Saturday
25th October.
Honolulu.

Lord and Lady Jellicoe and a large party of officers attended a luncheon given at the Armoury by the business community of Honolulu. There were some 850 guests.

The Admiral of the Fleet made a long speech in which he referred to Anglo-American relations and to the American Naval effort during the war.

In the evening, Governor McCarthy gave an official reception at the Capitol, at which some 2,000 persons were introduced to Lord and Lady Jellicoe, including a large number of the old Hawaiian families, who marched past in stately procession, decked up in the most fantastic robes made of feathers, the main colouring of which was red and yellow; these robes were worn over the top of ordinary European costumes, and the men wore weird shaped hats made of the same material, while the women wore 'leis' or wreaths of the same colours.

The reception was followed by a dance.



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Sunday
26th October.
Honolulu.

A parade service was held at At. Andrew's Cathedral (American Episcopal Church), which was attended by Lord and Lady Jellicoe, and staff, and by a church party of some 250 officers and men from the "New Zealand."

The Bishop, the Right Reverend Henry Bond Restarick, D D., preached an excellent sermon.

In the afternoon, Lord Jellicoe went for a motor drive with General Morton.

The Commodore (representing the Admiral of the Fleet), the Captain, and other officers, attended an open air service in the afternoon at the Y.M.C.A., in memory of the late Theodore Roosevelt.

Monday
27th October.
Honolulu.

The Admiral of the Fleet spent the day on board, working at Canadian papers.

In the afternoon a garden party was given by the British Club at 'Craigside,' the residence of Mr. and Mrs. Clive Davies, at which Lord and Lady Jellicoe and officers were present.

The Governor, Naval and Military Commandants, other high officials, and their wives, were guests of the Admiral of the Fleet and Lady Jellicoe, at a dinner party on board.

After dinner the party proceeded to the Oahu Country Club, where a most delightful dance was given by Mr. and Mrs. George Davies.

Every arrangement was excellent; the dancing room was in the verandah, practically in the open air. The decorations consisted of green creeping vine, which grew profusely all over the under side of the roof, with the addition of yellow lilies and the sweet-smelling ginger blossom.

The floor was good, and it is not too much to say that this was one of the best private dances given during the trip.

Tuesday
28th October.
Honolulu.

The Admiral of the Fleet spent the day at work in connection with his mission to Canada.

In the evening, Lord and Lady Jellicoe were the guests of Rear Admiral and Mrs. Fletcher at a dinner party given at Pearl Harbour Naval Station.

After the dinner a ball was given, which took place in the Mould Loft at Pearl Harbour dockyard.

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This was the first ball given in this building which, like the remainder of the dockyard, is quite new. In spite of the large number of guests, there was ample room to dance comfortably. The arrangements and decorations were very good.

Tuesday
28th October.
Honolulu.
(cont.)

In the afternoon, General and Mrs. Morton gave an 'at home' and dance at the Moana Hotel. A military band and a Hawaiian band provided the music, alternately. The party went with a swing throughout.

Wednesday
29th October.
Honolulu.

In the evening Lord and Lady Jellicoe dined with Mr. and Mrs. Walter Dillingham.

Their house and grounds are laid out in Chinese and Japanese style respectively, and the dinner was entirely Chinese and eaten with chop-sticks.

After dinner a Chinese play was given, the actors being in the house while the guests sat round in the garden, the sitting rooms being quite open.

The surroundings were charming, and though the play was difficult to follow, in spite of a preliminary explanation of it being previously given by Mr. Dillingham, it was certainly a complete change from anything that had been seen before.

The efforts of the Chinese orchestra, which accompanied with vigour every word and gesture of the actors, were a wonderful spectacle, though not pleasing to the ear.

A party of officers, who had been conducted on a tour round the island this day, were entertained by some of the British community to dinner in the evening, followed by an exhibition of Hawaiian music and Hula dancing; the latter is not pretty from a Western point of view.

Paymaster Lieutenant Egerton was married in St. Andrew's Cathedral at 2.00 p.m. to Miss Margaret McBean, of Melbourne.

Thursday
30th October.
Honolulu.

The bride, escorted by her mother and a number of relatives, had made the journey specially from Melbourne.

The bridegroom, having received a temporary appointment in the Australian Navy, left the staff of the Naval Mission to accompany his bride back to Australia.

Lord and Lady Jellicoe and a large number of officers attended the wedding.

Thursday
30th October.
Honolulu
(cont.)

The ceremony was performed by the Rev. T. Crick, M.A., R.N., Chaplain of "New Zealand," assisted by the Right Reverend the Bishop of Honolulu.

Paymaster Lieutenant Commander Lloyd acted as "best man," and Lieutenant Pretor-Pinney as "groomsman."

The bride looked charming, and wore a very pretty wedding dress. The wedding reception was held immediately afterwards at the Alexander Young Hotel.

From 3.30 to 6.00 p.m. the Admiral of the Fleet, Lady Jellicoe, Captain and officers of H.M.S. "New Zealand" were at home on board. Some 1,500 invitations were issued for this function, and about 1,200 guests attended.

A heavy fall of rain which occurred early in the afternoon threatened to ruin the party, but fortunately the weather cleared up by 3.00 p.m. and remained fine for the rest of the day.

In spite of the very large number of guests, this 'at home' was quite the most lively and enjoyable of those given up to the present time. The guests had plenty of 'go,' circulated vigorously, and appeared to enjoy themselves thoroughly.

The Admiral of the Fleet and Lady Jellicoe gave a dinner party on board. An informal dance was organised after dinner, officers being permitted to return some of the hospitality showered on them by inviting small numbers of their friends.

The party was most emphatically successful, and the band, on its mettle against these Hawaiian orchestras, surpassed itself and surprised even its warmest admirers.

It is a curious coincidence that the weddings of Surgeon Lieutenant Commander Devas, at Sydney, and of Paymaster Lieutenant Egerton, at Honolulu, should have been followed by dances. It is believed that in both cases this procedure was highly approved of by the bridesmaids.

Friday
31st October.
Honolulu.

In the forenoon, the Admiral of the Fleet visited and inspected the Honolulu Automatic telephone exchange.

This was the first automatic exchange to be designed and installed, and the wiring diagrams are reported to have driven the designer to an asylum.

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Friday
31st October
Honolulu.
(cont.)

Lord Jellicoe then called on the Japanese Consul General, congratulated him on the birthday of H.I.J.M. the Emperor, and expressed his deep regret at being unable to attend the evening reception to be given, owing to the departure of the "New Zealand."

At the same time the Chief of Staff, accompanied by the Flag Commander and Wing Commander Robertson, was conducted round the Military Defences by Major General Morton.

The Admiral of the Fleet came on board to lunch and spent the afternoon receiving official and other farewell visits.

The "New Zealand" sailed at 5.00 p.m. for Hilo, on the Island of Hawaii, the British residents of that place having urgently requested that Lord Jellicoe should pay them a visit. Mr. Madden came on board the "New Zealand" as Lord Jellicoe's guest.

The Governor, Rear Admiral Fletcher, and Major General Morton, were all on the jetty to see the ship depart. Naval and Military bands, and a party of Hawaiian singers performed during the last hour of the stay, and a large gathering of the public were also present; many of the latter brought parting gifts of fruit and 'leis' (or wreaths of flowers), according to the national custom, the bestowal of these 'leis' symbolising the ties which should bring back the departing guests on a future visit.

The send-off was characteristic of the warm hearted hospitality showered on the officers and men throughout the visit.

A great feature of the sojourn in Honolulu was the trip by automobile around the Island, which was arranged for several of the officers and men. Motoring in this climate was most enjoyable and exhilarating, and the scenery was beautiful, especially looking down from the Pali, or Pass leading to the northern shores of the island.

Diamond Head, Pearl Harbour, Waikiki—are names to conjure with, and will always recall the pleasantest of memories to those who have ever visited this enchanted Island.

During the visit, the officers were honorary members of all the Clubs, and the men were well catered for in the Y.M.C.A., a particularly delightful and roomy building.

Friday
31st October
Honolulu.
(cont.)

The results of games played were:—Cricket—v. Honolulu. Won by "New Zealand" by 147 runs.

Two matches of football (association), played by the Ship's Company team, against local teams, resulted in each case in the defeat of the ship, by 2 goals to 1.

5,550 people visited the ship whilst at Honolulu.

Saturday
1st November.
Hilo (Hawaii)

"New Zealand" arrived and anchored in Hilo Bay at 7.30 a.m.

The view in the early morning as the ship passed along the north coast of the Island of Hawaii, was one which will be difficult to forget.

The gentle slopes leading up to the summit of Mauna Kea, 13,875 feet high, became dimly visible, and, as the light grew, the eye was able to follow them up to their intersection at the top, which soon after became tinged, and was finally flooded, with pink light from the rising sun, still half an hour below the horizon for those on board the ship.

As the mountain thus gradually emerged from shadow, it could be seen that the top was bare and brown, that the upper slopes were covered with dark green foliage, probably forests of Koa trees the manogany of Hawaii, and that the lower slopes were coated with the bright green of the sugar cane right down to the brown cliffs, some hundred feet high, which stand up along the whole of the weather-beaten north-east coast of this Island.

At frequent intervals, the green was intersected by black vertical lines, chasms radiating down the sides of the long extinct volcano, showing what tremendous forces were spent in the making of this island. In some of these chasms could be seen the silver streaks of waterfalls.

At intervals, too, dotted about at the edge of the cliffs, were white-painted sugar mills, which, at a distance, looked pretty enough, and by adding a touch of civilization showed up the beauty of their natural setting.

Just as the outline of Mauna Loa, now active, the younger sister of Mauna Kea, was commencing to peep from behind its extinct relative, a rain squall came down and blotted out the whole picture, to the annoyance of the navigator, who had just identified a lighthouse, and wanted to alter course.

Saturday
1st November
Hilo (Hawaii).
(cont.)

These rain squalls are rather a feature of the Sandwich Islands; they are usually very short, and frequently the sun shines all through the shower, with consequent wonderful rainbow effects.

The inhabitants poetically refer to these downpours as "liquid sunshine," but it is noticeable that the sunshine they really prefer is the dry kind.

At 8.15 a.m., the Admiral of the Fleet, Lady Jellicoe, Mr. Madden and the Chief of Staff, Captain, and a party of 38 officers and 40 men, landed, and were conveyed in motor cars to see the active Crater of Kilauea.

The island of Hawaii is formed principally of the slopes of two volcanoes, Mauna Loa and Mauna Kea, previously referred to. Both are over 13,000 feet high, the former being active and the latter extinct.

The slopes of both mountains are very gradual and smooth, and neither of them appears to be anything like the height it really is.

Mauna Loa, which had been quiescent for some time, had a big outbreak in the middle of September last, and a large flow of lava ran down the southern slopes of the mountain into the sea; this flow is still proceeding, though less violently.

The party were not able to see this phenomenon, and indeed Mauna Loa looked most innocent and calm as seen from a distance.

On the lower slopes of Mauna Loa, however, at a height of about 4,000 feet, is another active crater called Kilauea.

The drive to this Crater from Hilo is about 35 miles, and some idea of the gradual nature of the ascent may be gathered from the fact that no zig-zag is necessary in the road, and that it is very rarely necessary for a car to change gear from "top." The drive is a very pretty one, passing for the first fifteen miles or so through sugar plantations, and then through bush.

The sugar is very intensively cultivated in these islands, and most modern methods of fertilization and irrigation are employed; consequently a large yield of high grade sugar is obtained. The labour employed is Japanese and Phillipino

The roadside is beautified by sweet-smelling flowers and tree ferns at the lower parts, and at an altitude of about 3,000 feet many wild roses and fuschias were to be seen.

Saturday
1st November
Hilo (Hawaii).
(cont.)

The Crater of Kilauea is very large indeed, some 8 miles in circumference, and is covered with lava, most of which is cold and can be walked over, care being taken to dodge steam-holes and the like.

The centre of Volcanic activity is the "Pit" called by the natives "halemaumau"—the House of Everlasting Fire.

This is about 80 yards in diameter, and is roughly circular. For about half the circumference the walls are at present only about 2 or 3 feet above the level of the liquid lava.

The pit is for ever changing its formation, and the aspect from day to day is never the same. As the boiling lava mounts to the top of the pit, throwing up its waves against the side, new walls are formed which cool, and then later fall back into the pit as the molten liquid bores its way underneath, or as it suddenly rises to the lip and flows over in a stream.

The surface is dull black, and is continually moving in oily waves. Where these waves clash against one another, or break against the walls, the red-hot lava underneath is exposed and is thrown into the air in the form of red-hot spray. It was a ghoulish but very fascinating sight, particularly as one was able to go quite close without danger.

Regarded from a distance of about 50 yards, these splashes of red-hot spray had the appearance of great bunches of crimson flowers being thrown into the air.

Other sights seen in the vicinity were some deep extinct craters, a lava tube, and lava tree moulds.

The lava tube must have been a flow of lava whose outer walls had cooled, while the flow went on inside. The result was a cylindrical tube with lava walls, some 12 feet in diameter and about a mile in length, piercing right through the side of a hill which is now covered with thick vegetation.

The tree moulds are formed by a flow passing a forest; the flow surrounds the tree trunks, which catch fire and burn away; at the same time, however, the lava cools and hardens, leaving a hole in the flow an exact cast of the tree.

The party were given an excellent lunch at the Volcano House, after which they returned to Hilo, where the Admiral of the Fleet, Lady Jellicoe and officers, before

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returning on board, attended a reception and tea at the Hilo Hotel where all the British residents were assembled to do honour to Lord Jellicoe.

At 5.00 p.m. "New Zealand" sailed for Esquimalt.

About 150 of the residents visited the ship while at anchor off Hilo.

Saturday
1st November
Hilo Hawaii
(cont.)

The passage north was uneventful. During the last two days a stiff westerly breeze was encountered.

Work on Canadian Naval papers was continued.

On 5th November the Admiral of the Fleet and staff played the gunroom at deck hockey, nine a side; the gunroom won on the stroke of time.

An interpart miniature rifle competition was won by the petty officers. The Admiral of the Fleet and staff also engaged in a little rifle shooting practice at the range.

A deck tennis tournament was carried on while the weather was still warm, in which Lord Jellicoe and his partner, Sub Lieut. Thomas won; Lady Jellicoe also played.

Sunday 2nd -
Friday 3th
November
Hilo to
Esquimalt.

The wind and sea dropped during the night, and at daylight the land was sighted on the starboard bow. The scent of the pine forests was also detected by the more sensitive or imaginative noses.

Cape Flattery was passed, and the Juan de Fuca Strait entered at about 9.30 a.m. The weather was perfectly still and clear; the sun, which was shining rather faintly, gave both sea and land a somewhat steely appearance.

Saturday
8th November
Esquimalt.

To the northward on the port hand was Vancouver Island, a mass of hills with clouds lingering in the valleys, and all coated with pines right down to the water's edge. There was practically no snow on these hills.

Further off, to the southward, was the Coast of the State of Washington, U.S.A. This also appeared to be thickly wooded, but behind the foot-hills rose the Olympian Mountains, gaunt, snow-covered, and rather awe-inspiring than alluring.

"New Zealand" arrived off the Quarantine Station at Williams Head at about 1.15 p.m., and received a clean bill of health.

On closing the shore, now more fully cultivated, some gorgeous late autumn colouring was visible.

Saturday
8th November
Esquimalt.
cont.)

Just opposite, on the Washington side, a factory with several chimneys all belching smoke and steam straight upwards, could be seen on the water's edge. It produced the same effect as a salvo of powder-filled shell bursting on the water.

On the way in to Esquimalt, the city of Victoria was plainly seen to starboard. It looked attractive from a distance, several tall buildings and the whitewashed wharf-sheds being typical of the continent in which it is situated.

H.M.S. "New Zealand" anchored in Esquimalt Harbour at 2.30 p.m.

With the anchor embedded in Canadian territory, the first phase of Lord Jellicoe's Naval Mission to India and the Dominions, in which hard work has found its antidote in absorbing interest, may be said to have closed; and this narrative, which is an attempt to provide a record of many experiences during a cruise of the utmost importance to the future of the Empire, is here temporarily suspended.



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