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At the Halls

Some of the most interesting of the old observances are to be witnessed in the City Halls, and the procedure is of great antiquity. The Fishmongers', the Skinners', and the Girdlers' possess the most wonderful "crowns" or "caps" - the names differ in the different Guilds. The intention, however, is clear, and is the same in all cases. The idea is to choose the rulers of the Guild with every sign of respect, and to mark them out for all to see. How old these ceremonials are, it is difficult to say, but, as the Guild idea in the City goes back to pre-conquest days, it may be assumed that our Anglo-Saxon forebears were the originators.

This opinion is given with reserve, for the writer is not one of those who would jump to conclusions. Nevertheless, he has found over and over again that the first recorded instance of a custom is not necessarily its commencement. A Charter, for instance, is more often than not merely the confirmation of a pre-existing state. Most of the Guilds are much older than the Charters granted by the Norman Kings. The citizens of London had their own laws and customs when the Conqueror was diplomatic enough to "give" them their first Charter, which simply confirmed their right to go on as before. Recent investigations have brought to light evidence which proves greater antiquity for much to which hasty historians had assigned later dates.

Let us turn first to the Fishmongers' Company. This Guild, which has a great Whig and Liberal tradition, remains an "opener" community than some of those "closer" bodies whose traditions have been, and are, Tory.

The proceedings at Fishmongers' Hall on Election Day in 1930 were described by the writer, who was present at the time.

The Garlands

Here is the account:

"Among the many charming ceremonies with which the old citizens have long delighted to elect their rulers, that observed by the Fishmongers' Company is not the least interesting or picturesque. Election Day was observed in the time-honoured fashion on Monday, the Livery going to church in the morning, dining in the evening, and installing the Prime Warden and other Wardens after the feast.

At the reception before dinner, the magnificent staircase at the Hall was lined with winners of Doggett's Coat and Badge in their gay liveries."

Having reported the speeches at the dinner, the writer continued:

"The toastmaster then called 'Pray silence for the delivery of the garlands to the newly-elected Wardens,' and the Clerk, in his robe, proceeded to cap the outgoing Wardens.

"The Prime Warden and the Wardens being properly clothed, seated, and capped, the ceremony proceeded. Mr. James Yate Johnson, acting for Mr. R. Holland-Martin, the late Prime Warden, drank to Sir Alan G. Anderson, the new Prime Warden, wishing him good health in his year of office. Similarly, Mr. Owen Hugh Smith became the Second Warden; Mr. J. Yate Johnson the Third Warden; Sir Evan Spicer the Fourth Warden; Mr. R. E. Evans the fifth Warden; and Mr. Thomas Gilbert Scott the Sixth Warden. In each case the outgoing Warden drank to the health of the incoming Warden, the cap being afterwards exchanged.

"The ceremony over, Mr. George Evans, the senior member of the Court present, took the chair; while the incoming Wardens withdrew for the purpose of making their declarations.

"In their absence, Mr. Evans proposed the health of the new Prime Warden, Sir Alan Anderson. 'Sir Alan,' he said, 'has already served the office of Renter Warden, and we feel quite sure that he will add to the long list of Prime Wardens, dating back to the 13th century, who have done credit to the Company. We wish him all health and happiness.'

Five Hundred Years

"Sir Alan Anderson, having returned with the other Wardens, then took the chair amid applause. He said he understood that, in his absence, his health had been proposed and honoured. He thanked them for their generous appreciation. The great Company with which they were so greatly concerned went on from generation to generation, becoming more venerable and more vigorous with every hundred years that passed. It was very pleasant, after working in the City all one's life, to be invited to occupy the seat of the Prime Warden, and follow a line which stretched back over 500 years. He thanked them for giving him such an honour, and promised to do his best not to let them down. Concluding, he asked them to drink the health of the retiring Prime Warden, Mr. R. Holland-Martin, who had been ill, but, happily, was now recovering. The toast was honoured with enthusiasm."

This ceremony was preceded by a service in the Church of St. Magnus-the-Martyr, attended by all the rulers of the Guild, and some of the Livery, although in these days the Liverymen are somewhat lax in going

to church. Doubtless in old days members of the Guild filled the building, and made holiday in the hours which elapsed between the religious observances and the feast in the evening. However that may be, the Rector of the day said, in his address, that the service was originally fixed in as close proximity as possible to the Feast of St. Peter, the Patron Saint of the Company.

The ascription of the ancient Mysteries of the City to the patronage and protection of a Saint was one of the surviving connections with the Church. The appointment of a Chaplain, the holding of an official service, and the generally religious nature of the mottoes of the Companies pointed to the intimate connection of Civic life, industry, and religion in the Middle Ages. They were symbols of a unity of life in days when the Church and industry, the Ward and the parish, and the master and his apprentice were all bound together in a degree impossible with the more widely dispersed habitation of to-day.

A Path of Flowers

There were present at the service several boys and girls from the Sir John Cass School. They carried baskets, from which they dropped flowers in the path of the members of the Company as they returned from the church to Fishmongers' Hall.

This account may be taken as an example of the ceremonial on Election Day still observed in several of the Guilds. The Girdlers', apparently, use gilt crowns, instead of caps, although the writer has not been present, and is unable to say at first hand. The Skinners' caps are very similar to those of the Fishmongers.

Another delightful ceremonial observed at Fishmongers' Hall testifies to the liberal outlook of the Guild. Under the auspices of the Company, the race for the much-coveted scarlet coat and silver badge given by Doggett, the actor, to commemorate the accession of the House of Hanover to the throne of England takes place.

Year after year sturdy young watermen of the Thames row from London Bridge to Chelsea for the prizes he desired them to have. Most of the fraternities would have been content to give the prizes in some simple and ordinary fashion; but the Fishmongers' Company adds to the prizes the honour of a special reception. On the night chosen for the presentation a banquet is given in the Hall, and Doggett's prizemen, in their picturesque 18th century dress of scarlet, with knee breeches and silver

buckled shoes, line the staircase, each man holding a beautifully-polished oar.

Scarlet and Gold

After dinner the Prime Warden receives the winner and the "runners-up." The men enter the Hall in great style, headed by the Company's barge-master in his cocked hat and scarlet coat; and the winner is formally announced by the Clerk.

Having been given his prize by the Prime Warden, the lucky man is offered a glass of wine, and the Prime Warden pledges him and wishes him good luck and good health. Then Prime Warden and winner drink to each other, the great company applauding while the gorgeously-clad little procession leaves the Hall.

In all the year there is no more delightful ceremony at a banquet; and, perhaps, no single occasion does more for good-fellowship between the classes. Yet the observance, which has been going on for a couple of hundred years, is almost unknown to Londoners, most of whom, however, are ready to take great pride and pleasure in these old and valuable customs. It is the price we have had to pay for our Greater London.

The Morning Post
29.11.34

THE FISHMONGERS' COMPANY

War Secretary and Attorney-General Guests at Dinner

Viscount Hailsham, Secretary for War, and Sir Thomas Inskip, the Attorney-General, were among the guests at the dinner of the Fishmongers' Company, which took place at Fishmongers' Hall. The Prime Warden of the Company, Mr. Guy E. M. Wood, presided. Others present or who accepted invitations included: The Marquess of Lansdowne, the Marquess of Hatfield, M.P., the Earl of Airlie, Viscount Gage, the Bishop of Southwark, the Bishop of St. Asaph, Lord Hollenden, Lord Essendon, Sir Boyd Merriam, Sir Holburt Waring, Sir Herbert Creedy, Mr. Justice Hawke, Mr. B. R. Heaton (Master of the Clothworkers' Company), Mr. Alexander Williamson (Master Cutler of Sheffield).

Sir John Lavery, R.A., the Master of the Ironmongers' Company (Mr. J. P. Firth), Mr. Nigel Seeley, Major E. G. Christie-Miller (Warden), Mr. Richard Newton, Sir Burton Chadwick, Sir Eric MacLagan, Major-General Sir John Davidson, Colonel the Hon. Angus McDonnell (Renter Warden), Brigadier-General Sir Brodie Henderson, Colonel Hubert W. Man.

Mr. W. P. Haskett Smith, Mr. J. T. Halliday, Mr. Frederick Briggs, Captain A. C. Brooks, Major A. D. Sloane, Colonel R. M. Campbell, Major G. H. M. Carrwright, Mr. H. W. Backhouse, Mr. L. A. Blackburn, Mr. R. C. Gosnell, Mr. Austin C. Brown, Colonel Whiston A. Bristow, Engineer Commander H. F. Harold.

Mr. Spencer Leeson, Mr. Allstair N. Taylor, Mr. Woolmer T. C. Smith, Mr. A. W. Keith Faulkner, the Hon. A. G. C. Villiers, Mr. Arthur C. H. Borner, Sir Vincent Baddley, Mr. R. L. Newman, Sir Harold Wernher, Major W. F. Pothecary, Mr. J. M. Haslip, Mr. N. A. Grant, Mr. Carlos Haskett Smith, Engineer Rear-Admiral J. C. Matters, Mr. W. Le L. Edwards, Mr. Archibald Safford, Major Ralph Blewitt, Colonel B. Paget, Lieutenant-Colonel Guy Blewitt, Mr. J. P. Adams Beck.

Mr. T. Twinstington Higgins, Mr. Lionel Fraser, Lieutenant-General H. H. S. Knox, Dr. C. Tate Regan, Mr. W. E. B. Henderson, Mr. E. W. Fordham, Mr. T. E. Pryce-Tannatt, the Rev. A. V. Wilkinson, Sir Evan Spicer, Mr. Charles Meade, Admiral Sir Aubrey Smith, Mr. Trevor Rose, Mr. E. G. Wallis Stephens, Major W. P. Bradshaw, Captain the Hon. James G. Stuart, M.P., Mr. T. Walls, Mr. Benjamin Travers, Mr. D. M. Rogers, Professor J. W. H. Eyre, Mr. Martin A. C. Hinton, Sir Frank Colyer, Mr. W. M. Willocks, Captain P. H. Ellis, Mr. C. N. Hooper (Clerk of the Fishmongers' Company).

Mr. Eric A. Robinson, Brigadier-General H. A. Young, Mr. H. W. Fane, Colonel P. R. O. A. Simner, Mr. Theodore Turner, the Hon. Maurice Lubbock, Mr. Justice Luxmoore, General Sir Hubert Gough, Mr. E. W. Dillon, Mr. W. Lee Wrightson, Mr. F. E. Chappell, Mr. L. D. Spicer, Mr. C. Gothard, Mr. W. A. Reading, Sir Reginald Blair.

Lieutenant-Commander Sir Hugh Dawson, Mr. Robert Wager, Mr. A. C. Jennings, Mr. E. F. Sutton, Mr. J. B. Arnold, Mr. Bertram Morgan, Mr. A. H. R. C. Hanbury, Mr. C. D. Mitchell, Mr. J. Lloyd Spicer, Mr. W. H. Vickers, Mr. Philip A. Arnold.

Mr. Harry R. Blaker, Brigadier W. Barne, Mr. Ronald Malcolm, Mr. Austen Hall, Mr. R. Holland-Martin, Sir Owen Seaman, Mr. Owen Hugh Smith, Captain C. S. Whitborne, Sir Theodore Chambers, Mr. Arthur Ritchie Upjohn, Mr. E. Lewis Thomas, K.C., Sir Ernest Benn, Sir Gerald Rentoul, K.C., Mr. F. F. Sladen, Mr. James Paterson, Mr. E. T. Dottridge, Mr. Frank Travers, Mr. Frank Smith, Sir Herbert Morran, Mr. G. S. Madan, Sir Thomas Butler, Mr. Adrian E. Spicer, Sir Cecil Rodwell, Major J. H. J. Blackburn, and Mr. F. J. Jenkins.

FISHMONGERS' COMPANY

The Lord Mayor and the Sheriffs attended the Livery Dinner of the Fishmongers' Company, held last night in Fishmongers' Hall, E.C. Major E. G. Christie-Miller, Second Warden, was in the Chair, and the company included:

The Duke of St. Albans, the Marquess of Titchfield, M.P., the Marquess of Hartington, M.P., Viscount Bridgeman, Lord Strathcona, Lord Rennie, Lord Hollenden, Admiral Sir Montague Browning, Admiral Sir Ernle Chastell, Mr. St. J. Aubrey (Chairman of Lloyd's), Sir Charles Batho. Mr. A. B. Ashby, Master of the Drapers' Company; Mr. H. B. Warner, Master of the Grocers' Company; Lieutenant-Commander W. A. P. Lane, Master of the Mercers' Company; Mr. C. H. St. John Hornby, Prime Warden of the Goldsmiths' Company; Colonel the Hon. Angus McDonnell, Renter Warden, Fishmongers' Company; Mr. Nicholas Bristowe, Mr. Warden R. Corrie Evans, Mr. Martin Price. Mr. C. Bruce Gardner, Mr. Daniel B. Grant, Mr. J. H. Whittine, Mr. W. P. Haskett Smith, Sir Evan Spicer, Mr. Derek Cragg-Hamilton, Colonel P. R. O. A. Simner, Mr. Deputy and Under-Sheriff C. F. J. Jennings, Mr. D. D. Reid, M.P., Mr. Stanley P. Wilkinson, Dr. E. N. Showell-Rogers, Mr. Arthur Edwards, Mr. V. F. Crowther-Smith, Under-Sheriff Major S. W. Price, Dr. W. M. Willoughby, Mr. H. T. Mackmurdo, Mr. Charles S. Knight. Admiral Sir Sydney Fremantle, Sir George Courthope, M.P., Mr. R. Holland-Martin, Mr. John B. Atkins, Sir Vincent Baddeley, Mr. J. C. Masterman, Admiral Sir Aubrey Smith, Mr. W. T. Pridaux, Colonel C. N. French, General Sir Hubert Gough, Mr. P. Halperin, Mr. Ernest E. Spicer, Mr. H. J. Wagg, Captain Sir Beachcroft Towse, V.C., Mr. G. W. Headlam, Captain the Hon. James G. Stuart, M.P., Mr. S. W. Parkhurst, Mr. C. Peto Bennett, Mr. Eustace Blundell, Colonel W. Briggs, Sir Felix Brunner, Mr. Benjamin Travers, Lieutenant-Colonel Sir Harold Werner, Colonel Frank D. Watney, Mr. L. Hickman Barnes, Mr. Wyndham L. Birch, Sir Laurie Hammond, Mr. W. P. D. Stebbins, Mr. John Heaton, Mr. A. R. Wang, Mr. L. C. Landragin, Lieutenant-Colonel G. M. Hooper. Mr. H. R. Fetherstonhaugh-Frampton, Mr. F. St. B. Haskett Smith, Mr. J. Frank Brockliss, Mr. E. G. Walls Stephens, Mr. J. Leonard Spicer, the Rev. W. R. Mills, Mr. Henry H. J. Edwards, the Rev. J. W. Mills, Mr. R. W. Warren-Browne, Mr. Norman Spicer. The Recorder of London (Sir Holman Gregory, K.C.), Mr. C. D. Webb, Mr. Ronald Malcolm, Mr. A. S. Juniper, Major J. G. Fordham, Mr. E. W. Fordham, Sir Adrian Pollock, Mr. Roger W. Turnbull, Mr. James Yate Johnson, Major K. S. H. Bull, Mr. James Edwards, Mr. N. C. MacGregor, Brown, Mr. E. James Giles Borrett, Mr. Arnold Spicer, Group Captain Malcolm Spicer, Mr. C. N. Cooper, Clerk of the Fishmongers' Company, and Mr. F. J. Jenkins, Assistant Clerk.

The OBSERVER 24/3/35

THE KING'S JUBILEE TRUST.

NEW APPOINTMENT FORESHADOWED.

The name of the organising secretary of the King George Jubilee Trust for Youth will be made public early this week.

The choice has fallen on a well-known personality in the Civil Service, who, joining from the fighting services after the war, has made a reputation for himself for organising ability, sympathy, and initiative. He has been concerned with work for youth, and his appointment will receive widespread approval from all who know his record.

The provisional organisation of the Trust may be announced at the same time: it is probable that a more definite set of objects will be announced, possibly divided into "outdoor" and "indoor" activities. The Lord Mayor's Mansion House Fund has already received many contributions from the City, including:—

The Corporation of the City of London, £25,000; The Goldsmiths' Company, £2,500; The Merchant Taylors' Company, £2,500; The Drapers' Company, £2,500; The Fishmongers' Company, £1,500; C. C. Wakefield and Co., Ltd., £1,050; Bryant and May, Ltd., £1,050; Lord Luke, 100 gns.

Two sisters have offered a cottage near Godalming which has been used as a holiday home for poor children.

The Duke of Gloucester, who is president of the National Federation of Boys' Clubs, will address a meeting at the Mansion House on the afternoon of Monday, April 8, with other leaders of work among youth.

TELEGRAPH APPEAL

CLEETHORPES £60 FOR FUND

WORSHIPFUL COMPANY OF FISHMONGERS HELPS

Two substantial gifts to the "Telegraph" Fund for the dependents of fishermen lost in the disasters off Iceland were received to-day.

A sum of fifty guineas has been received from the Worshipful Company of Fishmongers, and £60 from the Cleethorpes Festival Choir Committee.

The concert performance of "Faust" given by the Festival Choir, resulted in a surplus of £60.

The thanks of the Fund, and of the promoters, are due to all who assisted by their services, by giving donations, or by promoting subsidiary efforts.

TO-DAY'S LIST

	£	s.	d.
Cleethorpes Festival Choir, concert performance of "Faust"	60	0	0
Worshipful Company of Fishmongers, London, E.C.4,	52	10	0
Progressive Club Effort:			
Sale of carvers	1	2	0
Whist drive, etc.	6	8	0
Capt. and crew s.t. Malayan ...	1	10	0
Phoenix Club (3rd donation) ...	1	0	0
S.t. Scarron (per Mr. J. Rouse) ..	11	0	0
L. A. and H. J.	3	0	0

THE BIRMINGHAM MAIL 12/6/35

DOGGETT'S COAT AND BADGE.

THOMAS Doggett, the actor, bequeathed in 1722 a sum of money in trust to the Fishmongers' Company "for the promotion of a race between young Thames watermen who shall, within 12 months of the event, have completed their apprenticeship and taken up the Freedom of the River." One of the conditions of the race is that "It shall be rowed against the tide at a time when the tide runs the strongest."

This year the event is fixed for July 31. The course is from London Bridge to Chelsea Bridge (4½ miles) and the winner receives an orange-coloured coat and breeches, a pair of silk stockings, a cap with the badge of Liberty, and a silver badge to be worn on the left arm bearing the White Horse of Hanover. He also takes a cash prize of £20.

Medical Press 17/6/35

Fishmongers' Company

AN interesting and somewhat unique dinner was given by the Fishmongers' Company on Thursday, June 6th. A court dinner was given by the Prime Warden, Mr. Guy E. M. Wood, M.B., M.R.C.P., and other wardens of the Company to a very representative body of medical men in order that they might meet the Presidents of the Royal College of Physicians of London and the President of the Royal College of Surgeons of England. The senior physicians and senior surgeons of all the teaching hospitals in London were present, as well as the Medical Directors-General of the Fighting Services. The Prime Warden stated that it was something like 200 years since a medical man had held the position of Prime Warden in the Fishmongers' Company, and he felt that a dinner in honour of the medical profession was very suitable in Jubilee Year, since such a vast amount of medical knowledge had accumulated in the last twenty-five years. Lord Dawson and Sir Holburt Waring replied on behalf of the guests. The Hon. Sir W. H. Goschen proposed the Prime Warden's health, to which Dr. Guy E. M. Wood replied.

200-YEARS-OLD RACE TO-DAY

FIVE WATERMEN TO ROW ON THE THAMES

DOGGETT COAT AND BADGE

By PETER LAWLESS

The names of the Five Young Watermen who are to row this afternoon in the 221st Race for the Livery and Badge provided yearly under the will of the late Mr. Thomas Doggett are: A. G. Williams (Grays), J. E. Griffiths (Millwall), B. T. Chandler (Fulham), H. Ambler (Twickenham), and A. E. Gobbett (Blackwall). The Wagermen will start from London Bridge at 3 p.m. to row to Chelsea.

In his unusual bequest various interests influenced Mr. Doggett, the comedian whose art had brought him to comfortable prosperity. To start with, he was a staunch Hanoverian. Richard Steele describing him as a "Whig up to his head and ears." But it is pleasing to think that more than the hope of Royal favour was in his mind when he founded the race in 1716—it was won in that year by Broughton, who afterwards made a great name for himself in the prize ring.

Whether he ever rowed himself is open to doubt, but it is certain that he frequently visited the Swan Tavern on London Bridge, and from the comfortable parlour watched the start of many wherry races. It is possible that in the pleasurable atmosphere of ale, friends and sport the idea of the immortal race came to him. But an incident that occurred one stormy night when the old gentleman stood on some windswept steps waiting for a waterman to row him home had considerable bearing on his ultimate plans.

"NOT OUT OF THEIR TIME"

Wind and tide were against his homeward cruise, and watermen were dilatory about facing the labour. (Those who have felt the slaps of the cold waves in the small of the back when pulling in an eight over some open reach may well sympathise with them!) He found one willing at last and interrogating the young man—and one can see him holding on his wig and hat as he became tiresomely colloquial in the roaring wind—he found that his volunteer had but recently obtained his freedom of the company. That settled matters; he paid his bill and set about establishing the race for six young watermen that are not out of their time within the year past.

Five years later another and more famous waterman took him across the river whence no man returns.

By his will, made on September 10, 1721, the month of his death, his executors were directed to purchase out of his personal estate freehold lands of inheritance to the value of ten pounds per annum, and "to cause such lands to be conveyed unto Edward Burt, of the Admiralty Office, Esq., his heirs and assigns subject to and charged and forever chargeable with the laying out furnishing and procuring yearly on the 1st Day of August for ever the following particulars, that is to say, Five Pounds for a Badge of Silver weighing about twelve ounces and containing about

Far-reaching amnesty provisions affecting collective farmers and former kulaks (wealthier peasants) are announced to-day by the Central Executive Committee of the U.S.S.R. and the Council of People's Commissars. The criminal record is to be cancelled of all collective farmers who have been sentenced to imprisonment for terms not exceeding five years and other middle punishments. This applies also to those who have already served their complete term of imprisonment. If they are now in collective farms or who were released conscientiously and are already engaged in collective farming, they are to be given amnesty.

Clearing The Course

A FEW minutes before the Bargemaster of the Fishmongers' Company, Mr. Harry Phelps, started the race for Doggett's Coat and Badge, the Harbour Master of the Port, with me as passenger in his fast launch, sped out into the Pool to turn oncoming traffic out of the course.



I thought the exciting thing would be the race itself, but bigger thrills came from this business first of clearing the starting point above London Bridge, and later of keeping the course clear from behind all the way.

"... the Bargemaster of the Fishmongers' Company, Mr. Harry Phelps"

The river is a powerfully-moving highway. You can't slam on brakes and stop still.

Can't Be Done

BEFORE the start we approached, almost head-on, tugs towing strings of barges coming up with the tide below London Bridge.

They knew the race was to start from the other side of the bridge very soon, but hoped to slip through in the last minute. The Harbour Master's officer in the prow of our launch signalled them to turn about.

The skipper of the leading tug, as we approached one another, shook his head. "Too near the bridge!" he shouted.

Oh, Can't It!

IT was just a try-on! With a look of thunder he reached for the siren chord to give warning that he was about to turn, even as the voice of authority in front curtly replied, "Swing round—do as you're told!"

I glanced at the all-powerful Harbour Master beside me, a typical product of the Navy, calm and pleasant in contrast to his officer. The tug skipper didn't glower at him, but at his subordinate!

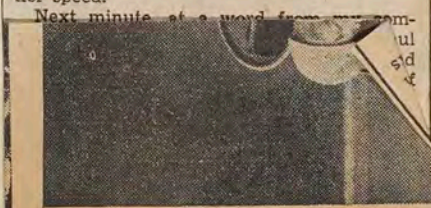
For Future Reference

A MOMENT later we had turned and, as we shot the bridge, the Harbour Master through his glasses had quickly identified and noted for future reference a sinner who might have marred the start of the race.

Sneaking Ahead

NOW we seemed a part of the great race. Other following craft, even one of the steam launches of the Worshipful Company of Fishmongers, which carries out the will of Thomas Doggett, tended to get on top of the umpire's launch.

We tootled our horn ever so lightly, the Harbour Master smilingly signalled the skipper—and the offender promptly checked her speed.



Edge at Finchley.



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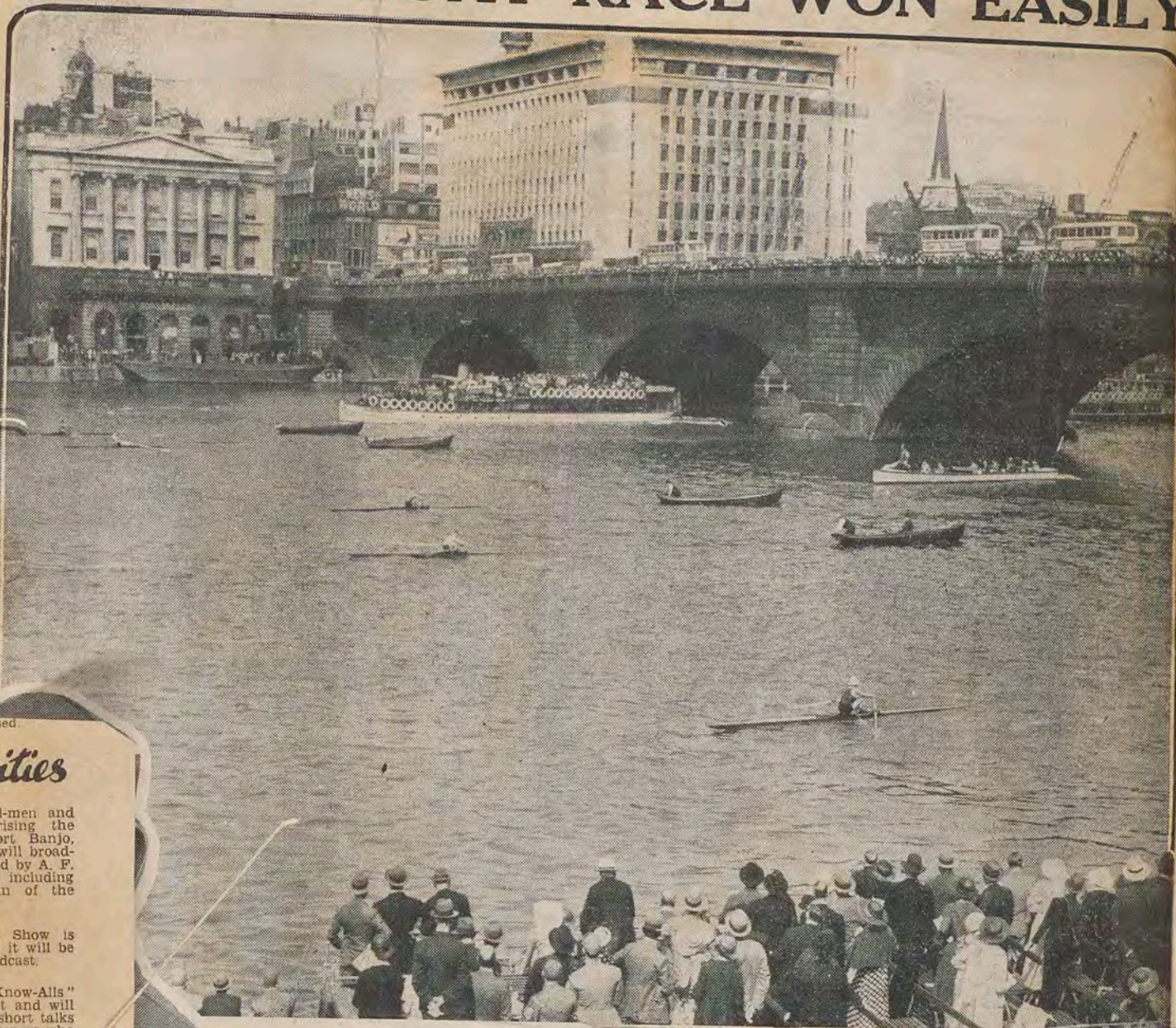
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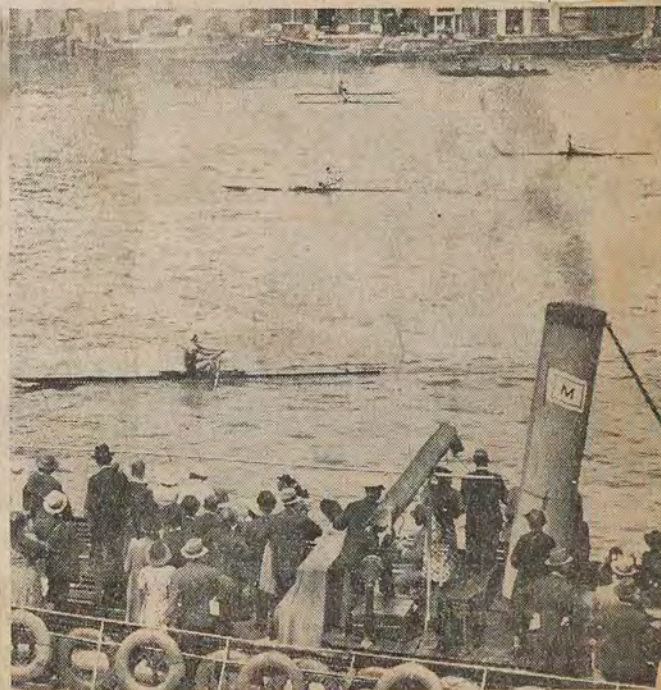
er dog is "off scratches about and takes interest in life, you soon have him as a trivet." It will only do what of Listlessness and, Veterinary Surgeons, pions, Gamekeepers, Dog Powders, which contain (1) IRON for the Nerves and Glands; (2) TONIO Liver and Kidneys; CALCIUM for Bone SIX-FOLD every vital other dog powders do s cost no more than dog powders. Get 1 for 1/2 from Boots. mists. -Corn Dealers.

KEY FREE at our expense by packet, containing 9 NOW to Karswood, E. delnht. Salford, Man.

HISTORIC BOAT RACE WON EASILY



Crowds thronged pleasure steamers and lined London Bridge yesterday to see the start of the 221st race for Doggett's Coat and Badge.



The start of the annual boat race for the Doggett Coat and Badge from London Bridge to Chelsea to-day.



A. E. Gobbett (Blackwall), who won by 8 lengths, being congratulated by the umpire. Left: Mr. Tuffrey, wearing Doggett's Coat and Badge he won 35 years ago.

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MARKET FREE at our expense by packet, containing 9 NOW to Karswood, E. delph. Salford, Man

AUGUST 1, 1935

Sun Sets 8.48 p.m. Rises To-morrow 5.25 a.m.

DAY: Men, Women and London

George Bingham to see Roosevelt ∴ Clear-the-Way for boys ∴ The Banquet of 120 Millionaires

of Deputies. Next it was announced from Santiago that he had been definitely appointed—then, almost immediately afterwards, that he had definitely refused.

But that was two years ago. The Chilean Senate has now approved his appointment as Ambassador.

To a New Home

NUMBER 3, Hamilton-place, at the bottom of Park-lane, is the Chilean Embassy now—a very fine house, but not so ample as the one in Grosvenor-square which was sold.

For the time being, at all events, Don Agustin and Mme. Edwards will be content with 3, Hamilton-place.

120 Millionaires

WHAT a banquet was that at the Savoy in 1924 which the Latin American Society of Great Britain gave to bid these two popular people *au revoir*.

There were fourteen sumptuous courses, one for each year of Don Agustin's diplomatic service here.

Of the two hundred guests, more than a hundred were millionaires and twenty others were millionaires four times over.

Clearing The Course

A FEW minutes before the Bargemaster of the Fishmongers' Company, Mr. Harry Phelps, started the race for Doggett's Coat and Badge, the Harbour Master of the Port, with me as passenger in his fast launch, sped out into the Pool to turn on coming traffic out of the course.

I thought the exciting thing would be the race itself, but bigger thrills came from this business first of clearing the starting point above London Bridge, and later of keeping the course clear from behind all the way.

The river is a powerfully-moving highway, you can't slam on brakes and stop still.



"... the Bargemaster of the Fishmongers' Company, Mr. Harry Phelps"

approached one another, shook his head. "Too near the bridge!" he shouted.

Oh, Can't It!

IT was just a try-on! With a look of thunder he reached for the siren chord to give warning that he was about to turn, even as the voice of authority in front curtly replied, "Swing round—do as you're told!"

I glanced at the all-powerful Harbour Master beside me, a typical product of the Navy, calm and pleasant in contrast to his officer. The tug skipper didn't glower at him, but at his subordinate!

For Future Reference

A MOMENT later we had turned and, as we shot the bridge, the Harbour Master through his glasses had quickly identified and noted for future reference a sinner who might have marred the start of the race.

Sneaking Ahead

NOW we seemed a part of the great race. Other following craft, even one of the steam launches of the Worshipful Company of Fishmongers, which carries out the will of Thomas Doggett, tended to get on top of the umpire's launch.

We tooted our horn ever so lightly, the Harbour Master smilingly signalled the skipper—and the offender promptly checked her speed.

Next minute, at a word from my companion, we almost leapt forward to overhaul a couple of eager motor-boats which had apparently sneaked ahead under cover of the barge roads we had just passed.

Also Ran

AS for the race, it began to be an attenuated procession.

The umpire, Mr. Harry Phelps, standing in the prow of the launch *Consuta*, a lone, still, picturesque figure in the cocked hat and colourful livery of the Fishmongers' Company, had almost imperceptibly—by passing them—dropped three competitors out of the reckoning, first Red Singlet, then Green Singlet, then Yellow Singlet.

It was quite clear as Chelsea came into view that what race there was concerned only Dark Blue (Gobbett, of Blackwall) and White (Ambler, of Twickenham), who subsequently finished in that order.

Times Have Changed

FOUR and a-half miles of rough water in something over twenty minutes is pretty good going.

There are those who say the race should be rowed in wherries and not slim outriggers. The wherry is the waterman's boat.

Gone, however, are the days when, as in Doggett's time, watermen plied their skiffs for hire on long river journeys.

SCULLING

DOGGETT'S COAT AND BADGE

FROM OUR SPECIAL CORRESPONDENT

The 221st annual race for Doggett's Coat and Badge was won yesterday afternoon by Alfred Edward Gobbett (Blackwall) by about 12 lengths.

The contest is the oldest sculling event in the world, having been founded in 1715 by the Drury Lane actor Thomas Doggett, who, in admiration for the House of Hanover, offered a coat and badge to be raced for by six young watermen in honour of the first anniversary of the accession of George I. to the Throne. Several winners of the world's sculling championship have won the prize, including E. A. Phelps (1930), H. A. Barry (1925), Ernest Barry (1903), and T. Cole (1849). At his death Doggett bequeathed a sum of money in trust of the Fishmongers' Company, under whose management the race is still held, to provide annually a Coat and Badge for the best of six young watermen in the first year of taking their freedomship of the Thames in a match over a course of 4½ miles from London Bridge to Chelsea. The conditions originally stipulated that the race "shall be rowed against the tide at a time when the tide runs the strongest." As in the past few years, this condition was not adhered to yesterday, and the five competitors were started before the tide had finished flooding.

A LEVEL START

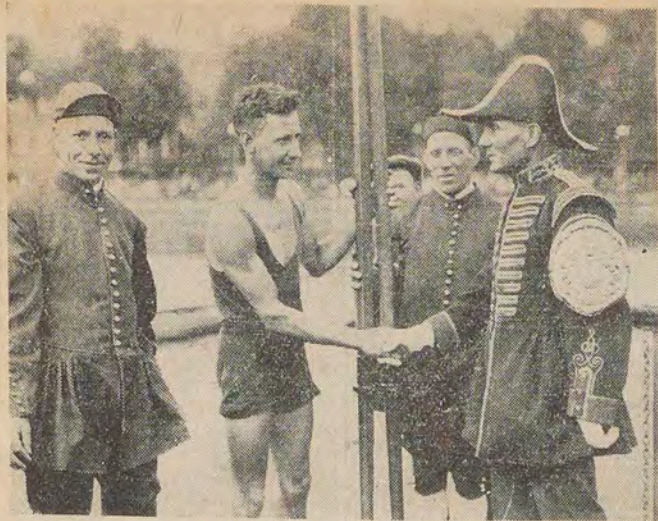
H. T. Phelps, the Bargemaster of the Fishmongers' Company and winner in 1919, again acted as starter and umpire. The start, just before 3 p.m., was a good one. All except Chandler got off together, Ambler and Gobbett showing slightly ahead after a few strokes. Williams and Griffiths fouled each other just before Southwark Bridge, where Ambler had a slight lead from Gobbett, who was sculling well. The leader's time was 1min. 20sec. On the way to Cannon Street Railway Bridge Gobbett showed great skill in sculling round a tug and a string of barges which threatened to run him down, and on straightening out he was seen to have taken a lead of about two lengths from his Twickenham opponent. From that point there was never any doubt as to the result or even the placings for the other prizes. The Blackwall sculler, who is a member of the Putney Town R.C., led Ambler by three lengths at Blackfriars Bridge, where his time was 4min. 7sec. Griffiths, Williams, and Chandler were well tailed off in that order.

Gobbett increased his lead to about six lengths at Waterloo and had an advantage of about 13sec. at Westminster Bridge, where Ambler led Griffiths by 43sec., Williams by 58sec., and Chandler by 1min. 9sec. The leading scullers all went over to the Middlesex side, and at Lambeth Bridge the Putney Town man led Ambler by 21sec. in 13min. 35sec. Gobbett maintained his lead in the centre of the river, striking a slightly slower stroke, and at Grosvenor Bridge had increased his advantage very slightly. The upriver sculler made a spirited spurt before the finish and closed considerably on the winner. He was actually beaten by 33sec., but this was due to the fact that he stopped before the finishing point. The margin was approximately 10 lengths. No official time was taken.

Conditions throughout were fairly good, popply water being encountered at intervals, and the scullers were considerably hampered by river traffic.

The order of finishing was:—

SURREY STATION.—Alfred Edward Gobbett (Blackwall), Coat and Badge and £20. 1. SURREY No. 2 STATION.—Henry Ambler (Twickenham), £12. 2. MIDDLESEX No. 2 STATION.—James Evan Griffiths (Millwall), £10. 3. MIDDLESEX STATION.—Arthur George Williams (Grays), £4. 4. CENTRE STATION.—Benjamin Thomas Chandler (Fulham), 5. Won by 33sec., 1min. 7sec. separating second and third.



A. E. GOBETT, of Blackwell, who won the race for Doggett's Coat and Badge on the Thames from London Bridge to Chelsea yesterday, being congratulated by a former winner. The race was founded in 1716, and is rowed annually by young watermen.

THE WORSHIPFUL COMPANY OF FISHMONGERS, LONDON.
 APPOINTMENT OF JUNIOR FISH INSPECTOR.
 APPLICATIONS are invited for the APPOINTMENT OF JUNIOR FISH INSPECTOR (Fishmeter) at a wage of £4 a week with uniform. Age limit 30. Preference will be given to a man with previous experience of fish inspection holding Sanitary Inspectors' and Meat and Other Foods Certificates.
 Applications, enclosing copies of not more than three recent testimonials, should be sent to the undersigned not later than Saturday, 7th September, 1935, marking envelope "Fishmeter." Canvassing will disqualify.
 C. N. HOOPER, Clerk of the Company.
 Fishmongers' Hall, London, E.C. 4.

CITY PRESS

22/11/35

MISS C. W. HOOPER.

Dr. Hugh Austen Walker, youngest son of the late Rev. Robert Walker, of Skermerlie, was married on Saturday at St. Magnus-the-Martyr by the Rector—who was assisted by the Rev. L. A. Gibson (uncle of the bride) and the Rev. Peregrine Maitland—to Miss Cecily Winsome Hooper, eldest daughter of Mr. C. N. Hooper (Clerk of the Fishmongers' Company) and Mrs. Hooper, Holly Lodge, Loughton. Following the ceremony, Mrs. Hooper held a reception at Fishmongers' Hall.

CITY FISHMONGERS' PRESS

DOGGETT'S COAT AND BADGE

2/8/35

A. E. Gobbett, of Blackwall, won the 221st race for Doggett's Coat and Badge over the traditional course from London Bridge to Chelsea on Wednesday. H. Ambler, of Twickenham, was second—eight lengths behind; followed by J. E. Griffiths, of Millwall; A. G. Williams, of Grays; and B. T. Chandler, of Fulham.

Harry Phelps, the Fishmongers' Barge-master, umpired from the launch "Consuta," and many members of the Company followed the race in the "Grand Duchess" and the "Viscount."

Gobbett and Ambler took the lead immediately after the start, with Griffiths close behind. These three drew out, and soon left the other two behind. Then Griffiths weakened, leaving the leaders to fight it out. Although the water was fairly smooth, a nasty patch was encountered when a string of lighters passed, and Gobbett was able to gain a considerable lead, which he held to the end. The time was not fast, being somewhere about 28 minutes—the exact time not being recorded owing to the official stop watch going wrong. The record is around 26 minutes.

Each man who finishes the course receives a prize—the gift of the Fishmongers' Company.

Doggett, a Drury Lane actor, founded the contest in 1715, and in his Will bequeathed a sum of money in trust to the Fishmongers' Company to provide for the continuance of the race in perpetuity.

DUBLIN EVENING MAIL 31-7-35.

Sculling For Doggetts Coat And Badge

A race that is more than 200 years old, more than twice as old as the University Boat Race, was decided on the lower reaches of the Thames to-day when apprentice watermen sculled from London Bridge to Chelsea Bridge for Doggetts Coat and Badge. The event was instituted in 1715 by Thomas Doggett for the encouragement of good rowing among Thames watermen. The competitors to-day were—Henry Ambler (Twickenham), B. T. Chandler (Fulham), A. E. Gobbett (Blackwall), J. E. Griffiths (Millwall), and A. G. Williams (Grays).

Gobbett was first and Ambler second.

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OVER 36 YEARS AT THE ADMIRALTY

RETIREMENT OF SIR VINCENT BADDELEY

The retirement takes effect to-day of Sir Vincent Baddeley, K.C.B., from the office of Deputy Secretary of the Admiralty. Sir Vincent and Lady Baddeley left England on Friday for a three months' holiday at the Cape of Good Hope. As already announced in The Times, Mr. J. S. Barnes, C.B., O.B.E., hitherto Principal Assistant Secretary, has been appointed Deputy Secretary.

A period of 38 years in the public service, of which all but 18 months has been spent at the Admiralty, must contain much of interest to look back upon, particularly when it has seen the transformation of the Navy and its work during the War. Sir Vincent Baddeley entered the War Office as a higher division clerk in 1897, and transferred to the Secretariat of the Admiralty in 1899, about the time when a long period of peace was broken by the outbreak of the South African War and the operations in China for the suppression of the Boxer Rebellion.

In November, 1901, he was appointed Assistant Private Secretary to the First Lord (Lord Selborne), and a year later succeeded Sir William Graham Greene as Principal Private Secretary. He joined the First Lord's staff at the time Lord Fisher was brought from the Mediterranean to be Second Sea Lord and began to inaugurate his long projected scheme of naval education. As one of the principal duties of the Private Secretary was concerned with the selection of naval cadets, Sir Vincent became intimately associated with the new scheme promulgated in Lord Selborne's memorandum of Christmas Day, 1902. One of its chief features was the lowering of the entry age from 16 years to 12. A competitive examination for such young boys being ruled out, Sir Vincent devised the scheme of selection by the First Lord after candidates had been interviewed by a committee. He was himself a member of the first seven interview committees, the reports of which were published in blue book form in 1904-05. The system of examination by interviews has since been followed, with appropriate modifications, in most branches of the public service. In 1904 he accompanied the Second Sea Lord and Director of Naval Education on an official visit to the United States Naval Academy at Annapolis, and other educational establishments.

Sir Vincent Baddeley was afterwards Private Secretary to Lord Cawdor, Lord Tweedmouth, and Mr. McKenna. In 1911 he was promoted Principal Clerk and made C.B. Throughout the War he was Assistant Secretary for Finance Duties. He was also a member of the Treasury Emergency Committee which dealt orally with all matters requiring Treasury sanction while dispensing with the usual practice of official letters. This Committee held over 600 meetings and dealt with over 12,000 matters. In recognition of his work during the War he was promoted K.C.B. He became First Principal Assistant Secretary in 1921 and Deputy Secretary in 1931. In 1929 Sir Vincent was appointed Government Commissioner to visit naval dockyards and establishments abroad to determine the compensatory allowances which should be paid to both civilian and naval officers of all grades who are stationed abroad for a term of years. This involved visits to Malta, Bombay, Ceylon, Singapore, Hongkong, Shanghai, and Bermuda. His recommendations were in general accepted by the Government.

Sir Vincent Baddeley was 61 in September. His many friends will unite in wishing him good health and fortune in his retirement.

THE MORNING POST

13 3 36

THE FISHMONGERS' COMPANY

The Lord Mayor and Sheriffs at Dinner

The Lord Mayor, attended by the Sheriffs, was present last night at the Fishmongers' Company dinner, held at Fishmongers' Hall, E.C. The Prime Warden of the Company, Mr. E. G. Christie-Miller, was in the Chair, and others present included:

The Marquess of Hartington, Field-Marshal Lord Milne, Lord Hollenden (Renter Warden), Mr. Justice Bucknill, Mr. Neville Dixey, Mr. Austin Blomfield, Mr. John Niven, Colonel H. Street, Mr. Warden Robert C. Evans, Dr. T. C. Blackwell, Sir Adrian Pollock, Dr. J. Plesch, Warden Colonel the Hon. Angus McDonnell, Mr. J. H. Whiting, Lieutenant-Colonel Sir Hugh S. Turnbull, Mr. D. O. Malcolm.

Mr. Justice Langton, Alderman Sir Charles Batho, Mr. Hamilton Fulton, Mr. J. P. Loekhart-Mummery, Mr. Warden Guy E. M. Wood, Mr. H. P. Moseley, Sir Holman Gregory, K.C., Mr. Colin Campbell, Mr. G. P. Roundell, Mr. R. Stenning, Mr. W. P. Haskett Smith, Mr. W. Valentine Ball, Colonel P. R. O. A. Simner.

Mr. Arthur Edwards, Mr. J. S. Blomfield, Under-Sheriff Major S. W. Price, Dr. W. M. Willoughby, Mr. L. C. Landragin, Mr. Harold Hewitt, Mr. H. T. Mackmurdo, Mr. Edward Hack, Mr. Eric Preston, Mr. Norman C. Walters, Mr. V. P. Crowther-Smith, Mr. S. T. Webster, Mr. R. Holland-Martin, Mr. Donald Campbell, Mr. R. L. Newman.

Mr. S. V. Christie-Miller, Mr. William Davenport, Mr. Cecil Whiteley, K.C., Mr. S. F. Peshall, Mr. Owen Hugh Smith, Sir Henry Curtis-Bennett, K.C., Mr. E. W. Fordham, Captain A. R. H. Morrell, Mr. C. F. J. Jennings, Mr. Lesley Martin, Mr. F. A. Martin-Smith, Mr. B. B. Fuller, Mr. Fred Sims, Mr. E. J. N. Smith, Mr. T. Buxton, Mr. P. W. Mallet.

Mr. Guy T. Eagleton, Sir Patrick Hannon, M.P., General Sir Hubert Gough, Mr. J. R. Tomkin, Mr. H. W. Backhouse, Mr. R. K. Christopherson, Mr. F. C. Marten, Mr. A. E. Polo Bennett, Mr. C. Polo Bennett, Dr. P. T. Hill, Mr. Herbert Mason, Mr. G. Everard Nichols, Admiral Sir Aubrey Smith, Mr. Charles R. Finnis, Mr. G. E. Boyd Shannon, Mr. E. Gaskell Davies, Major Frank A. Edwards, Under-Sheriff Colonel R. J. Blackham, Mr. Victor Blagden, Captain Sir Beachcroft, Towse, V.C., Mr. A. E. Robins, Mr. A. L. Wrightson, Lieutenant-Colonel G. M. Hooper, Mr. C. N. Hooper.

Mr. E. S. Abraham, Mr. H. E. Knight, Mr. J. J. Eaton, Mr. F. K. Coppard, Mr. W. Spradbury, Mr. William Bacon, Mr. A. H. Mackmurdo, Mr. P. A. A. Gooch, Mr. G. Wright-Bellamy, Mr. S. M. Knight, Mr. F. E. Charles, Mr. R. Manningham-Buller, Mr. Sidney Jary, Mr. W. M. Bayne-Powell, Mr. Herbert Odell, Mr. Sidney Lewington.

Mr. W. H. Squire, Mr. C. G. Neale, Mr. S. G. Rome, Mr. R. D. Boyson, Mr. P. N. Neale, Mr. Christopher Edwards, Mr. S. F. Wilkinson, Mr. Temple West, Mr. Reginald Francis, Mr. P. S. Stephens, Mr. L. J. P. Brown, Mr. A. E. Webster, Mr. Percy J. Hobbs, Mr. F. H. Woodward, Mr. Norman Spicer, Mr. G. H. C. Gundry, Mr. Douglas Spicer.

Mr. G. T. Whitehead, Mr. Ronald Malcolm, Mr. P. Carey-Bouch, Mr. Frank Evan Spicer, Mr. Douglas S. Hughes, Sir Evan Spicer, Mr. E. R. Arnold, Mr. L. F. Gockman, Mr. G. V. P. Campbell, Mr. J. J. Smith, Mr. G. H. Rix, Mr. P. A. Arnold, Dr. R. Montgomery, Mr. J. E. Arnold, Mr. J. Leonard Spicer, Mr. Charles Hughes, Mr. R. C. Martin, Mr. Ernest E. Spicer.

The Rev. W. R. Mills, Captain S. R. G. Scott, Mr. Evelyn Riviere, Mr. Evan Edwards, Mr. W. P. D. Stebbins, Mr. W. H. Prescott, Mr. Hugh Riviere, Mr. Arnold Spicer, the Rev. J. W. Mills, Mr. G. Hughes, Mr. Ivor G. Tredaway, Group Captain Malcolm Spicer, Mr. M. J. Hill-Hartland, Mr. A. W. Warren-Browne, Mr. R. W. Warren-Browne, and Mr. F. J. Jenkins.

THE CITY PRESS

20.3.36

FISHMONGERS'

The annual reunion of the Headmasters' Employment Committee of the Incorporated Association of Headmasters of Public Secondary Schools took place a few evenings ago at Fishmongers' Hall, the Lord Mayor and Sheriffs attending. Upwards of 250 of the boys who commenced their careers last year under the auspices of the Association were present.

The Lord Mayor and Major Christie-Miller (Prime Warden of the Fishmongers' Company) extended a hearty welcome to the headmasters and the boys; and Mr. C. N. Hooper, Clerk of the Company, gave an interesting little talk on the history of the Guild. Lieut.-Col. A. J. Muirhead, Parliamentary Secretary to the Ministry of Labour, also spoke. Mr. Walter P. Fuller, Chairman of the Committee, presided.

THE MORNING POST
17.4.36

City Companies: Ancient Rights

PRIVILEGES THAT STILL
EXIST

Plumbers—Men of Good Memory

Liverymen are commonly thought to be just liverymen. That is not so. . . . There are liverymen and liverymen.

There are, for instance, the Freemen of the Vintners' Company. They, as recorded in the "Morning Post" on Wednesday, are not merely banqueters and charitable donors. They have the very useful privilege of being able to sell wines without a Justices' licence.

Inquiries prove that the Vintners' Company have no monopoly of privilege. Popular belief must be amended. A considerable proportion of London's famous City Companies are not simply charitable banqueting anachronisms.

Vintners, Dyers, Fishmongers, Goldsmiths, Gunmakers, Plumbers, Apothecaries, Spectaclemakers, Scriveners and Law Stationers are all among the privileged. They not only consume and give away; they do things.

It is true that the Dyers' Company, in conjunction with the Vintners, merely have the right to possess a certain number of the swans on the Thames and to make an annual expedition to inspect and "nick" them.

INSPECTION OF FISH

But consider the Fishmongers. Their Company still preserves the right to save Londoners the trouble of holding their noses. Their inspection of London's fish supply is jealous and zealous.

And the Plumbers. They have the privilege of ensuring that London's plumbers shall be men of good memory and much forethought in the matter of tools. They can, by carefully examining plumbers, turn them into "registered plumbers." During the War they undertook to see that the supply of registered plumbers for munition work was adequate.

And the Apothecaries. Until 1922 they sold their own drugs at Apothecaries' Hall, guarding their ancient recipes. Even now they have the right to certify the skill of medical men and to make them, by stiff examination, Fellows of the Apothecaries' Company.

And the Scriveners. They are not merely the only City Company whose members must all be practitioners in their craft; they are notaries to the City of London. Scriveners used, among other things, to be writers of deeds. Now they no longer write deeds—

—but the Law Stationers do. There is also the Painters' Company. They still have the privilege of condemning paintings exhibited within the City of London if their subjects are thought to be dangerous to the morals of the King's lieges.

They have stopped doing it. Someone discovered how difficult it was for even the friskiest presentation portrait of an alderman to imperil the morals of even the frailest of the King's lieges.

The Times 15/7/36

ROWING

It was announced at Fishmongers' Hall last night that this year's entries for Doggett's Coat and Badge, the race for which will take place on Friday, July 31, over the usual course from London Bridge to Chelsea, starting at 11 a.m., are:—

Robert A. Callow (Bermondsey), William H. Hammerton (Twickenham), Andrew J. Lyons (Bermondsey), Herbert H. Penfold (Erith), James A. Taylor (Gravesend), and George J. Tidd (Blackwall).

KING GEORGE V MEMORIAL

CHILDREN'S GIFTS TO FUND

GIRL SENDS SAVINGS OF FARTHING

Evidence of the widespread desire of people in all ranks of life to contribute to the King George Memorial Fund is provided by the subscriptions, large and small, reaching the headquarters of the fund at the Mansion House. Already so many contributions have been received that a first full list may be issued this week-end.

The memorial is to take the form of a statue of King George, on a site to be specially cleared on Abingdon-street, Westminster, and the provision of playing fields for young people and children throughout the country.

The effect of Mr. Baldwin's broadcast appeal on Wednesday night was at once apparent in an increased flow of gifts. In addition to five subscriptions of £1,000 and over, and others of large amounts, there have come numerous small contributions.

BABY'S PRESENT

Ten threepenny pieces, screwed up in a piece of paper, were sent anonymously, and 288 farthings in a cardboard box came from nine-year-old Margaret Brown, of Hythe. With them was a note saying: "My contribution to the memorial to our late Gracious Majesty, King George V."

Paul Collier, who was born at Ilford in the Jubilee month of last year, received a present of 5s on his first birthday. In sending this gift to the fund, his mother wrote: "I know when he gets older and I tell him about it, he will be proud. At present he is very lucky to have a nice garden and a beautiful park to play in, but we hope all the children will have some wide open spaces in which to play."

Mrs. Ellen Bourbon, who lives at Los Angeles, heard Mr. Baldwin's world broadcast, and at once wired to her London agents to send 20 guineas to the fund.

From Mr. Felix Rose, of Crockham-hill, Edenbridge, who is 79, came £39 10s, with the explanation: "This may seem a curious amount, but it represents 10s for every year of my life."

Among the larger amounts already received are:

	£	s
Fishmongers' Company	1,050	0
"News of the World"	1,050	0
Sir Charles Hyde	1,000	0
Morgan, Grenfell and Co.	1,000	0
Anonymous	1,000	0
Institute of Chartered Accountants	252	10
Union Discount Co.	105	0
Mr. H. Gardner	105	0
Mr. Walter Davis	105	0
Price and Pearce Ltd.	105	0
I. and R. Morley	105	0
W. T. Henley's Telegraph Works	105	0
Singer Sewing Machine Co.	100	0
Hesslein and Co.	100	0
Mr. Gwyn Vaughan	100	0
Lord Plender	52	10
Lady Plender	50	0
Mrs. E. White	50	0
Sir Herbert Samuelson	25	0

Sporting Life 15/7/36

THE OLDEST RACE

Six Entries For Doggett's Coat And Badge

Race for Doggett's Coat and Badge will take place over the usual course between London Bridge and Chelsea on July 31, at 11 a.m., writes Rennie Rogers.

Last night I attended a meeting at which the aspirants for the Waterman's Championship were present to make their entries and witness the draw.

The watermen, just out of their apprenticeship, will contend for the honour of winning Doggett's—the oldest rowing event in the world, its records extending back to 1715.

The entries were: Robert A. Callow (Bermondsey), William H. Hammerton (Twickenham), Andrew J. Lyons (Bermondsey), Herbert H. Penfold (Erith), James A. Taylor (Gravesend), and George J. Tidd (Blackwall).

Draw for colours resulted: Callow (green), Hammerton (white), Lyons (red), Penfold (dark blue), Taylor (light blue), and Tidd (yellow).

Bargemaster H. T. Phelps will be in charge of the racing. The race looks very open, but I hear good accounts of Tidd.

The Evening News
21/7/36

Full House

THE great and splendid banqueting hall of the Fishmongers' Company by London Bridge began to look small as National Trust members collected for yesterday's meeting.

City folk stared to see all these strangers in their midst. They would have been more surprised, I think, had they known that this business meeting ended with a cup of tea all round.

Viscount Ullswater found all the chairs occupied and went to sit with the overflow in the musicians' gallery. The Trust attracts more and more followers, who rejoice in its achievement of preserving the natural beauties of a place like the Devil's Punchbowl; and of acquiring and preserving for all of us a fine bit of stone history like Bodiam Castle.

Invitation (Almost)

WITH a brisk chairman like the Marquis of Zetland, no time is lost.

He wears pince-nez, stands up very straight, looks and is precise and business-



Viscount Ullswater "went to sit with the overflow in the musicians' gallery."

like. His example discourages "frills" in others, and I noticed that Professor G. M. Trevelyan apologised for an interesting speech because it lasted nearly five minutes!

Lord Zetland invited members to remember the Trust in their wills. Property left to it, he said, is entirely free of death duties. Almost an invitation, this, to pass away!

In the New World

SIXTY THOUSAND acres of old England preserved for ever against any sort of encroachment is a good achievement.

But Mr. Vincent Massey, Canada's High Commissioner, had been invited to tell about the national park system in his country. He spoke of 12,000 square miles. "We have little history," said he, "but great deeds."

"Starheim"
IN the light of Austria, and Starheim was ment by Chance long ago, the new Heimwehr Prince militia seems odd. Not only this, but cellor Baar-Baren militia has been r herberg in recogni to the country, an tarisation of the A

The Panther

GRAVESEND REPORTER
25 July 1936

LOCAL MAN IN DOGGETT'S.

Experts Predict That He Should Win.

GOOD LUCK TO J. A. TAYLOR

Gravesend will once again be represented in the historic sculling race for Doggett's Coat and Badge, competed for to-day (Friday) week over a 44-mile course from London Bridge to Chelsea.

J. A. Taylor, who won the prize boat "Silver Jubilee," at last year's Gravesend Regatta, will strive to uphold the prestige of Gravesend oarsmanship against five other scullers from various parts of the River Thames.

The Gravesend man is the son of Mr. J. H. Taylor, of 80, West-street, Gravesend. After a spell of training at Gravesend he has now gone up to London to get used to the intricacies of the course and finish off his preparation.

LOCAL WIN PREDICTED.

He has created a very favourable impression among the up-river experts, and many of them predict that he will be successful in bringing the coveted trophy once again to the Borough.

We feel sure that everyone in Gravesend and district will wish him the best of luck.

The race for the Coat and Badge is the oldest sporting event of this country. Its origin dates back even farther than that of the Derby.

The Derby was inaugurated by the twelfth Earl of Derby in 1780, but Doggett's race on Friday week will be the 221st of the series. It is open to apprentice watermen only.

There are never more than six competitors, and these young watermen regard the race as a stepping-stone to the world's sculling championship. Eric Phelps, H. A. Barry, Ernest Barry and T. Cole, all holders at one time or another of the world's title, started by winning Doggett's Coat and Badge, while the present English champion, L. B. Barry, also won it.

ORIGIN OF THE RACE.

The origin of the race is interesting. It is said that in 1715, Thomas Doggett, a well-known comedian, offered a coat and badge to be raced for, because he was concerned by the refusal of watermen to carry theatre patrons across the river. Anyway, it is said that his offer had the desired effect.

In 1720 Doggett left a sum of money in trust with the Fishmongers' Company for the continuance of the race. At first the prize was a guinea, but subsequently Sir William Jolliffe and the Company increased the prize money, so that to-day the winner receives £20, the second £12, and the other competitors' amounts varying down to £2.

The competitors this year will be Robert Callow (Bermondsey), William Hammerton (Twickenham), Andrew Lyons (Bermondsey), Herbert Penfold (Erith), James Taylor (Gravesend), and George Tidd (Blackwall).

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DOGGETT'S COAT AND BADGE
Times 1/8/36
GRAVESEND MAINS
EASY WIN

FROM OUR SPECIAL CORRESPONDENT
J. A. Taylor, of Gravesend, won the annual race for Doggett's Coat and Badge yesterday, and thereby becomes the fourth man to secure the trophy for that town since the contest was first rowed in 1715.

In that year Thomas Doggett, an actor-manager, of whose history there seems to be no record beyond the fact that he took a personal interest in watermen and relied upon them to convey him across the river in order that he could carry on his profession, offered a prize for a race between six young watermen. Just before he died, on September 10, 1721, he made a will providing

five pounds for a Badge of Silver weighing about twelve ounces and representing Liberty to be given to be rowed for by Six young Watermen according to my custom. Eighteen shillings for Cloth for a Livery whereon the said Badge is to be put, one pound one shilling for making up the said Livery and Buttons and Appurtenances to it and Thirty shillings to the Clerk of Watermen's Hall All which I would have to be continued yearly in Comemoration of his Majesty King George's happy accession to the British Throne.

A year later the trust was transferred to the Fishmongers' Company, who agreed to carry out the terms of the will and establish the race in perpetuity in consideration of the sum of £350. The added prize-money is provided by the Company, with the exception of £6 10s. 8d., a gift of Sir William Joliffe.

AN IMPOSING ARRAY

Yesterday six watermen in the first year of their freemanship took part in the 222nd race. A large number of spectators followed the race in the steam launches Grand Duchess and Viscount as the guests of the Fishmongers' Company and the friends of the competitors were present in motor-boats and other small vessels. The attendance of eight past winners of the race, wearing the full regalia of the Coat and Badge, brought to the scene a touch of pageantry. They were:—T. Phelps (1922), M. Gibbs (1923), H. Green (1924), C. Taylor (1930), A. Harding (1931), H. T. Silvester (1932), H. Smith (1934), and A. E. Gobbett (1935).

Mr. H. T. Phelps, the Bargemaster of the Fishmongers' Company, again acted as starter and umpire, and the course was, as usual, from London Bridge to Chelsea. The six watermen were on their stake boats in good time, but the start was delayed by Penfold being over-anxious and leaving the mark before the signal was given. The Bargemaster was able to get them off to a good start at 11.2 a.m., when the tide had still more than an hour to run up on the flood. The race was spoiled throughout by the wretched weather, for the spectators were soaked with rain and the competitors themselves were in a worse plight.

Taylor soon took the lead by pulling 24 strokes to the minute, but Tidd showed promise of overtaking him, and by the time these two had reached Cannon Street Bridge they were almost level, with Callow, Penfold, Lyons, and Hammerton between two or three lengths behind. At Southwark Bridge Tidd met with disaster, for in trying to avoid an oil-carrying barge his starboard scull touched the vessel and he capsized. His position looked like having tragic consequences, but he held firmly to his upturned craft with its sculls still fixed in their rowlocks and was duly picked up and righted. Tidd's disappearance from among the leaders gave Taylor a commanding advantage, which he increased as the race progressed. Callow was rowing well, but he never shaped like a champion, and there was always a chance that Penfold would catch him up.

After shooting Hungerford Bridge, however, Penfold, too, ceased to impress, and he did not seem at all easy when going through the wash of some passing lighters in tow. Lyons, on the other hand, put in a lot of hard rowing as he approached Hungerford Bridge, but Hammerton might have passed him after passing Westminster Bridge but for the fact that he had to slacken speed to avoid a barge.

Entering Nine Elms Reach Taylor was doing 24 strokes to the minute and was then about 10 lengths in front of Callow, whose nearest rival was still Penfold, four lengths in the rear; and on entering Chelsea Reach Taylor's lead was so pronounced that when he passed the winning post on the eastern side of Albert Bridge he was a minute in front of Callow. Penfold was five lengths behind him, with Lyons fourth, a couple of lengths away. Hammerton was a similar distance behind at fifth place. The unfortunate Tidd was bravely ploughing his lonely furrow nearly half a mile away. He certainly deserved more than £2 for finishing the course. Taylor's time was 29min. 30sec.

The placings and prizes were:—
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EVENING STANDARD 3/7/36

Evening Standard, Friday, July 31, 1936

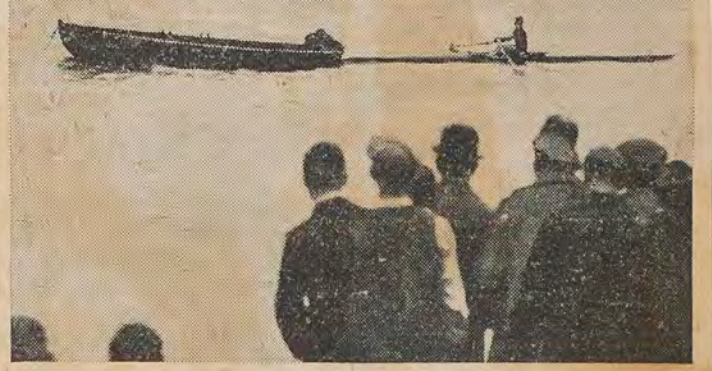
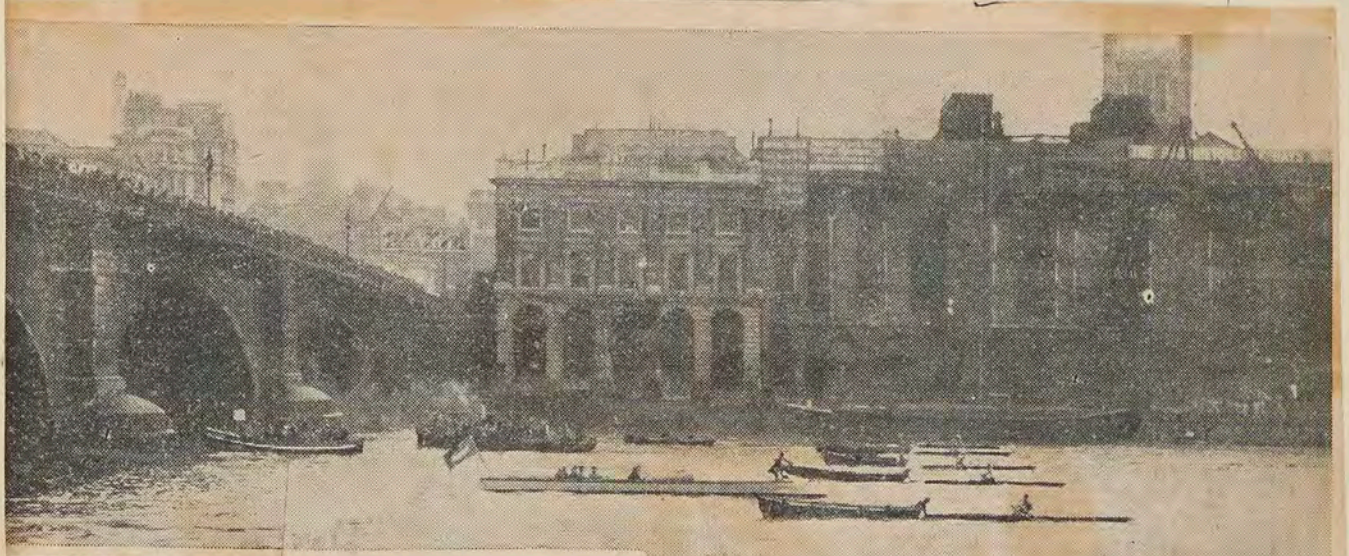


J. A. Taylor, winner of the Doggett's Coat and Badge race for Thames watermen over the London Bridge-Chelsea course, being congratulated on his success by H. Phelps, Bargemaster of the Fishmongers' Company.

31/7/36
1, 1936



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Gravesend Man Wins Doggett's Coat and Badge

Six scullers raced in the rain from London Bridge to Chelsea to-day in the annual contest for Doggett's Coat and Badge. Harry Phelps, Bargemaster to the Fishmongers' Company, was starter and umpire. He is seen in the third picture congratulating the winner—J. A. Taylor, of Gravesend.



31 July 1936



Another sight not seen every day on the Thames was the arrival of a destroyer at London Bridge. She was the Scimitar in which the Lord Mayor of London will travel to Chatham to-morrow for the opening of Navy Week.

Daily Mail 4/8/36

DOGGETT'S CHAMPIONS OF OTHER YEARS



Five previous winners of Doggett's Coat and Badge photographed yesterday, when the annual Thames watermen's race from London Bridge to Chelsea was won by J. A. Taylor, of Gravesend.

The Times 3/9/36

Doggett's Race

The young watermen of the Thames are taking a keener interest in the race for Doggett's Coat and Badge. This is evident from the fact that six of them are competing this morning over the usual course from London Bridge to Chelsea, a distance of $4\frac{1}{2}$ miles. It is some years now since the contest attracted six competitors. At one time it looked as though enthusiasm in the event was waning, because not more than five could be induced to enter; and the majority of these came from places above bridges. It is therefore not surprising that the western end of the river has claimed the greater number of successes since the race was originated in 1715—the names of BARRY and PHELPS come readily to mind as distinguished exponents of the art during this and the last generation. During the last two years, however, a notable change has come about; the eastern end of the river has provided the winners of this ancient race, and they have won it so decisively as to make it seem that the lessons in sculling have been well learnt in a quarter where the art had appeared to be lost. The young watermen above bridges will have to look to their laurels if this progress is maintained to-day.

There is now a strong desire among those who take an interest in the subject to develop a higher standard of sculling among watermen. The annual regattas at Gravesend and at Greenwich attract apprentices from all points of the London River, and it is no doubt due to these events that the competition for the Coat and Badge from that part of the waterway has tended to become stronger during the last few years. This is as it should be. When DOGGETT organized the first contest for his coveted prize, and thereafter bequeathed a modest sum of money to perpetuate the race, to be rowed as near to August 1 as the tide would allow, he entertained no special privileges for the watermen who plied for hire in what is now known as King George Reach, across which he was rowed to keep his professional engagements as an actor. He meant the trophy to be competed for by all young watermen who had "served their time" and were in the first year of their freemanship of the river. Certainly it is a race which demands the greatest stamina and the highest qualities of sportsmanship.

gan 221 Years Ago, Still Going Strong

GETT'S COAT AND BADGE TO-DAY

Oyez! Oyez! Doggett's Coat and Badge will be raced for on the Thames morning from London Bridge to Chelsea.

ne says "Oh yeah?" he will stay in after school.

my hearties, this is the oldest annual sporting event in existence. It was to commemorate the accession to the throne of George I—1714 in your history book.

Thomas Doggett offered the prize for a race between six young Thames watermen. The first race was in 1715—and that is the only year that the winner is not recorded in the Rowing Almanack.

Doggett was an actor—and obviously a rowing man, too. When he died in 1722 he bequeathed a sum of money in trust of the Fishmongers' Company, out of which the livery and badge are still provided.

The Company adds prize-money and there is also a sum of £6 10s. 8d., the gift of Sir William Jolliffe.

American athletics books can show an imposing array of figures—times for stipulated distances that make even my old eyes pop—but they cannot show anything like this.

So spare a thought from the Olympics, this morning. Why shouldn't we be sentimental?

The City Press 17/11/36

Lady Astor and Virginia

In countering an interjection concerning her American origin in the House of Commons the other night, Lady Astor declared that she was an unrepentant Virginian—a statement appreciated by historically-minded Members of the House. Virginia was the oldest English colony, and in its "plantation" (as such ventures were then called) the City of London played the major part. A company formed in 1606 by London merchants failing to achieve immediate success after three years, appealed to the Lord Mayor, Sir Humphrey Weld, for financial assistance, pointing out that, by removing the surplus population to Virginia, much would be done to diminish pestilence and famine.

The Lord Mayor was induced to issue a precept to the Livery Guilds, and no fewer than 56 contributed. The Mercers', the Grocers', the Goldsmiths', the Merchant Taylors', the Drapers', the Fishmongers', the Clothworkers', the Salters', and the Stationers' each contributed substantial sums, and individual Liverymen ventured money. Lotteries were held, and a sermon was preached at Bow Church. Virginia received a number of emigrants from London, including children.

THE FISHMONGERS' COMPANY

Sir Samuel Hoare, the First Lord of the Admiralty, was the guest at the Livery Dinner of the Fishmongers' Company, which took place last night in Fishmongers' Hall. The Prime Warden, Sir Vincent W. Baddeley, presided, and among others present were:

Admiral of the Fleet Sir Henry Oliver, Admiral of the Fleet Sir Frederick Field, the Master of the Ironmongers' Company (Mr. J. L. C. Mercer), Admiral Sir William Fisher (Commander-in-Chief, Portsmouth), Admiral Sir Frederic Dreyer, Dr. R. Christian, Warden Colonel the Hon. Angus McDonnell, Mr. B. Irving.

Admiral the Hon. Sir Herbert Meade-Fetherstonhaugh, Vice-Admiral Sir Reginald Henderson, Vice-Admiral Francis Chilton, Warden Major E. G. Christie-Miller, Vice-Admiral the Hon. W. S. Leveson-Gower, the Renier Warden, Mr. R. Olaf Hambro, Mr. A. J. Hugh Smith, Mr. C. Lehmann, Mr. W. P. Haskett Smith, the Rev. C. H. Gill, the Rev. F. G. Weston, Mr. R. W. L. Lister, Mr. W. L. Wrightson, Colonel Whitworth Jones, Mr. C. W. Battersby, Major A. D. Sloane, Mr. J. E. Arnold, Mr. J. D. Odell, Mr. Colin R. Malcolm, Professor J. W. H. Eyre, Mr. J. M. Donaldson.

Mr. A. V. Alexander, M.P., Admiral of the Fleet Sir Osmond Brock, Admiral of the Fleet Sir Roger Keyes, M.P., Admiral of the Fleet Sir Reginald Tyrwhitt, Admiral of the Fleet Sir Ernie Chatfield, the Master of the Vintners' Company (Mr. Spencer J. Mabey), Admiral the Earl of Cork and Orrery, Admiral Sir Roger Backhouse, the Master of the Clothworkers' Company (Dr. Stanley Bousfield), Admiral Sir Montague Browning, Mr. Warden Guy E. M. Wood, Admiral the Hon. Sir Reginald Plunkett-Erle-Drax, Vice-Admiral Sir Percy Noble, Mr. B. G. Oatthers, Mr. Warden R. L. Newman, Mr. W. A. Reading, Mr. Harrison S. Edwards, Captain Paul Bennett, V.C., Sir Gervais Rentoul, K.C., Major W. Neville, Lieutenant-Commander Sir Hugh Dawson, Mr. Frank Travers, Mr. G. S. Madan, Mr. Angus O. Grant, Mr. J. C. T. Mills, Mr. Alec Smithers, Mr. P. A. Arnold.

The Master of the Watermen's Company (Mr. R. E. Philp), the Clerk of the Watermen's Company (Mr. Aubyn Carrick), Dr. Ian M. Robertson, Mr. H. J. Weston, the Clerk of the Vintners' Company, Paymaster Commander H. B. Tuftill, Captain Leonard A. Blackburn, Mr. W. G. Fossick, Mr. G. E. Ryland, Mr. Austin C. Brown, Mr. R. W. Vick, Mr. S. J. Benham, Mr. A. C. Smith, Mr. Meadows Martineau, Mr. Wilfred J. Sharp, Mr. G. H. S. du Pontet, Mr. Wilfrid G. Fordham.

Admiral Sir Sydney Fremantle, Admiral Sir Eric Fullerton, Sir R. Archibald Carter, Sir Austin Low, Mr. Ronald Malcolm, Admiral Sir Vernon Haggard, Mr. Robert M. Kindersley, Mr. E. W. Fordham, Sir Evan Spicer, Lord Hollenden, Lord Leonfield, Admiral Sir Aubrey C. H. Smith, Mr. William Mollison, Mr. Benjamin Travers, General Sir Hubert Gough, Mr. C. R. V. Coultis, Mr. A. R. Wagg, Mr. Carlos Haskett-Smith, the Clerk of the Ironmongers' Company (Mr. J. F. Adams Beck).

Admiral Sir Cyril Fuller, Rear-Admiral John H. D. Cunningham, Mr. Owen Hugh Smith, Sir Alan Anderson, M.P., Lord Wright (Master of the Rolls), Mr. Geoffrey W. Russell, Lieutenant D. E. Holland-Martin, R.N., Mr. R. Holland-Martin, Captain Cedric Holland, R.N., Mr. Edward Holland-Martin, Viscount Mandeville, Mr. Robert C. Evans, Mr. E. G. Walls Stephens, Lieutenant-Colonel Sir Harold Wernher, Mr. H. W. Backhouse, Lieutenant-Colonel A. E. D. Anderson, the Clerk of the Clothworkers' Company (Major W. F. Potheary).

Mr. E. R. Chadwick-Healey, Colonel H. V. S. Charrington, Major-General W. W. Godfrey, Rear-Admiral G. C. C. Royle, Major Ralph Blewitt, Captain the Hon. C. B. A. Bernard, Lieutenant-Colonel Guy Blewitt, Sir Theodore Chambers, Mr. H. V. Markham, Sir Percy MacKinnon, Mr. James Paterson, Lieutenant-Colonel T. Hunter, Brigadier-General H. A. Young, Mr. L. W. Bowron, Mr. Harold E. Spicer, Mr. Robert Adams, Mr. A. H. R. C. Hanbury, Major J. H. J. Blackburn, Mr. J. Lloyd Spicer, Mr. Edward R. Cobb, the Clerk (Mr. F. J. Jenkins), and the Assistant Clerk (Mr. F. J. Jenkins).

The Times 20/11/36

DINNERS

THE FISHMONGERS' COMPANY

Sir Samuel Hoare was the principal guest at the livery dinner of the Fishmongers' Company, held at Fishmongers' Hall last night. Among the wardens present were:—

Sir Vincent Baddeley, Colonel the Hon. Angus McDonnell, Dr. Guy E. M. Wood, Major E. G. Christie-Miller, Mr. R. Olaf Hambro, and Mr. Robert L. Newman.

The other official guests present included:— Admiral of the Fleet Sir Ernie Chatfield, Vice-Admiral Sir Reginald Henderson, Vice-Admiral Sir Percy Noble, Rear-Admiral John H. D. Cunningham, Sir R. Archibald Carter, Mr. H. V. Markham.

Admiral of the Fleet Sir Henry Oliver, Admiral of the Fleet Sir Osmond Brock, Admiral of the Fleet Sir Roger Keyes, M.P., Admiral of the Fleet Sir Frederick Field, Admiral of the Fleet Sir Reginald Tyrwhitt, Admiral Sir William Fisher, Admiral the Earl of Cork and Orrery, Admiral Sir Frederic Dreyer, Admiral Sir Roger Backhouse, Admiral the Hon. Sir Herbert Meade-Fetherstonhaugh, Admiral the Hon. Sir Reginald Plunkett-Erle-Drax, Rear-Admiral G. C. C. Royle, Major-General W. W. Godfrey, and Mr. A. V. Alexander, M.P.

Other Naval officers present were:— Admiral Sir Montague Browning, Admiral Sir Sydney Fremantle, Admiral Sir Eric Fullerton, Admiral Sir Cyril Fuller, Admiral Sir Vernon Haggard, Vice-Admiral the Hon. W. S. Leveson Gower, and Vice-Admiral Francis Chilton.

A VISIT TO THE FISHMONGERS' HALL.

On the Vigil of All Saints a party of 32 members of the Church spent a delightful afternoon in the Hall of the Fishmongers' Company. On arrival we were welcomed on behalf of the Prime Warden and Assistants by Mr. C. W. Hooper, the learned Clerk of the Company, who had most kindly given up his Saturday afternoon to show us the Hall and tell us of its ancient Company's history. Looking down on the Pool of London by London Bridge, the present classical building stands on the site of the house of Sir William Walworth, a Prime Warden of the Company and Lord Mayor in 1381. We were shown the dagger with which he slew the rebel Wat Tyler in Smithfield Market, and another interesting possession was his fine statue carved by an English sculptor of the seventeenth century from the trunk of an elm tree. A further priceless treasure was the Funeral Pall in cloth of gold, made by English nuns in the early sixteenth century. This world-renowned relic is in a magnificent state of preservation and was exhibited to great advantage in a glass case, illuminated to show the wonderful detail of mediæval craftsmanship. Many paintings adorn the staircases and rooms, and in the fine Banqueting Hall Luther Smith's painting of Queen Victoria has a place of honour. Princes of the Royal House become freemen of the City by taking up their membership of the Livery of the Company. The pre-Fire minute books were open for our inspection, and the illuminated

Arms of the Company, granted by the College of Heralds, with the motto "All worship to God only," were closely inspected and admired. In the court dining room, with its wonderful Queen Anne silver chandelier, the party were entertained to tea by the Company, and Mr. Hooper afterwards continued his address on the activities of the Company. In olden days fish could only be sold in certain places in the City of London, at Bridge Street, The Stocks, and Old Fish Street—this latter being adjacent to our Church of St. Nicholas, which accounts for the number of members of the Company who were buried within its walls, and whose memorial now fills two of the panels on the north-west wall of the Church. The Company are responsible to-day for the inspection of all fish coming into London, and for ensuring that none is sold unfit for human consumption. They also do a great work of national importance in seeing that the shellfish beds around the coasts are free from contamination. In the furtherance of education the Company are naturally proud of their great School at Holt, Norfolk, and their works of charity are numerous as well as catholic and munificent, maintaining and upholding the great and historical tradition of the ancient City Liveries. At the close of Mr. Hooper's address, the Rector expressed on behalf of all those present their deep and grateful thanks to the Company for their hospitality, and especially to the Clerk for his illuminating lecture, which had been given with so much courtesy that the occasion would be remembered by all who had had the privilege of visiting one of the great Halls of the City Companies.

W. R. L.

THE MORNING POST
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FISHMONGERS' COMPANY

The Fishmongers' Company entertained at their Livery Dinner last night representatives of the University of Oxford. The Chancellor, Viscount Halifax, was unfortunately prevented from attending at the last minute by his public duties.

The Oxford representatives present were: The Vice-Chancellor, Mr. A. D. Lindsay; the Warden of Merton, Sir John Miles; the Rector of Exeter, Dr. R. R. Marett; the Provost of Oriel, Mr. W. D. Ross; the Warden of New College, Mr. H. A. L. Fisher; the Warden of All Souls, Dr. W. G. S. Adams; the President of Magdalen, Mr. G. S. Gordon; the President of Corpus, Sir R. W. Livingstone; the Warden of Wadham, Mr. J. F. Stenning; the Master of Pembroke, the Rev. Dr. F. Homes Dudden; the Principal, St. Edmund Hall, Mr. A. B. Emden; the Censor of St. Catherine's, the Rev. V. J. K. Brook; the Burgess, Mr. A. P. Herbert, M.P.; the Public Orator, Mr. C. Bailey; Bodley's Librarian, Dr. H. H. E. Craster; the Registrar, Mr. Douglas Vials; the Secretary of the University Chest, Sir Arthur C. McWatters; the Vinerian Professor of Law, Sir William Holdsworth; the Professor of Music, Sir Hugh P. Allen; the late Slade Professor of Fine Art, Mr. H. S. Goodhart-Rendel; the Warden of Rhodes House, Dr. C. K. Allen; the Chairman, London Committee, Oxford Society, the Earl of Donaghmore, the Governor of Southern Rhodesia, Sir Herbert Stanley; and the Regius Professor of Medicine, Sir E. Farquhar Buzzard.

The Wardens present were:

Sir Vincent W. Baddeley, Prime Warden; Colonel the Hon. Angus McDonnell, Mr. Guy E. M. Wood, Major E. G. Christie-Miller, Mr. R. Olaf Hambro, Renier Warden; and Mr. Robert L. Newman.

AFTER 230 YEARS

REVIVAL OF AN ANCIENT CITY CUSTOM

On Wednesday night the Court of the Fishmongers' Company entertained the Court of the Goldsmiths' Company at dinner at Fishmongers' Hall in order to revive the ancient Amity between the two Companies which had been in abeyance for over 230 years.

This Amity was a custom of great antiquity and its origin has been attributed to the first Crusade at the end of the eleventh century, in which both Fishmongers and Goldsmiths took part. It was celebrated throughout the Middle Ages by interchange of hospitality and exchange of presents of livery, and continued without a break until the Great Fire of London, which destroyed the original Fishmongers' Hall and most of the Company's property and did great damage to that of the Goldsmiths. Through the losses thus caused and the subsequent decay of trade, the observance of the ancient Amity gradually faded away, its last recorded celebration being in 1698.

At the revival dinner were present the following:—

FISHMONGERS' COMPANY.—Sir Vincent W. Baddeley (Prime Warden), Colonel Angus McDonnell, Mr. Guy E. M. Wood, Major E. G. Christie-Miller, and Mr. R. Olaf Hambro (Wardens), Mr. W. F. Haskett Smith, Mr. Ronald Malcolm, Mr. R. Holland-Martin, Mr. E. W. Fordham, Mr. A. G. C. Villiers, Sir Evan Spicer, Admiral Sir Aubrey C. H. Smith, Mr. E. G. Walsby Stephens, Colonel P. R. O. A. Simner, Mr. Benjamin Travers, Mr. H. W. Backhouse, Mr. Alfred R. Wagg, Lieutenant-Colonel A. E. D. Anderson, Mr. Edward R. Chadwyck-Healey, and Mr. C. N. Hooper (Clerk).

GOLDSMITHS' COMPANY.—Sir Reginald Bonsor (Prime Warden), Sir Crisp English, Lord Bradbury, and Mr. D. Wakely (Wardens), Sir Robert Williams, Sir Henry F. Bowles, Lord Harrowby, Judge Sir Herbert W. Lush-Wilson, K.C., Mr. H. A. Trotter, Sir William J. Pope, Lord Blanesburgh, Mr. C. H. St John Hornby, Lord Wardington, Sir Harold Hartley, Mr. Frank Thomas, Sir George L. Courthope, M.P., and Mr. W. T. Pridcaux (Clerk).

THE TIMES 4 3 37

MARLBOROUGH HOUSE, MARCH 4

Queen Mary, accompanied by the Earl of Athlone, and attended by the Lady Cynthia Colville, visited Fishmongers' Hall, E.C., this afternoon.

TREASURES OF THE LIVERY COMPANIES

2,000 ART-LOVERS TO VISIT
CITY HALLS TO SEE THEM

THE FISHMONGERS & THE HABERDASHERS

It is expected that about 2,000 members of the National Art-Collections Fund will visit next week the halls of two of the oldest livery companies of London—the Fishmongers and the Haberdashers—to see the art treasures of these ancient guilds.

It is one of the privileges extended to members to view private art collections, writes an *Evening News* representative, and they have visited the halls of other City Companies.

The Fishmongers' Company obtained its first charter from Edward I. For a long period, however, the trade was split up into sections, and at one time they had six different halls in London.

Four centuries ago they were brought together in one hall the house of Sir John Cornwall. That was in the time of Henry VIII, but this monarch was not very kind to the guilds, and he (and later Charles I) mercilessly raided their treasures, many of which had to be sold or pawned to meet the royal demands.

Dagger That Killed Wat Tyler

Both the Fishmongers and the Haberdashers suffered badly from these raids, but, happily, their supplies were not exhausted, and the magnificent silver plate, pictures, and relics preserved in their halls are among the treasures of the City of London.

In Fishmongers' Hall, adjoining London Bridge, are magnificent old tankards, punch bowls, and loving cups, pictures by old masters, and relics of great historic interest.

One relic is the dagger with which Sir William Walworth, a Lord Mayor and Prime Warden of the Company, slew Wat Tyler.

A barge-master's coat and hat recalls the old days when city pageants were seen on the river, and royal and mayoral journeys were made by barges.

It was the Fishmongers' Company which inaugurated the watermen's race for the Doggett Coat and Badge when Doggett, the Drury-lane comedian, who was a member of the Company, left his bequest to establish this contest.

Great River Pageant

Haberdashers' Hall, in Gresham-street, has many similar treasures, as well as relics dating from the time of Charles II, the old chairs used by the Masters, manuscripts, and, among the pictures, two portraits by Reynolds of George III and Queen Charlotte.

The Haberdashers reached the height of their glory at the Coronation of Anne Boleyn in 1533, when the Lord Mayor was one of their members.

This Lord Mayor sailed in his barge to Westminster in a tremendous river pageant in which he was preceded by a raft carrying an immense Red Dragon breathing volumes of fire! Fountains in the City ran with wine.

The Fishmongers and Haberdashers are among the 12 great City Companies which take precedence of the 70 or more old trade guilds of London.

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THE KING'S VISIT TO GREENWICH

MARITIME MUSEUM OPENED

ROYAL PROGRESS ALONG THE THAMES

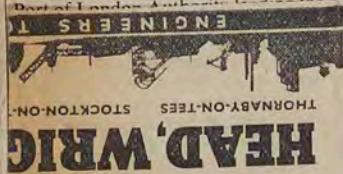
The King went to Greenwich by river from Westminster yesterday to open the National Maritime Museum. With his Majesty were the Queen and Princess Elizabeth, and the First Lord of the Admiralty was Minister in attendance. A guard of honour of the Royal Marines was stationed on the embankment by Westminster Pier, and the Royal journey was made in the barge of the Commander-in-Chief, The Nore, with a launch of the

presented Captain H. H. Bousfield, R.N., captain of the College. The Mayor presented an address to the King, who handed him a reply in the following terms:—

The Queen and I thank you heartily for your loyal address, and for the warmth of your welcome on our first visit to Greenwich since my Accession. Rightly do you recall with pride your historical associations with the Royal House, the Royal Navy, and the maritime world. In Greenwich was born King Henry VIII, the founder of the Royal Navy. Thousands of aged and disabled seamen of the Royal Navy found refuge in the peace and calm of the Royal Hospital instituted by Queen Mary, to whose foresight we are indebted for the wonderful vista which stretches from the river to the hill on which stands the Royal Observatory established by King Charles II.

The work carried on in the Royal Observatory led to the institution of the Nautical Almanac, which has made the name of Greenwich known in the remotest parts of the world. I notice that your coat of arms is a perpetual reminder that Greenwich gives time to the world. For more than 60 years the Royal Naval College has been the nursery of our sea Services, and Greenwich is so closely linked with our maritime story that there is no place in this country in which the museum could be more appropriately established.

I am happy to think that the Queen's House, in which so many of my ancestors have resided, has now become accessible to the public.



HEAD, WRIG
THORNABY-ON-TEES STOCKTON-ON-T
A special fine valve entirely constructed of "Abodago" heat resisting steel, assembled prior to shipment to Asia.



alloy steel
A S users and manufacturers of every type of alloy steel
Head, Wrightsons are in a unique position to supply the specialised needs of to-day.

OVERSTOCKING OF COWS
Simon on the "overstocking" of cows. At one time I used to send a good many heifers to market with their first calves. I never allowed the heifers to be "stocked" and I do not think that the prices I obtained were ever any smaller than they would have been had the heifers been "stocked," as was the practice among other farmers. I regret that no one ever followed my example.—Mr. V. G. KENNARD, Chiffrome, Maiden Newton, Dorset.

DELIVERY OF BREAD
Lincoln's Inn, W.C.2.
Mr. AMBROSE E. APPELBE, 7, New Square, delivered in sealed paper bags.—Mrs. C. J. C. ROSE, The Lodge, Woodbridge, Suffolk.

RAILINGS ROUND GREEN SPACES
Street, W.1.
BY the Royal Societies Club, 63, St. James' Street, W.1.

CYCLISTS' TRACKS
Rostrevor, Ashford, Middlesex.
we all share.—Mr. Gordon H. RICHARDSON, for and confidence in their Majesties which expressing in a happy manner the loyal feelings of our streets while at the same time adoption of this idea would add a touch of

the exploits of men such as these, so that the part which our seamen have played in our history may never be forgotten.

"The museum has indeed a worthy home, built more than 300 years ago; and I congratulate you and the officers of your Department upon its restoration and upon the conversion of the Royal Hospital premises into these fine galleries. It is 10 years since Sir James Caird bought the Macpherson collection of naval prints. From that day he has continued to purchase treasures for this museum. We owe much to his generosity, and I do not doubt that others will be inspired to emulate his public spirit and add still more to the interest and value of this the youngest of our museums. In the belief that it will help to further the knowledge of our glorious maritime history, I have much pleasure in declaring open the National Maritime Museum."

Lord Stanhope presented to their Majesties the other trustees of the museum.—Mr. R. C. Anderson, Admiral of the Fleet Sir Osmond Brock, Lord Ilchester, Sir Frederic Kenyon, Sir Percy Mackinnon, Captain Arthur R. H. Morrell, Admiral Sir Herbert Richmond, Lord Sandwich, and Mr. Walter Runciman, Sir Patrick Duff, other officers of the Office of Works, and representatives of the contractors and workmen were also presented before the King and Queen left Neptune's Hall to inspect the galleries. The Royal party left for London by road amid renewed cheering from the crowds outside the grounds of the museum.

MORNING POST

25 5 37

LORD MAYOR'S DINNER

Masters and Prime Wardens of City Livery Companies Entertained

The Lord Mayor, who was accompanied by the Lady Mayoress, last night entertained the Masters and Prime Wardens of the Livery Companies of the City of London to dinner at the Mansion House. Musicians from the Band of the Scots' Guards played during the evening by permission of Colonel E. W. S. Balfour, Lieutenant-Colonel Commanding Scots Guards, and under the direction of Lieutenant H. E. Dowell, Scots Guards. The gathering, which was a large one, to the right of the Lord Mayor were:

The Master of the Leathersellers' Company, Mrs. F. J. Nettiefold, the Prime Warden of the Dyers' Company, Mrs. F. P. Flinn, the Master of the Vintners' Company, Mrs. Spencer J. Mabe, Mr. W. Lints Smith, Miss Lena Lints Smith, the Master of the Salters' Company, Lady Cohen, the Prime Warden of the Goldsmiths' Company, Lady English, Colonel and Alderman Sir Louis A. Newton, Lady Newton, the Master of the Drapers' Company, Mrs. A. McKenna, the Master of the Mercers' Company, Alderman and Sheriff Sir Frank J. C. Pollitzer, Lady Pollitzer, Mrs. H. F. Cullum, the Master of the Waxchandlers' Company, Mrs. G. Hawkins, the Master of the Bakers' Company, Sir Cuthbert Wallace, Lady Wallace, Sir H. Holman Gregory, K.C., Lady Gregory, Mr. and Mrs. Percy Thomas, Mrs. William Tozer (the Mistress Outler of Sheffield), Alderman Sir Charles H. Collett, Lady Collett, Mr. and Mrs. Roger N. Carter, Alderman Sir W. Phene Neal, Mrs. Ganning.

On the left of the Lord Mayor there were:

Mrs. F. B. Wathen, the Master of the Grocers' Company, Mrs. C. R. Tabor, Colonel and Alderman Sir T. Vansittart Bowater, M.P., Lady Bowater, the Prime Warden of the Fishmongers' Company, Lady (Vinceni) Baddley, Alderman Sir Charles A. Balho, Lady Balho, the Master of the Haberdashers' Company, Mrs. E. Graham Simpson, the Master of the Ironmongers' Company, Mrs. J. L. C. Mercer, the Master of the Clothworkers' Company, Mrs. Stanley Bousfield, the Master of the Brewers' Company, Mrs. G. B. Winch, the Master of the Barbers' Company, Mrs. M. Hovenden, Sheriff Sir Charles J. H. McRea, Lady McRea, Alderman Sir Maurice Jenks, Mrs. G. N. B. Sebastian, the Master of the Skinners' Company, Sir Henry M. Scott, K.C., Lady Scott, Alderman Sir Percy Vincent, Lady Vincent, Dr. and Mrs. H. Spencer Jones, the Lady Seisdon, Lord and Lady Seisdon, Mrs. H. L. P. Boot, the Master of the Outlers' Company, Mrs. C. Radcliffe, the Master of the Tallowchandlers' Company, Miss Marshall, the Master of the Armourers' and Braziers' Company.

Others present included:

Commander J. R. Poland Alderman Sir George H. Wilkinson, Lady Wilkinson, Mr. Alderman G. Godfrey Warr, Mrs. G. Godfrey Warr, Sir George and Lady Tilley the Rev. W. E. Lees (the Chaplain to the Lord Mayor) and Mrs. Lees, Alderman Sir Harry E. A. Twyford, Lady Twyford, Sir Adrian Pollock, the Hon. Lady Pollock Judge A. Ralph Thomas, Mr. A. R. Thomas, the Master of the Stationers' and Newspaper Makers' Company, Lady Baddley, Alderman Sir William G. Coxen, Lady Coxen, Mr. G. Cecil Whiteley, K.C., Mrs. F. W. Gentle, Mr. and Mrs. Stanley Greenland.

Lieutenant-Colonel and Alderman Sir John D. Laurie, Lady Plender, Judge Gerald Dodson, Mrs. Dodson, Major and Alderman Sir Frank H. Bowater, Lady Bowater, Mr. A. T. Roach, Mrs. Roach, Miss M. Broadbridge, the Prime Warden of the Saddlers' Company, Mrs. A. J. Welch, the Master of the Carpenters' Company, Lady Fletcher, Colonel and Alderman R. W. Eaton, Mrs. Eaton, the Mayor of Toronto, Canada (Mr. William D. Robbins), Mrs. W. D. Robbins, the Mayor of Stratford-upon-Avon (Councillor E. P. Ray), Mrs. E. P. Ray, Mr. and Mrs. Cyril Gamon and Major A. E. Wood.

THE KING'S VISIT TO GREENWICH MARITIME MUSEUM OPENED

ROYAL PROGRESS ALONG THE THAMES

The King went to Greenwich by river from Westminster yesterday to open the National Maritime Museum. With his Majesty were the Queen and Princess Elizabeth, and the First Lord of the Admiralty was Minister in attendance. A guard of honour of the Royal Marines was stationed on the embankment by Westminster Pier, and the Royal journey was made in the barge of the Commander-in-Chief, The Nore, with a launch of the Port of London Authority leading the procession and an escort of four motor torpedo-boats following.

The Thames has had little of pageantry in its recent history, and until yesterday there had not been since 1919 anything in the nature of a Royal progress along London's river. The people of London enjoyed the occasion. It was impressive rather than picturesque. Many who looked on at yesterday's procession remembered the grand old Royal barge, with its long scarlet oars. It had given place to the severely practical barge of a modern navy. With the change there had gone a great deal of the picturesqueness of river pageantry, but the swift relentless machine that had come on the scene was impressive in its efficiency and wonderful movement. Of the thousands of persons who looked across Westminster Bridge and over the embankment parapets, few seemed able to realize that the King and his escort were out of sight in a few seconds. The modern age of mechanical transport seemed to have intruded into the traditions of Thames pageantry unheralded and with startling suddenness.

Great crowds began to gather near Westminster Pier long before the King left Buckingham Palace. Along the pavement of Westminster Bridge people stood six and seven deep for more than two hours, and there was a similar press of people for a great distance along the embankment. The upper windows of every building from which anything of this Royal journey could be seen were filled with persons looking down on the scene below. The crowds in the streets were reminded all the time of the approaching Coronation, with hawkers importuning them to "buy your colours—red, white and blue," or to buy a periscope for a shilling before it went up to half-a-crown in Coronation week. "Official programmes" had, of course, sprung in great numbers from unofficial sources for the occasion.

ARRIVAL AT WESTMINSTER PIER

Westminster Pier had been decorated with a white awning overhead and a purple carpet on its planks. At one end of the landing stage was the Union Jack and at the other the flag of the Port of London Authority, while across the river the flag of the L.C.C. was flying from County Hall. The Guard of Honour from the Royal Marines marched across Westminster Bridge, led by its band, half-an-hour before the King's arrival, and took up its place on the lower embankment. By that time it had become almost impossible for anyone to get near enough to see much of what was happening. Traffic across Westminster Bridge and along the Embankment ceased.

The King and Queen and Princess Elizabeth were given a great welcome by the waiting crowd as their car drove up to the pier. The band of the Royal Marines struck up the National Anthem and the Colour of the Guard of Honour was dipped in the Royal Salute. At the same time the engine of the Commander-in-Chief's barge started up, and from so short a distance as Westminster Bridge, hardly a note of the band could be heard. The King inspected the Guard of Honour and then, with the Queen and Princess Elizabeth—for whom the crowd had a special chorus of cheers—went aboard. As the barge and its attendant vessels went ahead a Royal Salute was fired.

The procession moved swiftly on its way along the river. Cheering crowds greeted its passing all along the Embankment. The sun shone warmly, and the Portland stone of London's tall buildings towards the City stood white in its brightness. At Greenwich there awaited the King's presence a shrine of the nation's maritime history. Thence the King had taken the historic way from Westminster, and almost beside the spot at which this Royal journey began there is carved on the plinth of the Boadicea statue the words, "Regions Caesar never knew. Thy posterity shall sway."

IN THE POOL OF LONDON

In the Pool of London and right down the river ships were dressed in honour of the Royal progress, and wharves and bankside vantage points were crowded. The Thames had taken on a festive appearance; flags and bunting waving gaily from the ships and buildings, giving to these latter gaunt and sombre reminders of the greatness of London's docks welcome brightness and colour.

The Royal procession was heralded from afar off. Sirens began to sound; each ship in turn took up the chorus, some with a high, staccato "Hip, hip, hip hurrah," others booming out long, vibrant notes, which hung and quivered in the air. The river, cleared of traffic, seemed strangely deserted. It was like a broad highway, closed to all vehicles for the Sovereign to pass.

In the wider reaches off Rotherhithe the procession was seen to advantage from the roofs and floors of the many wharves. The noise of the numerous sirens, blending into a cacophony whose tunelessness could be excused because of its fervour, grew in intensity as the Royal barge, with its escort, came into view. The cheers of the spectators were drowned by the enthusiastic siren operators; it was an animated scene during the short space of time the barge and its escort were within view. The King and Queen could be discerned acknowledging the warmth of the welcome which riverside folk were extending to them. Then the sirens ceased to shriek and for a time the Thames seemed quiet enough to be a rural stream.

WELCOME AT ROYAL NAVAL COLLEGE

DRIVE TO THE QUEEN'S HOUSE

The Royal party disembarked at Greenwich College steps, opposite the broad avenue which divides the buildings of the Royal Naval College and runs back from the river to the Queen's House. They stepped from bright afternoon sunshine into the shade of a white awning. The King and Queen were received at the landing-stage by the Mayor of Greenwich and by Vice-Admiral Sidney Bailey, president of the Royal Naval College, who

presented Captain H. H. Bousfield, R.N., captain of the College. The Mayor presented an address to the King, who handed him a reply in the following terms:—

The Queen and I thank you heartily for your loyal address, and for the warmth of your welcome on our first visit to Greenwich since my Accession. Rightly do you recall with pride your historical associations with the Royal House, the Royal Navy, and the maritime world. In Greenwich was born King Henry VIII, the founder of the Royal Navy. Thousands of aged and disabled seamen of the Royal Navy found refuge in the peace and calm of the Royal Hospital instituted by Queen Mary, to whose foresight we are indebted for the wonderful vista which stretches from the river to the hill on which stands the Royal Observatory established by King Charles II.

The work carried on in the Royal Observatory led to the institution of the Nautical Almanac, which has made the name of Greenwich known in the remotest parts of the world. I notice that your coat of arms is a perpetual reminder that Greenwich gives time to the world. For more than 60 years the Royal Naval College has been the nursery of our sea Services, and Greenwich is so closely linked with our maritime story that there is no place in this country in which the museum could be more appropriately established.

I am happy to think that the Queen's House, in which so many of my ancestors have resided, has now become accessible to the public, and I am sure that the people of Greenwich will not be slow to enjoy the wealth of treasure which it contains.

PARTY JOINED BY QUEEN MARY

The King and Queen and Princess Elizabeth, with those in attendance on them, drove to the Queen's House in motor-cars. The route along King William Street and Romney Road was thickly lined with spectators, who greeted their Majesties with cheers and fluttering handkerchiefs. Queen Mary, who had come by road in advance of the others, awaited them at the top of the steps leading to the broad terrace of the Queen's House. Between the steps and the door, which the Queen was soon to open with a gold key, were drawn up cadets of the Royal Naval College, Dartmouth, and the Worcester training ship, the tallest boys at the end of each rank, the smallest—scarcely more than half their height—in the centre. Before the terrace was mounted a Guard of Honour of blue jackets from Chatham, the King's Colour in the middle and a naval band to one side. The wide avenue in front was lined by uniformed detachments from many organizations—training establishments of the Royal Navy and Merchant Navy, including boys from the Royal Hospital School, which used to be at Greenwich, the British Legion, the Legion of Frontiersmen, Boy Scouts, and Girl Guides.

The naval Guard of Honour presented arms and the band played the National Anthem when the King and Queen reached the Queen's House. The King inspected the Guard of Honour, and in the meantime the Queen and Princess Elizabeth mounted the steps to greet Queen Mary, who kissed them both. Lord Stanhope, First Commissioner of Works and Chairman of the Museum, who had received their Majesties, presented to them Admiral Sir George Hope, Vice-Chairman of the Museum, Sir James Caird, the donor of the new galleries and the Caird collection, and Professor Geoffrey Callender, Director of the Museum.

The Queen unlocked the door of the Queen's House and the company entered. On their way to Neptune's Hall more presentations were made and bouquets were accepted by the Queen and Queen Mary.

In Neptune's Hall, which was formerly the gymnasium of the Royal Hospital School, a large company awaited the Royal party. The hall was attractively decorated with flowers and naval relics, including a fine tapestry, from Hampton Court, depicting a naval battle, hung behind the platform. Among the Ministers present were Sir Thomas Inskip, K.C., Mr. Runciman, Mr. Ernest Brown, Mr. Ormsby-Gore, and Major Tryon. The Poet Laureate (Mr. John Masefield) was also present. One of the gayest touches of colour in the hall was given by Doggett's Coat and Badge, worn by the present holder, Mr. Harry Phelps, who was there in his capacity as Bargemaster to the Fishmongers' Company.

ADDRESS READ BY LORD STANHOPE

Their Majesties, with Queen Mary and the Princess Elizabeth, walked to their places on the platform, and the National Anthem was played by the band of the Chatham Division of the Royal Marines. When all had taken their seats, Lord Stanhope read an address from a document, which he afterwards handed to the King.

"Great Britain, more than any other country," read Lord Stanhope, "owes its greatness to the influence of sea power and of oversea trade. Ships have carried goods from this island kingdom across the seven seas, and the flag has followed trade, until the British Crown has become the symbol of unity to peoples scattered over the face of the earth. Strange is it, therefore, that until now there has been no national museum in Great Britain to commemorate the deeds of those who have gone down to the sea in ships."

The National Maritime Museum, the address continued, was fortunate in the home which had been dedicated to it by Act of Parliament. The Queen's House, built by Inigo Jones, to the order of James I, became the residence of Queen Henrietta Maria. For the past 130 years it had provided a residence for the five senior officers of the Royal Hospital School, and during that period it underwent sad changes. It had now been restored to its former condition.

The 30 rooms of the Queen's House, however, were not adequate to house the collection, and additional galleries and a library had been formed out of the premises which used to provide the classrooms and dormitories of the Royal Hospital School, now established at Holbrook. The buildings had required considerable adaptation to make them suitable for a museum. This, together with all the equipment of the museum, and the transformation of an asphalted sloping playground into the flat greensward and paths adjoining the museum, had been achieved solely through the munificence of Sir James Caird.

The museum was no less fortunate in its contents. There had been entrusted to it the fine collection of naval portraits which used to hang in the Painted Hall of what was now the Royal Naval College, a collection which owed much to the King's predecessor, William IV. A fine collection of ship models had also been entrusted to the museum from the same source. To this nucleus had been added gifts from various donors, and in particular the unique collection which Sir James Caird had presented to the nation—a collection consisting of portraits, battle-pieces, et gravings, drawings, ship models, and navigational instruments. Although many treasures had been dispersed to other countries owing to no maritime museum having been in existence, the exhibits would be found not unworthy of the place which the sea held in our history; and it was hoped that many other benefactors, as the years passed, would present to the museum such objects as should worthily recall to memory the pages of the past.

THE KING'S REPLY

The King's reply, which he read from parchment, was as follows:—

"I thank you for your loyal and dutiful address. It is a great pleasure to the Queen and myself to come here to-day to open the National Maritime Museum and to see some representatives of our seaports and of the maritime interests of our country. My early life was spent in the Royal Navy, and I am glad that the opening of this museum should be one of the first ceremonies of my reign. But for the enterprise, the courage, and the character of our seamen, the British Commonwealth of Nations would never have come into existence. The qualities of Drake, Nelson and Franklin are as real to us to-day as ever in the past, and it is well that we should recall

the exploits of men such as these, so that the part which our seamen have played in our history may never be forgotten.

"The museum has indeed a worthy home, built more than 300 years ago; and I congratulate you and the officers of your Department upon its restoration and upon the conversion of the Royal Hospital premises into these fine galleries. It is 10 years since Sir James Caird bought the Macpherson collection of naval prints. From that day he has continued to purchase treasures for this museum. We owe much to his generosity, and I do not doubt that others will be inspired to emulate his public spirit and add still more to the interest and value of this the youngest of our museums. In the belief that it will help to further the knowledge of our glorious maritime history, I have much pleasure in declaring open the National Maritime Museum."

Lord Stanhope presented to their Majesties the other trustees of the museum:—Mr. R. C. Anderson, Admiral of the Fleet Sir Osmond Brock, Lord Ilchester, Sir Frederic Kenyon, Sir Percy Mackinnon, Captain Arthur R. H. Morrell, Admiral Sir Herbert Richmond, Lord Sandwick, and Mr. Walter Runciman. Sir Patrick Duff, other officers of the Office of Works, and representatives of the contractors and workmen were also presented before the King and Queen left Neptune's Hall to inspect the galleries. The Royal party left for London by road amid renewed cheering from the crowds outside the grounds of the museum.

MORNING POST 25 5 37

LORD MAYOR'S DINNER Masters and Prime Wardens of City Livery Companies Entertained

The Lord Mayor, who was accompanied by the Lady Mayoress, last night entertained the Masters and Prime Wardens of the Livery Companies of the City of London to dinner at the Mansion House. Musicians from the Band of the Scots' Guards played during the evening by permission of Colonel E. W. S. Balfour, Lieutenant-Colonel Commanding Scots Guards, and under the direction of Lieutenant H. E. Dowell, Scots Guards. The gathering, which was a large one, to the right of the Lord Mayor were:

The Master of the Leathersellers' Company, Mrs. F. J. Nettieford, the Prime Warden of the Dyers' Company, Mrs. F. P. Flinn, the Master of the Vintners' Company, Mrs. Spencer J. Mabey, Mr. W. L. Smith, Miss Lena Lunt Smith, the Master of the Salters' Company, Lady Cohen, the Prime Warden of the Goldsmiths' Company, Lady English, Colonel and Alderman Sir Louis A. Newton, Lady Newton, the Master of the Drapers' Company, Mrs. A. McKenna, the Master of the Mercers' Company, Alderman and Sheriff Sir Frank J. O. Pollitzer, Lady Pollitzer, Mrs. H. P. Collum, the Master of the Waxchandlers' Company, Mrs. G. Hawkins, the Master of the Bakers' Company, Sir Cuthbert Wallace, Lady Wallace, Sir H. Holman Gregory, K.C., Lady Gregory, Mr. and Mrs. Percy Thomas, Mrs. William Tozer, (the Mistress, Cutler of Sheffield), Alderman Sir Charles H. Collett, Lady Collett, Mr. and Mrs. Roger N. Carter, Alderman Sir W. Phene Neal, Mrs. Ganning.

On the left of the Lord Mayor there were:

Mrs. F. B. Wathen, the Master of the Grocers' Company, Mrs. C. R. Tabor, Colonel and Alderman Sir T. Vansittart Bowater, M.P., Lady Bowater, the Prime Warden of the Fishmongers' Company, Lady (Vincery) Baddeley, Alderman Sir Charles A. Balbo, Lady Balbo, the Master of the Haberdashers' Company, Mrs. E. Graham Simpson, the Master of the Ironmongers' Company, Mrs. J. L. C. Mercer, the Master of the Clothworkers' Company, Mrs. Stanley Bousfield, the Master of the Brewers' Company, Mrs. G. B. Winch, the Master of the Barbers' Company, Mrs. M. Hovenden, Sheriff Sir Charles J. H. McRea, Lady McRea, Alderman Sir Maurice Jenks, Mrs. G. N. B. Sebastian, the Master of the Skinners' Company, Sir Henry M. Scott, K.C., Lady Scott, Alderman Sir Percy Vincent, Lady Vincent, Dr. and Mrs. H. Spencer Jones, the Lady Seidon, Lord and Lady Seidon, Mrs. H. L. P. Boot, the Master of the Cutlers' Company, Mrs. C. Radcliffe, the Master of the Tallowchandlers' Company, Miss Marshall, the Master of the Armourers' and Brasiers' Company.

Others present included:

Commander J. E. Poland, Alderman Sir George H. Wilkinson, Lady Wilkinson, Mr. Alderman G. Godfrey Warr, Mrs. G. Godfrey Warr, Sir George and Lady Tilley, the Rev. W. E. Lees (the Chaplain to the Lord Mayor) and Mrs. Lees, Alderman Sir Harry E. A. Twyford, Lady Twyford, Sir Adrian Pollock, the Hon. Lady Pollock, Judge A. Ralph Thomas, Mrs. A. R. Thomas, the Master of the Stationers' and Newspaper Makers' Company, Lady Baddeley, Alderman Sir William G. Coxen, Lady Coxen, Mr. G. Cecil Whiteley, K.C., Mrs. F. W. Gentle, Mr. and Mrs. Stanley Greenland, Lieutenant-Colonel and Alderman Sir John D. Laurie, Lady Plender, Judge Gerald Dodson, Mrs. Dodson, Major and Alderman Sir Frank H. Bowater, Lady Bowater, Mr. A. T. Roach, Mrs. Roach, Miss M. Broadbridge, the Prime Warden of the Saddlers' Company, Mrs. A. J. Welch, the Master of the Carpenters' Company, Lady Fletcher, Colonel and Alderman R. W. Easton, Mrs. Easton, the Mayor of Toronto, Canada (Mr. William D. Robbins), Mrs. W. D. Robbins, the Mayor of Stratford-upon-Avon (Councillor E. P. Ray), Mrs. E. P. Ray, Mr. and Mrs. Cyril Gamon, and Major A. E. Wood.

4 MAY 1937

More Fish Caught, Worth Less: £9,555,000 Paid For Imports

ABERDEEN PRESS
10 MAY 37

SHETLAND HERRING FISHING OPERATIONS BEGIN TO-NIGHT

Although herring curing does not start at Lerwick until June 8, the Shetland fishermen will commence operations to-night. This is to fulfil the agreement which they came to recently with the klondykers to start landing herring from May 11. Altogether thirty-five to forty boats will leave Lerwick.

Two of the representatives of the klondyking firm arrived at Lerwick last Saturday in order to make preparations.

Many of the fishermen are not looking forward to starting operations to-night. Most of them would have preferred to have waited until curing started, but it was to meet the requirements of the klondykers that they agreed to make a start to-night. The agreement made with the klondyking firm was that only herrings landed by Shetland boats would be purchased. This agreement, however, was resented by fishermen on the Scottish east coast, as it formed a precedent, and a deputation went to Lerwick to interview the Shetland men. As a result of this, it is expected that several east coast boats will also start operations to-day.

The first klondyking steamer, the Frieda Rehder, has already arrived with about 150 tons of ice and a supply of boxes and salt.

SHETLANDERS PREFERRED

One of the representatives of the klondyking firm told a "Press and Journal" representative, however, that although stranger boats brought in herrings, he would continue to give preference to the Shetland crews.

The Shetland fishermen stated that should more herrings be brought in than what the klondyking firm can deal with and dumping has to be resorted to, then the flag will be hoisted at the port, and no more herrings will be landed until curing commences. It is generally hoped, however, that such a situation will not arise.

Meantime preparations are being made for the start of the curing on June 8. Most of the curers are getting their stations ready, and coopers are also busy making barrels. On many of the stations large quantities of barrels are already stacked up in readiness for the opening date.

COAL TO COST MORE

The numerous coal hulks in Bressay Firth have been replenished so as to be able to supply bunkers to the drifter fleet. The question of coal supplies this season is expected to cause some little anxiety, especially in view of the fact that difficulty is being experienced in getting supplies from the pits on account of the increased consumption through the Government's rearmament scheme.

The increased cost of coal will also affect the earnings of all the boats operating this season.

Apart from that, however, the prospects for the season at Shetland are generally regarded as good. Most of last year's stocks have been cleared, so that a fairly lively demand is expected from the various importing countries. The fact that German importers will be free to purchase as they desire, instead of through a certain organisation as was the case last season, is also expected to help matters, as it will create more competition and result, it is hoped, in better prices being paid.

Last week small shots of herring were landed at Lerwick, but these were spent winter herring. At certain parts, however, shoals of summer fish have been sighted, so that fishermen are also fairly optimistic regarding the coming fishing.

THERE were nearly 1,500,000cwt more wet fish of British taking landed in England and Wales during 1936 than in 1935, according to statistical tables issued yesterday by the Ministry of Agriculture and Fisheries.

The total for last year was 15,813,000cwt, valued at £11,931,000, compared with 14,347,000cwt valued at £11,956,000 in 1935.

The average value on landing of wet fish as a whole was 15/1 a cwt., or 1/7 below the average for 1935.

Soles, turbot, and herrings were the only fish of the principal kinds to show increased prices.

The value of shell fish landed was £444,000, as against £403,000.

REGISTERED VESSELS

The number of first class fishing vessels on the register of England and Wales at the end of 1936 was 2,111, or 48 fewer than a year previously.

The quantity of fish of all kinds imported into the United Kingdom last year totalled 3,621,000 cwts, valued at £9,555,000, a decrease of 7 per cent. in quantity, and an increase of 4 per cent. in value, compared with 1935.

Exports of British fish totalled 4,553,000 cwts, valued at £3,971,000, a decrease of 1 per cent. in quantity, and an increase of 6 per cent. in value.

THE TIMES 28537

YORK HOUSE, ST. JAMES'S PALACE,
MAY 27

The Duke of Gloucester, attended by Major Howard Kerr, was present at the Fishmongers' Hall this morning and lunched with the Prime Warden and Members of the Court on the occasion of His Royal Highness receiving the Freedom of The Fishmongers' Company.

The Fishmongers' Company

"The Fishmongers' Company is one of the twelve great livery companies of the City of London, and amongst the most ancient of the City Guilds. It has had an unbroken existence for more than 700 years." These were the first two sentences in the magnificent menu presented to their guests—the yachtsmen and dramatic profession—by the Company at their annual court dinner.

The City Companies, as Mr. St. John Ervine pointed out in a much applauded speech, symbolise in their dignity the British love for that ceremonial which represents the triumph of ancient order over confused innovation. The Fishmongers, although not many of the Court are connected with that ancient and honourable calling, meticulously preserve their maritime association. One passes up the great staircase through a body-guard of watermen in brilliant red tunics holding raised oars at the salute. The Prime Warden (on this occasion Sir Vincent Baddeley—for many years a leading figure in the Admiralty) receives the Company's guests in robes that might be the outward sign of one of the Mayors of the Cinque Ports.

Nor were the guests on this occasion unworthy of the superb hospitality where a perfect dinner was admirably varied by graceful strains of music and by speeches from Sir Victor Warrender, trustee of the R.Y.S., and Messrs. Owen Nares and St. John Ervine, who may be described as trustees of the theatrical profession. Let us remember Hamlet to Polonius where he calls him a fishmonger. Not I, my lord, says Polonius. Then, answers Hamlet, I would you were so honest a man. Indeed, these fishmongers are notable honest men.

Gresham's Scholars Play
"Hamlet."

FINE CAST FOR ANNUAL PLAY.

"One of the best casts for many years" was the producer's description of this year's play, "Hamlet," which was performed at Gresham's School, Holt open-air theatre on Thursday, Friday and Saturday. "Hamlet" is no easy task for any producer to tackle, but Mr. Taylor has certainly done very well, and all will agree on the excellence of the performance.

The play is in the Italian Renaissance version, and had to be considerably abridged, but it loses little by this.

The character around whom the drama is written is cleverly portrayed by M. W. ff Aldridge. Without any story he would appear a Hamlet. Robed in the traditional black, he gives a masterful interpretation of the character, who is divided within himself whether he should revenge his father or succumb to his natural revulsion against bloodshed. His soliloquies truly revealed this conflict within his mind and were perfect examples of diction which would do credit to many at the Old Vic. Perhaps the most lasting impression on those who witnessed this performance will be a feeling of insignificance before so great a character.

A very intelligent performance was given by the King (N. G. Foulkes), as was that of the Queen (M. F. Gettleston). Laertes (R. G. Berrill) was a fiery character, and attracted a good deal of attention in his duel with Hamlet, for which both players had been given special instruction by an Old Greshamian who is a fencing expert.

Polonius (T. M. Fry) gave an interesting interpretation of the part.

Ophelia, although not a great woman's part, was well performed by A. D. Richardson, and was marked for the excellent of his (or her) singing.

Others taking part were: Voltimand, J. K. Wiltshire; Cornelius, D. W. Thompson; Rosencrantz, J. M. H. Bullivant; Guildenstern, G. D. Askew; Osric, K. R. M. Williams; Marcellus, D. Savory; Bernardo, G. Morris; A Gentleman, J. C. Matthews; A Priest, R. H. Sutton; Messenger, B. A. Powell; First Player, R. H. Powell; Player King, J. O. Laws; Player Queen, D. L. Beney; Fourth Player, G. Morris; Ghost of Hamlet's Father, R. H. Powell; Fortinbras, T. M. Fry; Lords in Attendance, R. H. Powell, R. C. A. McGill, D. L. Beney; Soldiers, J. O. Laws, P. R. Lawrence, J. B. Birks, J. S. Drane, H. B. Parker, G. Morris, D. Savory, J. K. Wiltshire, S. F. Hewetson, W. A. Foster, D. W. Thompson, J. R. Bradburne; Pages, C. H. Gimmingham, P. D'A. Mumby, C. H. Wood, J. T. Snelling, A. P. Barclay; Ladies in Waiting, J. R. Poland, L. C. Pryor.

SPEECH DAY AT GRESHAM'S SCHOOL

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An appeal to the boys to give up a little of their time for the Territorial Army was made by General Sir Edmund Ironside, K.C.B., C.M.G., D.S.O. (G.O.C. in Chief Eastern Command), when he distributed the prizes at Gresham's School, Holt, on Saturday.

Mr. E. W. Fordham, O.B.E. (Chairman of the Governors) presided, and was supported by Mr. Owen Hugh Smith (Deputy Chairman), Mr. W. P. Haskett Smith, Mr. R. C. Evans, the Rev. J. Kaye, Major E. H. Evans Lombe, Mr. W. Towler (Chairman of Norfolk Education Committee), Major Anthony Buxton, D.S.O., and Mr. C. N. Hooper (Clerk to the Governors).

HEADMASTER'S REPORT.

The Headmaster (Mr. P. E. Newell), in his report said: "Last year the new wing at the Old School House was being built, and

and the Grand Aggregate—the first Undergraduate to do so. The Corps had its honours this year in Howard's Military Cross for gallantry when his platoon was attacked in Palestine by an overwhelming body of tribesmen, and to H. F. V. Battle's Distinguished Flying Cross for services on the North-West Frontier. Last, but not least, at the foot of the Honours List is the record of W. G. Holmes's promotion to the rank of Major-General. He is the first Old Boy to reach that rank and is only 44 years of age.

INCREASE IN O.T.C.

"The O.T.C. is bigger than ever before and its success in the one examination which it takes—Certificate 'A'—has this year beaten all previous records by a handsome margin. We congratulate Captain Douglas, who has just relinquished command, and Captain Spencer on these results. The Corps has its critics, as it has always had, but I for one am convinced that it has lessons to teach which are not easily put into words and

fighting in the street when one was in an aeroplane. There was a duty that those who remained in England could do for their Empire. There was no need for him to point out the state of Europe. A man or nation who was rich and powerful would always be a subject of jealousy. Compared with that of the young Germans when they left the public schools they had a great of leisure and he appealed to them to give a fortnight a year to the defence of the country and Empire.

"You boys, when you go out into the world," he said, "will you say, 'I will give four years of my life to the Territorial Army?' It is a sad thing to see that the upper classes are not doing their duty as officers of the Territorial Army. The percentage of boys in this from the public schools is too small that I am ashamed to think of it."

Referring to the anti-aircraft units, General Ironside said that even the most pacifist of individuals would not look askance at firing on an aeroplane which was going to bomb them. In fact they could not be asked to fire until they were attacked. The man who said he would come when the trouble came was really of little use, for a workman who did not understand his trade could not be of much use. The German youths who had been in camp at the school recently, he said, had inculcated into themselves the spirit of serving a nation; he hoped they would not forget that.

"Remember," concluded General Ironside, "that your example in this country is being carefully watched by countries like Germany and Italy who think they have found something new. Be human, and we shall still keep our Empire."

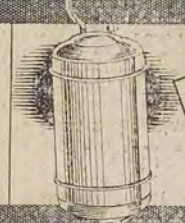
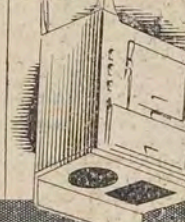
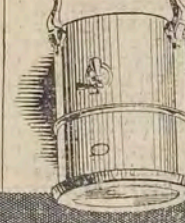

PRIZE-WINNERS.

The prize-winners were:—

- Jodrell Prize (for Mathematics): R. M. Garland.
- Simpson Prize (for History Essay): K. R. M. Williams.
- Sir Richard Martin Prizes (for Geography): B. Block, J. S. D. Wright, C. Block, M. Waghorn and F. P. S. A. Cocks.
- Holland - Martin Prize (for Natural History): E. L. Arnold.
- Maryon Prize (for Manual Training): A. D. Dobson.
- Wyndham Birch Prizes (for Music): S. P. E. Simon and M. W. H. Aldridge.
- Eccles Prizes (for Science): T. M. Fry, J. O. Laws and O. R. Barclay.
- Bushell Prizes (for Astronomy): Senior, T. M. Fry; Junior, J. T. Wyatt.
- A. C. Benson Memorial Prize (for English Literature): N. G. Foulkes.
- Fordham Prizes (for English Verse): 1 R. H. Sutton; 2 N. G. Foulkes and A. C. Sharp.
- Johnson Prizes (for German): Essay, 1 N. G. Foulkes, 2 N. W. S. Tolson; Reading, Senior O. R. Barclay, Junior H. B. Parker.
- George Evans Prizes (for French Essay): 1 N. G. Foulkes, 2 N. W. S. Tolson.
- Masterman Prizes (for French Reading): Senior, 1 N. G. Foulkes, 2 N. W. S. Tolson; Junior, 1 J. L. O. Hicks and P. F. Chapman, 2 G. D. Askew.
- Spiers Prizes (for Elementary Mathematics): B. Block, B. F. Reynolds; C. Block, P. D. Neville; D. Block, B. J. Dixon.
- George Weston Prizes (for Handwriting): U IVA., N. L. Eckersley, G. H. Borrow, F. G. Spencer; U IVB., H. M. B. Thorp, N. P. Craven, E. W. P. Varnon; L IVA., H. J. Phear, H. W. S. Hitchcock, A. M. A. Woods; L IVB., C. R. Hunter, J. M. Swainson, P. F. Chapman, J. M. H. Bullivant; IIIA., H. M. Power, D. L. Beney, C. D. Lucas; IIIB., G. S. Hawkins, D. R. Westley, R. M. Crosthwaite, W. H. Lines; IIIC., P. W. Hayward, M. E. S. Cutts, P. B. S. Lock; II., P. G. Hornor, P. G. T. Swainson, D. E. Wearing; L. J. A. Hammond.
- Art Prizes (given by Mr. Owen Hugh Smith): Senior, 1 A. B. Kinloch, 2 M. W. H. Aldridge; Junior, 1 N. F. Craven, 2 G. T. Gibson, 3 M. A. Stern.
- Belmont Hill School Medal (for English

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HEADMASTER'S REPORT.

The Headmaster (Mr. P. E. Newell), in his report said: "Last year the new wing at the Old School House was being built, and now it has been in use for nearly three terms. We can all feel, I think, that the change both at the Old School House and at Kenwyn has been worth while, and I know we shall all wish to congratulate, not only the Governors who have built on such magnificent accommodation, but also the boys of those Houses, and especially Mr. and Mrs. Gamble and Mr. and Mrs. Spencer on happy and successful first years in these two Houses. "This has been, I think, a happy and successful year here. It has seen the inauguration of a Holiday Activities Committee which has kept you informed of the many and varied opportunities that boys now have of equipping themselves as citizens during the holidays. Last holidays, we had here an Anglo-German Camp attended by eight of our boys and also by Germans and unem-ployed from the North of England. "The Times," in an article devoted to it, pointed out that though it was difficult to estimate the positive results of such a Camp, and continued "One thing at least has been deeply impressed upon their English friends: the passionate earnestness of the German youth. Perhaps it is not too much to hope that they, in turn, may have learnt something of a more tolerant attitude towards those who, while working for the same ends, yet cannot agree as to the method. This Camp was a success and an activity of which the School may well be proud. Our grateful thanks are due to Mr. Gamble, its Commandant, to Major Kerridge, who was its First Commissioner of Works, and to Mr. Smithells who organised the Games and Evening Discussions. "As is now known, Mr. Smithells will be leaving us this term to take up a post in the University College of Exeter. We have known him here for five years, and he has taught us what can be done by selfless enthusiasm in the pursuit of an ideal. To appoint University Graduates to teach gymnastics is gradually becoming normal in our educational system, but this was not so five years ago when Mr. Eccles appointed Mr. Smithells to such a post here. He has given us, by his enthusiasm, something unique in Public Schools. We shall bid him good-bye with regret. "The Governors have been active this year. Not content with the buildings added last year, they have been planning a new Sanatorium, on which work is to be commenced in July. And, too, within the last fortnight, they have been lending an attentive ear to the report of the Board of Education Inspectors who came here for four days earlier this term. I believe that that report was a good one. It was 15 years since we had been inspected, and in those years the School, under Mr. Eccles, has grown and flourished. Many of us who were present this morning when Mr. Eccles's portrait was unveiled, and, for those who were not, I would wish to echo again the words which Colonel Foster read from the Dedication in the Album which will shortly be given to Mr. Eccles, signed by over a thousand well-wishers: 'We are confident that your thirty-five years at Gresham's School will be an inspiration to succeeding generations and that the whole-hearted enthusiasm, selfless devotion, and nobility of purpose with which you served the School will never be forgotten.' "I told him of the inspection and, in his reply yesterday, he said to all of us his good wishes for to-day and said how greatly he rejoices, too, that you have your experience in education should have been to see the School again and should have found it good. Taking those Inspectors round and helping them in a brief four days to form an opinion of the life of an institution like a School reminds me irresistibly of the story of the American who, in his tour of London, did the National Gallery in 80 minutes and said afterwards that he could have knocked off 10 minutes if he had had nails in his shoes. (Laughter.)

STAUNCH FRIENDS LOST.

The School has lost this year two men who were our staunch friends. Canon Marcon was both our oldest Old Boy and a Governor, a great figure in Norfolk, a pioneer in many ways. In his memory we have added to the row of rosebeds which flank the Northern side of the Thatched Buildings. The beds there were his idea and his especial care whenever he visited the School. "When we assembled this term, we heard with sorrow of the death of Mr. Daniel, who had retired only a year ago. Many boys here and generation of Old Boys owed much to his kindly perseverance with their weaknesses, and we all, School and Staff, knew him as a genial, kindly man. One of his hobbies was Carpentry, and he was often to be seen in the M.T. room. Mrs. Daniel is giving to the School a collection of his tools which will be placed there next term for general use. "The School has been enriched by two other notable gifts this year. On the cricket field there now stands a beautiful teak seat, the gift of Mr. and Mrs. Dowson, in memory of their son, David Dowson, and, as many of you will have noticed as you entered the Big School this morning, there are now fine oak doors to the main entrance under the School clock. These are the gift of Mrs. Evershed, in memory of her son, Percy Evershed, who was at School here during the War years and who died on the West Coast of Africa two years ago. "The Staff has seen some changes since last year. Mr. Hales, to whom I extend personally, and in the name of all of you, our congratulations on his first year as Director of Music, and on his successful production of the 'Matthew Passion' in Chapel at the end of last term in spite of many and great handicaps caused by an influenza epidemic. With Mr. Hales we have welcomed, too, Mr. Colman, who already commands our respect as an enthusiast. "The strength of the School's activities is, I think, shown in the list of Honours which we have on your programmes. Those at the University—eight First Classes and seven Scholarships and Exhibitions—show that all is indeed well on the academic side. Those honours I would single out especially are: A. L. Hodgkin's Fellowship at Trinity, Cambridge, at the early age of 23. "The O.T.C. has had its most successful year. Admittedly we were low in the Ashburton then an Old Boy, Duncan Millar, shot into the 22nd place in the King's Regatta. Not only did he do that—a great feat in itself—but he won the Gold Cross

and the Grand Aggregate—the first Under-graduate to do so. The Corps had its honours this year in Howard's Military Cross for gallantry when his platoon was attacked in Palestine by an overwhelming body of tribesmen, and to H. F. V. Battle's Distinguished Flying Cross for services on the North-West Frontier. Last, but not least, at the foot of the Honour List is the record of W. G. Holmes's promotion to the rank of Major-General. He is the first Old Boy to reach that rank and is only 44 years of age.

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"In Athletics, we had a fine day for the Sports, when one record was broken, while Fraser, an Old Boy, ran for Cambridge in the Oxford and Cambridge Relay Races. "The Cricket season has been a good one so far. In it, too, we have a new fixture—one against the M.C.C.—a two-day match—to be played next week. "Of the other School activities there is only time to mention a few briefly. The Scouts have again had a successful year. 'The Gresham,' too, and its younger satellite 'The Grasshopper,' have covered themselves with green glory. I would like to congratulate Sutton, the Editor of 'The Gresham,' on his History Exhibition at Jesus, Cambridge. The Bird Watchers, of whom the School has always had many, again owe a debt of gratitude to Major Buxton, and Arnold has won the very coveted distinction—the Silver Medal of the Royal Society for the Protection of Birds—for his essay on the Birds of Sallhouse. "And, then, the Play. Plays are very definitely one of our School activities—a tradition of which we can be proud. This year has seen the production of a play by an Old Boy—W. H. Auden's 'Ascent in F 6'—not only written by an Old Boy, but with incidental music by Benjamin Britten, who is a rising composer, and with its costumes and scenery designed by Robert Medley, another Old Boy.

DAY BOYS' SUCCESS.

"We say good-bye this term to Blackman, Hand, Watt and Levitt. Levitt has won a Senior Science Demysip at Magdalen, Oxford, and has followed it up by being selected to hold a Kitchener Scholarship. He has captained the Day Boys for two years and leaves with our very best wishes for his future. Watt has been the first Captain of the new Old School House. He has led the School teams in hockey and cricket. Last term he broke the record for the high jump. He leaves us to go into business where we, who know him, believe that he will make his mark. We wish him well and congratulate him on the really excellent Band which you all heard just before you came down to speeches. "Hand has been Mr. Douglas's first Captain of Farfield. His activities have been many, but I shall remember especially his playing the organ in Chapel and his singing of the chief part in the Passion music on Good Friday. To his sincerity and singleness of purpose a Vice-Captain of the School indeed owes much, and we all wish him success in his career at Oxford. "Blackman succeeded Skrimshire as Captain of my House and as Captain of the School. He has faced difficulties, always courageously both as Captain of the School, Captain of his House, and Captain of Football. He has chosen the profession of teaching, and goes up to Cambridge this October. He has that great gift that I could wish for all of us—the humble heart. I offer him personally, and in the name of you all, my grateful thanks for all that he has done here this year. "In introducing to you General Sir Edmund Ironside I know that I can say with confidence that you will hear no platitude from him. His distinctions are many. You see him now, a youthful figure, and it is indeed hard to believe that any man has carried the responsibilities that he has carried and be still as you see him now. Twenty years ago he was chosen to be Commander in Chief of all the British Forces in Russia, and he had one of the most important responsibilities for the Coronation, for it was his duty, I believe, to find 700 quiet horses for visiting potentates to ride in the procession. He speaks, I believe, sixteen languages, but he has undertaken to speak in English to-day. I have very great pleasure in welcoming him here."

Mr. Fordham congratulated the School on its lengthy honours list, and went on to speak of the public school spirit. "A sound tradition," he said, "is an inspiration, but an unsound tradition is a degradation." It was hard to define the public school spirit but the French had the nearest approach to it with "esprit de corps." "Speech day spirit," however, was a spirit "of indecent boastfulness," and in this vein he would boast of the Headmaster, the staff, the school buildings, the projected sanatorium, and the new squash courts. He would finally boast of Gresham's boys whom he could truly say held a very good name in the country. (Hear, hear, and applause.)

EMPIRE BUILDERS.

General Sir Edmund Ironside said that a great school like Gresham's was responsible for sending out into the Empire the men who ran it. Some were merchants and others members of the great Civil Services, but they did not only gain financially but there was an ennoblement of the spirit in serving the Empire. It could not exist in its present harmonious state were it not for spirit inculcated into the boys at schools like Gresham's. The prefects were trained to deal with the human element, and this was necessary when dealing with the natives in the Empire. No machine had been invented which could do this. As a Tommy had said, it was very hard to distinguish a Jew and an Arab in Palestine

fighting in the street when one was in an aeroplane. There was a duty that those who remained in England could do for their Empire. There was no need for him to point out the state of Europe. A man or nation who was rich and powerful would always be a subject of jealousy. Compared with that of the young Germans when they left the public schools they had a great leisure and he appealed to them to give a fortnight a year to the defence of the country and Empire.

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PRIZE-WINNERS.

The prize-winners were:—Jodrell Prize (for Mathematics): R. M. Garland. Simpson Prize (for History Essay): K. R. M. Williams. Sir Richard Martin Prizes (for Geography): B. Block, J. S. D. Wright; C. Block, M. Wag-horn and F. P. S. A. Cocks. Holland - Martin Prize (for Natural History): E. L. Arnold. Maryon Prize (for Manual Training): A. D. Dobson. Wyndham Birch Prizes (for Music): S. P. E. Simon and M. W. H. Aldridge. Eccles Prizes (for Science): T. M. Fry, J. O. Laws and O. R. Barclay. Bushell Prizes (for Astronomy): Senior, T. M. Fry; Junior, J. T. Wyatt. A. C. Benson Memorial Prize (for English Literature): N. G. Foulkes. Fordham Prizes (for English Verse): 1 R. H. Sutton; 2 N. G. Foulkes and A. C. Sharp. Johnson Prizes (for German): Essay, 1 N. G. Foulkes, 2 N. W. S. Tolson; Reading, Senior O. R. Barclay, Junior H. B. Parker. George Evans Prizes (for French Essay): 1 N. G. Foulkes, 2 N. W. S. Tolson. Masterman Prizes (for French Reading): Senior, 1 N. G. Foulkes, 2 N. W. S. Tolson; Junior, 1 J. L. O. Hicks and P. F. Chapman, 2 G. D. Askew. Spiers Prizes (for Elementary Mathe-matics): B. Block, B. F. Reynolds; C. Block, P. D. Neville; D. Block, B. J. Dixon. George Weston Prizes (for Handwriting): U IVA., N. L. Eckersley, G. H. Borrow, P. G. Spencer; U IVB., H. M. B. Thorp, N. P. Craven, E. W. P. Varnon; L IVA., H. J. Phear, H. W. S. Hitchcock, A. M. A. Woods; L IVB., C. R. Hunter, J. M. Swainson, P. F. Chapman, J. M. H. Bullivant; IIIA., H. M. Power, D. L. Beney, C. D. Lucas; IIIB., G. S. Haw-kins, D. R. Westley, R. M. Crosthwaite, W. H. Lines; IIIC., P. W. Hayward, M. E. S. Cutts, P. B. S. Lock; II., P. G. Horner, P. G. T. Swainson, D. E. Wearing; I, J. A. Hammond. Art Prizes (given by Mr. Owen Hugh Smith): Senior, 1 A. B. Kinloch, 2 M. W. H. Aldridge; Junior, 1 N. F. Craven, 2 G. T. Gibson, 3 M. A. Stern. Belmont Hill School Medal (for English Essay): A. F. Johnson. Latin Prose Prize (given by Mr. W. F. Hasket-Smith): G. D. Hand. Music: Choir, S. L. S. Head and M. J. Butler; Instrumental, D. M. Horne and D. P. Tripp. Greek Prose Prize (given by Sir Vincent Baddeley): G. D. Hand. Art: B. Block, 1 A. S. M. Cummings, 2 J. C. Matthews; C. Block, W. E. B. Cooper; D. Block, R. L. Duggin. Manual Training: B. Block, P. C. A. Hawkins; C. Block, R. A. Hendrie and J. T. Wyatt; D. Block, P. G. Horner and D. E. Wearing. Headmaster's Prizes: G. G. B. Blackman and G. D. Hand.

SCHOLARSHIPS.

The following scholarships were awarded:—By the Fishmongers' Company—£50 per annum to: 1 W. K. Stead, Cherry Orchard School, Old Charlton, S.E., and Gresham's; 2 R. V. A. Beevor, Old Hall School, Wellington, Salop; 3 M. W. S. Hitchcock, Gresham's. £30 per annum to: R. J. Gelder, St. Michael's School, Uckfield and Gresham's. By the Governors—County Scholarships of £100 per annum: 1 G. M. F. Sandys-Winsch, Town Close House Preparatory School, Norwich; 2 J. P. Crowdy, Gresham's; 3 M. R. Lewis, Town Close House Preparatory School, Norwich; 4 J. A. Thackwell, Town Close House Preparatory School, Norwich. Holt "A" Scholarships: 1 R. L. Duggin, Gresham's; 2 B. J. Dixon, Gresham's. Leaving Exhibitions have been awarded to: 1 G. D. Hand (£80 per annum); 2 R. H. Sutton (£80 per annum).

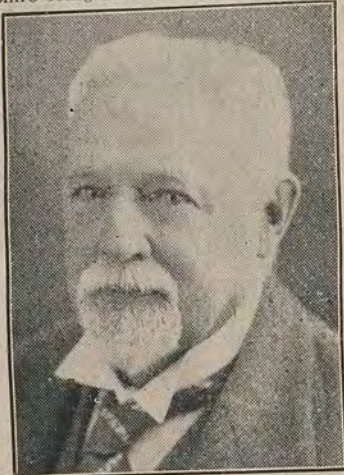
LATE DR. CLOUDESLEY BRERETON

PASSING OF NOTED SCHOLAR

SUDDEN DEATH AT BRININGHAM HOUSE ON SUNDAY.

The death of Dr. Cloudesley Brereton, of Briningham House, near Melton Constable, suddenly on Sunday night has robbed Norfolk and indeed the whole country of a distinguished scholar.

Dr. Brereton was a son of Capt. Shovel Henry Brereton. He commenced his education at Norwich Grammar School, and it is a melancholy fact that he had accepted an invitation to present the prizes at the annual Speech Day in a fortnight's time. From Norwich School he went to Oundle, where he was Victor Ludcum. Passing on to St. John's College, Cambridge, as an exhibitioner,



he took a double honours degree in classics. Leaving England to study French and German he was the first Englishman to get an honours degree in purely French subjects at the Sorbonne. Returning he was for three years secretary to the Royal Society of Painter Etchers. He also wrote extensively in well-known papers and magazines. As a lecturer he went twice to America, in 1901 and 1902. He also lectured in Germany and in France. In 1905 he took an appointment as Lecturer at the London School of Economics, and became an occasional inspector under the Board of Education, which published two of his reports on Education in France. He was also a divisional inspector to the L.C.C. in modern languages. Dr. Brereton's knowledge of educational subjects was so extensive that he was an appropriate choice for the editorship of the Education Department in the last issue of the Encyclopaedia Britannica, 1928.

It is only in recent years that Dr. Brereton became known as a farmer and a champion of the cause of the arable farmer. He was a well-known member of the Norfolk branch of the National Farmers' Union, which will miss his strong and consistent advocacy of the cause of the arable farmer. He was frequently a delegate to the national conference of the union in London.

For his work for France Dr. Brereton was made a Chevalier of the Legion of Honour. His book "France" was awarded the second prize of 15,000 francs under the newly-instituted Prix Internationaux du Tourisme for the best work of France, published outside that country during 1935-36. Dr. Brereton gave the 15,000 francs to the University of Lille, for the purpose of an annual prize to be awarded on the works of B. Branford and Professor Boulet. The University of Lille had some time previously made him an Honorary Doctor of Letters.

Dr. Brereton was respected by all with whom he came into contact. And his national claim of manner soon turned that respect into affection. He was a man of whom it would be true to say "He had no enemies."

He is survived by two sons. The funeral will take place on Saturday.

SCULLING

DOGGETT'S COAT AND BADGE

FROM OUR SPECIAL CORRESPONDENT

The 223rd annual race for Doggett's Coat and Badge was won yesterday morning by William Frederick Silvester (Hammersmith). The winner's elder brother, father, and grandfather have also been successful in this historic event.

It was in 1715 that the famous Drury Lane actor Thomas Doggett offered a Coat and Badge for competition by six young watermen's apprentices in honour of the first anniversary of the accession of George I to the Throne. At his death a sum of money was bequeathed by Doggett in trust of the Fishmongers' Company to perpetuate the race. Since 1772 the company have organized the contest, adding money to the gift of Sir William Jolliffe to provide the prizes offered to those other than the winner of the Coat and Badge. Originally the contest was decided when the tide was running at its fastest against the scullers, but in recent years the watermen have been sent off on the last of the flood tide. Those in charge of the race this year made a further change in order to give the competitors even better conditions for their race of four and a quarter miles from London Bridge to Chelsea. Yesterday's contest was started about an hour and a half after the flood tide had set in at London Bridge, with the result that the scullers in addition to getting smoother water conditions were not handicapped by the heavy river traffic which is seen on the last of the flood.

THE LEAD NEVER LOST

H. T. Phelps, winner of the race in 1919, as Bargemaster to the Fishmongers' Company acted as starter and umpire. At approximately 11 a.m. W. F. Silvester (Hammersmith), the favourite, went into a lead that he never lost. E. A. J. Napier (Barking) made a poor start, but the other three scullers were well on top of the leader. Passing under Southwark Bridge Silvester had a lead of about two lengths from T. G. Watkins (Gravesend); J. J. Morris (Poplar) and Napier were in very close company. Blackfriars Bridge was passed in 3min. 35sec., with Silvester sculling at 27 to the minute about three lengths up on Napier and Watkins. Bad water conditions were encountered from this point onwards and the scullers were hampered by a strong head wind. At Waterloo Bridge, where the Hammersmith man was some five lengths ahead (6min. 45sec.), Watkins, Napier, and Morris were still close together with Taylor well out of the running.

Silvester, having dropped to 23, passed Westminster Bridge in 10min. 38sec., close on half a minute ahead of the Gravesend and Barking scullers. On the journey to Southwark Morris made a great effort to get on terms with his near rivals, and passing under the bridge he overtook Napier and also closed on Watkins. Before Vauxhall Bridge was reached, with Silvester well ahead, Morris had gone into second place ahead of Napier with Watkins still within striking distance of the two. Passing the Tate Gallery a spirited 12 strokes by Napier, which was responded to by Morris, saw the two watermen open away from Watkins. Morris, getting in 26 to the minute, held the second place to the finish. Silvester, still maintaining over half a minute's lead, passed Grosvenor Bridge in 23min. and went on to win the race by 43sec. from Morris, who had Napier and Watkins 9sec. and 16sec. respectively astern. The official distances were given as 10 lengths, two lengths between second and third, and a length and a half between third and fourth.

The official times and placings were:—

William Frederick Silvester (Hammersmith), Surrey No. 2 Station (Coat and Badge and £20), 27min. 5sec. 1; Joseph Jenkins Morris (Poplar), Surrey No. 1 Station (£12), 27min. 48sec. 2; Edwin Alfred John Napier (Barking), Middlesex No. 2 Station (£10), 27min. 57sec. 3; Thomas George Watkins (Gravesend), Centre Station (£4), 28min. 4sec. 4; Thomas Edward Taylor (Lambeth), Middlesex No. 1 Station (£5), 5.

Seventeen previous winners of Doggett's coat-and-badge sculling race, wearing their "Doggett's" scarlet coats and silver badges, will attend a reunion at Dolphin Square, on the Westminster Riverside, on Friday morning. The race is claimed to be the oldest annual sporting event in the world, and is certainly the oldest in rowing history, having been founded in 1715 by Thomas Doggett, at that time a well-known Drury Lane comedian, to commemorate the accession of George I. London lightermen and watermen have contested it over the five-mile course between London Bridge and Cadogan Pier, Chelsea, ever since. The "coat" is cut in the style of those worn by Thames watermen in 1715, and the silver badge, which is borne on the arm, bears the white horse of Hanover with the word, "Liberty," engraved above it. After the race the coat-holders, including the oldest survivor, J. Lloyd (1883), will form a guard of honour to welcome this year's competitors, and will later exchange reminiscences at a luncheon in the Dolphin Square sports pavilion.

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DOGGETT WINNERS' REUNION

When the sculling race for Doggett's Coat and Badge is held on July 23 there will be a reunion of former winners, the first since 1905, at a luncheon.

The "coat-holders" who will attend wearing their scarlet uniforms and silver badges, include J. Lloyd, winner in 1883, H. Cole (1886) and C. R. Harding (1888). Lloyd is the oldest living winner. Harding was champion sculler of England in 1895.

Sculling for Doggett's Coat and Badge

The 223rd race for Doggett's Coat and Badge was rowed to-day over the usual stretch of river from London Bridge to Chelsea. There were five competitors, all of whom completed the trying course.

Result: F. Silvester (Hammersmith) 1, J. J. Morris (Poplar) 2, E. A. J. Napier (Barking) 3, T. G. Watkins (Gravesend) 4, T. E. Taylor (Lambeth) 5. 27min. 7sec.

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They Won Way Back in the Eighties



Among those present at yesterday's reception at Dolphin Square to F. Silvester, of Hammersmith, who won this year's Doggett's Coat and Badge race from London Bridge to Chelsea, were: (Left to right) J. Lloyd (winner, 1883), G. McKinney (1885), H. Cole (1886), and J. See (1899). Silvester is the third of his family to win the prize. His father won in 1905 and his elder brother in 1932.

DOGGETT (This Page)

WATERMAN'S race for Doggett's Coat and Badge yesterday is claimed as oldest annual sporting event in world.

Dates to 1715 when Thomas Doggett, Irishman, Drury Lane comedian, friend of Congreve, fervent Whig, inaugurated race in honour of George I's accession.

In his will he left to Fishmongers' Company a trust fund, since augmented by them, to provide annually six cash prizes, coat and badge.

Race rowed from London Bridge to Chelsea by six watermen in first year of apprenticeship; used to be against tide, since 1873, with it.

DOGGETT'S COAT AND BADGE.

RACE ROWED ANNUALLY FOR 222 YEARS.

INAUGURATED BY AN ACTOR.

Five young Thames watermen, who have completed their apprenticeship during the past year and have been duly admitted to the Freedom of the Watermen's Company at a special Court of the Worshipful Company of Fishmongers, will compete in a race for the Doggett's Coat and Badge on Friday (writes J. C. W. Park-Hill).

The event, which has been rowed annually for the past 222 years, was founded by one Thomas Doggett, a most celebrated actor in his day, to commemorate the Protestant succession. The course is from London Bridge to Chelsea Bridge, a distance of approximately five miles.

The Swan Tavern, London Bridge, was a favourite haunt of Thomas Doggett, and he had probably watched many a wherry race start from the parlour window overhanging the river, these races being a very frequent occurrence.

The story goes that Doggett, being at one of the stairs, wished to hide a waterman to row him up the river to his home at Chelsea. It was a stormy night with the tide running fast, and the older men plying for hire made various excuses. A young waterman at length offered his services, and after the journey Doggett ascertained that the youth had only just received his freedom of the company. He well rewarded the young waterman for his trouble, and, in the same year, established the match, it being the means also of commemorating the accession of the House of Hanover to the throne of England.

Race Inaugurated.

On August 1, 1715, the first anniversary of the accession of George I, Doggett inaugurated his race in very distinguished company, including Swift, Addison, Gay, Steele, Pope and Handel. The race was rowed during the week of the Chelsea Pageant, and it was for this occasion that Handel composed his celebrated "Water Music."

The match was continued annually during Doggett's life, and on each occasion he acted in the capacity of starter. He died on September 22, 1721, "endeared to Whigs and watermen," and was buried in the churchyard of St. John the Evangelist, Eltham, Kent.

By his will, dated September 10, 1721, he provided for the perpetual continuance of the match in the following words:—

"It is my Will and I do hereby direct that my Executors shall forthwith by and out of my personal estate purchase freehold lands of inheritance to the value of Ten pounds per Annum and to cause such lands when purchased to be conveyed unto Edward Burt of the Admiralty Office, Esqr. his Heirs and assigns subject to and charged and for ever Chargeable with the laying out furnishing and procuring yearly on or near to the first day of August for ever the following particulars that is to say, five pounds for a Badge of Silver weighing about 12 ounces and representing Liberty to be given to be rowed for by young watermen according to my Custom, Eighteen shillings for Cloath for a Livery whereon the said Badge is to be put, one pound one shilling for making up the said

Fishmongers' Hall on the morning of the race, the Bargemaster of the Fishmongers' Company acting as starter.

Originally the men rowed in their ordinary heavy passenger wherries, strong clumsy craft capable of holding four passengers, and as the race was against the tide, it is not surprising that in some years the contestants took nearly two hours to make the distance.

This led to all sorts of abuses and subterfuges. The boats were not examined before the race, and some would lighten their craft by stripping out bottom boards and all unnecessary paraphernalia, while those who could afford the expense bought a lighter type of craft, thus gaining a very great advantage over their poorer brethren.

Abuses of this sort had to be stopped, and in 1769 it was decreed that all boats were to be examined and passed by officials of the Fishmongers' Company. Thus good care was taken to see that the boats were full-sized licensed wherries—in fact, for many years the boats were supplied by the company and allotted to the contestants.

Rowing Tactics.

The course is spanned by 11 bridges. At the crack of the starter's pistol the sculler goes to obtain the full force of the tide as near the centre of the river as possible, and thus passes under Cannon Street railway bridge and also Southwark Bridge.

A slight advantage is gained by working over to the Surrey side of the stream, taking the second span from the Surrey side in passing under Blackfriars Bridge.

Hugging the shore he passes Waterloo Bridge and, racing on to Hungerford Bridge, tries to get through the fourth span from the Surrey shore, for here he knows he will receive the full benefit of the tide again. If he be balked of this, he goes for the third span from the same shore.

The men nearly always part here. Some prefer to cling to the Surrey shore along the wall of St. Thomas's Hospital. Others make for the Middlesex shore, passing along the terrace of the Houses of Parliament and under the third arch of Lambeth Bridge, where the water is usually smoother. Those who have held on to the Surrey shore generally join company with their opponents at this spot.

Having passed Lambeth Bridge, the competitors all hug the Middlesex shore, and not only is it the nearest way to the winning post, but the tide runs pretty freely down that side past the old Westminster Horse Ferry, owned at one time by the famous Cole, forbear of no less three winners of the Coat and Badge. And so on and up through Vauxhall Bridge, where most of the competitors take the second span from the Middlesex side.

Passing Pimlico they are in the centre of the river once more taking the second arch of from the Surrey shore under the railway bridge and the central arch of Chelsea Bridge, and make their nearest way to the flag-boat moored off Swan House, about 150 yards below Albert Bridge.

Picturesque Prize.

The winner receives an orange-coloured coat and breeches, a pair of silk stockings, a cap with the badge of Liberty, and the silver badge bearing the White Horse of Hanover. He also receives a cash prize of £20. The second and third men receive respectively £12 and £10 (these sums including Joliffe's gift), while the fourth and fifth men will also receive money awards providing they complete the entire course.

The Court of the Fishmongers' Company follow the boats in a launch, and the presentation of the coat and badge takes place at the annual banquet of the Company held in their Hall at London Bridge close to the spot where the Old Swan stood when Doggett was alive.

lost his service, and Germany, with Germany, it two sets to love.
The Germans did not, however, accept the chance, Henkel for the first time in the match dropping his service in face of degrading smashes, the best of which were produced by Make. He did some more fine overhead work in the 10th game to help America to draw level, and the Americans eventually took the set at 7-5.
Another thrilling struggle was seen in the third set, which went to U.S.A. at 8-6.

IMPRESSIVE FUNERAL OF DR. CLOUDESLEY

MOVING TRIBUTES TO GREAT NORFOLK PERSONALITY

LARGE CONGREGATION ATTEND SERVICE.

Amidst picturesque surroundings and with great solemnity, the ashes of the late Claudesley Shovell Henry Brereton, the well-known and respected Norfolk Author, Scholar and Agriculturist (whose death occurred suddenly at his home Briningham House, Melton Constable on July 11th) were laid to rest in the quiet of the little village churchyard at Briningham.

As might be expected at the funeral of such a widely known and respected man of so kindly a disposition, there was a crowded and distinguished congregation.

The casket containing the ashes was borne on a wagon decorated with laurel and ivy and flowers and followed by a group of villagers.

The service was conducted by the Vicar, the Rev. J. H. Lowe assisted by Canon the Hon. Edward Lyttleton, M.A., D.D., and Rev. B. Foyster (Northamptonshire). The ashes were carried by Mr. G. Daplyn (deceased's clergyman). The Rev. Lowe read the following scriptures St. John XI v. 25-26; Job, XIX. v. 25-26-27; I Timothy VI v. 7.; Job, I v.21. This was followed by Psalm XC and the Lesson from I Corinthians—XV, which was read by Rev. B. Foyster. The hymns "There is a land of pure delight" and "Abide with me" were sung.

Canon Lyttleton in the course of a pulpit tribute referred to salient points in Doctor Brereton's character which he said entitled him to a prominent place among the noteworthy men of our time. He had a brilliant and powerful mind of astonishing versatility stored with knowledge and never failing to grasp the true aspects of every subject to which it was applied. Our estimate of the man, he continued, must depend on the answer to the question "What use did he make of his knowledge?" So good was his interest for France and the French mentality that he gained grateful recognition from our critical neighbours for his writings such as must be nearly, if not quite, without parallel.

He was a teacher of his generation by writing, by lecturing and in conversation because he felt it was his vocation, and it was indeed remarkable how he was guided to wake up the mind of England on three of the largest and most difficult problems of the day—(1) Our collaboration with France for international peace, (2) Education, and (3) the future of Agriculture at home.

Whether by speech or writing he was able to stir the apathetic and guide the bewildered without provoking controversy, and that surely was the cause of his outstanding characteristics of humility, geniality, and love of truth. He had an intense love for the County to which he belonged and he was a seeker after God.

Novers), Mr. and Mrs. A. Q. Newman (Melton Constable), Mrs. Stalham (Melton Constable), Miss Judy (Briston), Mr. Steward (Fakenham) Mr. D. L. David (representing M. & G. N. Joint Railway), Mr. J. Smith (representing Messrs. J. J. Wright and Sons, Dereham). Amongst numerous other parishioners, etc., were Messrs. E. Bane, C. Reed, Dack, F. Colman, A. Craske, P. Colman, G. Winterbone, Rounce, Pitt, Bacon, Leeder, H. Cooper, J. Everitt, H. Rayner, B. Oliver, Fuller, Messdames E. Graveling, Edwards, C. Barkway, Mrs. Ling and Mrs. Dunthorne (Melton Constable), Messrs. Bullock and Wade (Melton Constable), Mr. and Mrs. G. Ives (Briningham), Mr. and Mrs. G. Turner and Mrs. Craske (Briston), Mrs. Randall (representing Erningham football and cricket club), Mrs. Youngnian (Melton Constable), Mrs. Ribbans.

Owing to absence abroad Mr. R. Colman, Lt. M. Lieutenant for Norfolk. Others who were unavoidably absent were Col. T. W. Daniels, the Hon. Eustace de Yarburgh Bateson, Col. and Mrs. T. Purdy, the Dowager Lady Hastings, Sir Thomas and Lady Cook, Miss Amy Neville, Miss Kate Neville, Gen. H. S. Neville White, the Rev. E. M. and Mrs. Marsh, Mr. J. F. Wright (secretary), and Mr. R. G. Freeland (hon. treasurer, Norfolk Farmers Union), Mr. and Mrs. Tom Marcon, Major and Mrs. Smith-Hughes, Mr. R. W. Ketton-Cremer, Mr. Benchara Branford, Mr. and Mrs. H. E. S. Upcher, Col. and Mrs. Prior, Mr. T. W. Acland, Mr. W. Kerridge (Royal Norfolk Agricultural Association), Mr. J. S. Price, Mr. John Hammond, Rev. and Mrs. Brian Frith, Mr. R. S. Butcher, Mr. and Mrs. R. S. Copeman, Mr. J. D. Freeman, Mr. J. L. Lovibond, Mr. and Mrs. T. Francis, Mrs. E. Neale, Mr. E. H. Evans-Lombe, Major W. J. Spurrell, Mr. W. A. Riley, Mr. Stanley Simpson, Mr. Percy Briscoe, Mr. H. E. Loynes, Mr. W. W. Poll, Miss Burgess.

The following beautiful floral tributes were sent: Malcom and Molly (son and daughter-in-law), Jack and Audrey (son and fiancée), Michael (grandson); Mr. John L. Brereton; Col. and Mrs. J. C. Atkinson; the Rev. and Mrs. Brian Frith; the Foyster cousins; Sir Reginald and Lady Neville; the Misses Neville Mr. Maurice Moore, Miss Hancock; From all the farm employees and staff at Briningham House, the Rev. C. E. and Mrs. Woode, Mr. F. J. Higginbottom, Mr. and Mrs. Francis Roper, Gen. Sir Ian and Lady Hamilton; the Modern Language Association; Miss M. E. Roberts; Dr. J. L. Lovibond; Mr. and Mrs. H. S. Brindley; Mrs. H. Hemingway, the Members of the Old Norvician Club; Mr. and Mrs. Clifton Brown; Mr. and Mrs. E. M. Hansell, Mr. and Mrs. F. C. Temple, The Executive Committee of the Norfolk Farmers Union, Mr. and Mrs. Stanley Pocock and Dr. Hewkley, The agricultural committee and the Incorporated Society of Auctioneers and Land and Property Agents, Mr. and Mrs. A. Carson Roberts; the Rev. W. D. & Mrs. Woode, Major and Mrs. W. Spurrell; the Headmaster of Gresham and Mrs. Newell, Mr. W. D. Houghton Mr. and Mrs. Randolph Savory; Mr. and Mrs. Meredith Woode; Lady Gurney and the Misses Gurney; Lord Rothemere.

THE TIMES

25.10.37

NEWMAN.—On Oct. 24, 1937, at 11, Cadogan Square, S.W., of pneumonia, ROBERT LYDSTON NEWMAN, aged 72. Funeral at Coryton, Lew Down, Devon, on Wednesday, Oct. 27. Memorial service at St. Saviour's Church, Walton Street, London, S.W., at 12 noon same day. Flowers may be sent to Coryton Station.

THE TIMES

28 10.37

MR. R. L. NEWMAN

A memorial service was held yesterday for Mr. Robert Lydston Newman at St. Saviour's, Walton Street. Prebendary Osborne officiated. Among those present were:—

Mr. and Mrs. Francis Fane, Mr. H. W. Fane (representing Colonel King-Fane), Mrs. J. Lloyd Browne, Miss M. A. Bowen, Mr. and Mrs. Charles Fane, Mr. Derrick Gascogne, Mr. G. A. Miles (representing the Wine and Spirit Trades Benevolent Society), Colonel the Hon. Angus McDonnell, Prime Warden of the Fishmongers' Company, Mr. Cyril N. Hooper (Clerk of the McDonnell, Mr. A. B. J. Norris (representing the Port Wine Trade Association), Mr. Robert L. Barclay (also representing Barclays Bank), Mr. Robin Page (representing the Houghton Club, Stockbridge), Mr. Edward Milroy (representing Monier-Williams and Milroy). The Marquess of Harrington, the Earl of Harrowby, Countess Stanhope, Lady Middleton, the Dowager Viscountess Mountgarret, Lord Seaton, the Hon. Lady Yarde-Buller, the Hon. Lois Yarde-Buller, Lord and Lady Hollenden, the Hon. Claud and Lady Dorothy Hope-Morley, Mr. Colin and Lady Angela Campbell, Lady Hunsdon, the Hon. Barbara Gibbs, Lady Cullen of Ashbourne, Lady Isabel Browne, Lady Maud Ryder (also representing the Hon. Edward Ryder), the Hon. Roland Kilton, Mr. and Mrs. Montagu Norman, the Hon. Mrs. George Tryon, the Hon. Mrs. Charles Ponsoby, the Hon. Archibald and Mrs. Ryder, Miss C. Vivian (also representing Lady Victoria Russell), Sir Campbell Sir Robert Kindersley, Sir John Pretzman Newman, Sir Edward Peacock, Sir Vincent and Lady Bodeley, Lady Liddell, the Hon. Mrs. Leslie Hamilton, Sir Charles Addis, General Sir Hubert Gough, the Hon. Mrs. Walter Stopford, the Hon. Mrs. Reginald Coke, Sir Ernest Harvey, Lady Carew, the Hon. Peter Carew, Mr. A. Goulburn, Mr. A. White, Mr. and Mrs. E. A. Butterwick, Mr. J. T. Orsato, Mrs. Gervoise Scott, Mrs. Hugh Gordon, Miss B. Owen, Miss L. Corner, Mr. and Mrs. M. D. Archer, Mr. H. W. Robertson, Mrs. Amyas Varre, Colonel and Mrs. Eric Charles, Miss E. F. Mauby, Colonel Lionel Hanbury, Miss Dalrymple White, Brigadier-General A. Burt, Mrs. Lindsay Smith, Mrs. Astell, Miss Victoria Ryder, Mrs. Cosmo Bevan, Mrs. Wilson Fox, Captain Frederick Noble, General and Mrs. F. Lyon, Mrs. J. W. G. Bond, Mr. E. Martin Smith, Mrs. Kinnell, Miss M. Kinnell. Lieutenant-Colonel and Mrs. de Sarag, Mr. W. J. McGowan, Mr. John Villiers, Mr. Ernest Cockburn, Mr. R. Seton, Mr. Patrick Perry, Mr. Algernon Bennett, Mrs. William Hussey, Mrs. G. Ewing, Mr. Charles Dugdale, Mrs. Alfred Morris, Major D. Scott-Tucker, Mr. Arthur Foley, Mr. M. P. du Parc, Mr. and Mrs. Cyril Maude, Miss K. Russell, Miss H. H. Trotter, Miss Stafford, Miss Ferguson Davie, Mr. and Mrs. Aubrey Burke, Mr. Oliver Martin Smith, Miss Rosamond Smith, Mrs. Martin R. Smith, Mr. Harry Oppenheim, Mr. and Mrs. Geoffrey Drage, Mr. E. A. Newman, Miss Julia Monk, Miss Spickett, Mr. Lionel Perry, Mr. A. C. Gladstone, Mr. A. E. D. Anderson, Mr. and Mrs. Henry E. L. Rowcliffe, Hugh Rowcliffe (also representing Mr. Warre, Mr. Cecil G. L. Page, Mr. B. G. Catterm, Mr. A. M. Barrett, Mr. H. B. C. Yeomans, Mr. William C. Job, Mr. Bernard Collett, Mr. A. J. Kenlith, Mr. R. Cyril Lockett, and Mr. R. J. Lockett.

Mr. R. J. V. Astell was unable to be present because of absence abroad. The staff of 11, Cadogan Square and members of the staff of Hunt, Roope, Teage and Co. were present.



Mr. R. Holla presenting a class of locomotives Boris and Qu...

Hurt By Horse.
AT RUNTON.
UNUSUAL MOTOR-CYCLE ACCIDENT
A West Runton holiday-maker, Mr. R. Jones, was injured in an unusual accident which occurred between West Runton and Sheringham on Wednesday last.
Proceeding to Sheringham by motor-cycle, five horses suddenly entered the main road from a byroad. Pulling up to avoid them, Mr. Jones apparently frightened one of them and it reared on its hind legs and stood on him. His cycle was damaged considerably, and he had to be taken home by car, suffering from minor cuts.
After hearing the figures for the water half full, Mr. Harvey said that this showed an increase of over 100 per cent. on last year's consumption, and he maintained that there was not adequate storage capacity.

SIX DOGGETT COAT WINNERS AT GREENWICH.



Bed Endowed at Seamen's Hospital: Gift From London's River.

Six Doggett Coat and Badge winners formed a guard of honour at the unveiling of a tablet above a bed at the Seamen's Hospital, Greenwich, on Monday.

The bed has been endowed by users of London's river. Known as the Thames Bed, it is the first of what is hoped to be a series of beds upon which Thames watermen and lightermen will have prior call.

Ultimately it is hoped to have one in each of the six institutions of the Dreadnought Society, who control the Seamen's Hospital.

Subscribers included the crews and owners of many of the small vessels using the river, the Watermen, Lightermen, Tugmen and Bargemen's Union, a number of shipbrokers, and many others whose activities are connected with the river.

In addition, £100 was sent from the woollen industry in Bradford, as much of the wool imported into this country comes through London.

The funds were raised by a small committee under the direction of Lieut.-Commander A. M. Coleman, harbour-

master of the upper river, and the committee is now busy raising money for the other beds.

The first patient to occupy the Thames bed is a riverside labourer, Mr. Walter Page, of Homesdale-road, Bromley, who broke a leg at work.

It was felt appropriate that at the opening ceremony the river should be represented by winners of the Doggett Coat and Badge, the biggest race on the Thames. The holders who attended were:—J. J. Tuffrey (Bankside 1900), W. J. Fisher (Millwall 1911), G. H. J. Gobbett (Greenwich 1913), Harry Hayes (Deptford 1920), H. A. Barry (Barnes 1925) and H. T. Silvester (Hammer-smith 1932).

MANY WILLING TO HELP.

Accepting the endowment from Lieut.-Commander Coleman on behalf of the donors, Sir Ion Hamilton Benn, chairman of the Dreadnought Society said that the bed had been endowed in perpetuity with the sum of £1,000 by some 250 donors who had an interest in the River Thames. Commander Coleman

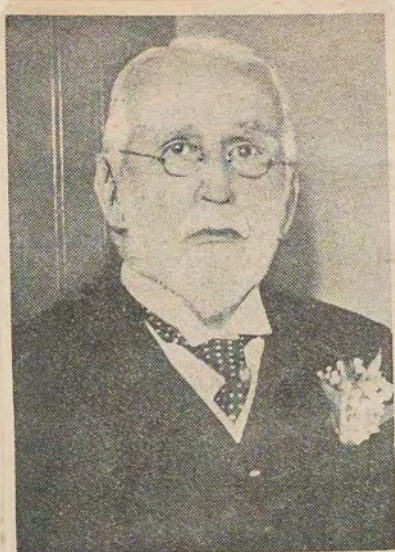
found that many of those with whom he came in contact on the river were willing to help the hospital, and the board of management were most grateful to him for his efforts.

Sir David Owen, general manager of the Port of London Authority, then unveiled the tablet, inscribed: "The First Thames Bed endowed by Friends on London River, 1937."

Sir David recalled that the Seamen's Hospital was founded 116 years ago to take care of seamen left destitute at the close of the Napoleonic wars, and said it was still doing excellent work. Seamen played a vital part in the economic structure of this country, and if that was true of the ports as a whole, it was still more true of the Port of London which handled one third of the imports of the country. It was a fine gesture that those who were engaged in the work of the river and the port should have thought of endowing a bed.

Among those at the ceremony were Lady Benn, Lady Owen, Mrs. Coleman, Captain Irvine, Mr. F. A. Lyon (secretary, Seamen's Hospital), Miss K. L. Bone (matron), and the Rev. R. H. V. Brougham (chaplain of the hospital).

22. 12 37



SIR EVAN SPICER

Sir Evan Spicer, Former L.C.C. Chairman, Dead

SIR EVAN SPICER, chairman of the London County Council in 1906-7, died at his home at Dulwich to-day. He was 88 years old.

He had been in failing health for some time.

Sir Evan was knighted in 1917.

Lady Spicer died in December 1932. There were four sons and two daughters.

An ardent Congregationalist, Sir Evan was an ex-president of the British and Foreign School Society, and a governor of Dulwich College.

He became an alderman of the first constituted London County Council, and was later appointed chairman of finance (1892-95), and vice-chairman (1905-6).

His home, "Belair," in Dulwich, with its trees, its lake and its farm, is one of the beauty spots of South London.

The farmland—only five miles from Charing Cross—is the nearest spot of Central London where the grass is cut for haymaking.

THE TIMES 29 12 37

SPICER.—A memorial service for SIR EVAN SPICER will be held at Emmanuel Congregational Church, Barry Road, East Dulwich, to-day (Wednesday) at 3 p.m. Cars at East and West Dulwich Stations.

IN MEMORIAM

15 JULY 1938

Two For Doggett's Badge

ONLY two Thames watermen will compete this year for Doggett's Coat and Badge when the race is rowed on Wednesday, July 27.

They are Edwin Harry Phelps, of Putney, a member of the famous family of Thames watermen, and Silver Cobb, of Brentford, who also bears a name well known on the river.

Lack of cash and not any want of enthusiasm is to blame for the small number of entries, according to Mr. J. T. Phelps (Bossy), the King's Barge-

master, himself an old competitor in the race.

"There have never been so few entries," he told the News Chronicle yesterday.

"When I rowed in the race in 1899, 14 competitors entered, and even in recent years the smallest number I can remember is five.

"Nowadays it is a very expensive race to enter for."

The race was instituted in 1715 by Thomas Doggett, the Irish comedian. In addition to the original Coat and Badge there are now money prizes given by the Fishmongers' Company who manage the race.

Doggett's Coat and Badge

By A. K. HAMILTON JENKIN

ON a certain day towards the end of July, if one happens to be on the embankment above London Bridge, a glimpse may be caught of half-a-dozen skiffs being rowed towards Chelsea. Very small and insignificant they look on the broad stream of the Thames at high tide. It might be just an ordinary practice of a rowing club. And yet in fact this is a race which is said to be the oldest annual sporting event in the world, and is certainly the oldest in rowing history. It antedates the University Boat Race by more than a hundred years.

In 1715, an Irishman named Thomas Doggett, well known as a comedian to London theatre-goers of his day, provided a sum of money for what is still known as "Doggett's Coat and Badge" race. The contest is under the control of the Fishmongers' Company, and the race is rowed between the sites of the "Old Swan Tavern" at London Bridge and the "White Swan" at Chelsea, riverside inns which have long since disappeared. According to the terms of the founder, the race was to be rowed "annually for ever" on August 1st, "or thereabouts," by six young watermen who were not to have exceeded the time of their apprenticeship by more than twelve months.

The association between the Thames watermen and the London theatres was of long standing, dating in fact from the rise of the English drama in Elizabethan times. Owing to the fact that two bridges only (London Bridge and Westminster) spanned the Thames, the theatres on the south bank depended mainly upon the watermen for bringing them their audiences. Many of the theatres had their own landing-stage, and as late as the end of the eighteenth century it was customary for parties to go to the theatre by river.

Even more than the modern taxi-driver, to whom they corresponded, the watermen were under strict control. Long before the Army and Navy adopted any distinguishing dress, they were known by their special uniform and were obliged to wear either an arm-plate of Watermen's Hall, denoting that they had the freedom of the river and were licensed, or else the badge of their employer. Any person working a boat, wherry or other vessel who had not served seven years as apprentice, was liable to a penalty of £10.

A fervent Whig, Thomas Doggett selected the year 1715 for instituting his race as being the anniversary of "His Majesty King George I's Happy Accession to the British Throne." The winner was to receive an orange livery (now scarlet), consisting of a pleated coat, and breeches, together with a heavy silver arm-badge bearing the White Horse of Hanover and the word "Liberty" engraved upon it. Nowadays, in addition to the same old-fashioned livery, complete with a cap, white stockings and buckled shoes, the winner receives £20 from the Fishmongers' Company, whilst other cash prizes are also awarded.

From the first, the race attracted much attention, and is indeed claimed to have inspired Handel's "Water Music" for an occasion when the contest was witnessed by George I. For many years the boats used were the ordinary passenger wherries, heavy clumsy craft, capable of holding three or four people. As the race at that time was rowed *against* the tide when flowing at its strongest, it is not surprising that in some years the competitors took nearly two hours to cover the course of 4½ miles.

In 1873 new rules were drawn up. The six rowers were chosen by preliminary heats instead of, as formerly, by lot; whilst it was agreed that the race should thenceforth be rowed with the tide. Prior to this the boats had already changed in character from the lumbering wherries of Doggett's day to the present light skiffs of cedar and canvas.

Rowed under arduous conditions of rough water and a crowded river—the course is still not cleared as in other Thames sculling races—the contest was formerly attended by many curious incidents. In 1720 a competitor was robbed of victory when near the goal by a boat being deliberately run into him, no doubt to insure the wager money going to the proper quarter! In 1736 a competitor was hit by a bottle thrown by an all too convivial spectator, and was nearly killed. In 1823, at the starting point, two watermen ran athwart two of the competitors and forcibly held them back with boathooks.

In 1848 it is recorded that the Speaker left the Chair in the House of Commons and the members thronged the Terrace to watch the race go by.

Held without intermission, save for the War years 1915-1918, the list of winners has been preserved almost complete. In many cases the names show how the same families have continued generation after generation to be associated with the waterside life of the Thames. Though the "waterman" in the old sense has almost gone to-day, the competitors are still drawn from those who are actively engaged on the river, either as lightermen or in similar occupations.

In 1937 a reunion of former winners, old and young, was held near Chelsea, and from here an eye-witness account of the race was broadcast for the first time. Afterwards the "Coat-holders," wearing their picturesque costume, formed a guard of honour to welcome the competitors and to drink the winner's health in the traditional tankard of ale.

Founded to commemorate the accession of the First of the George's, Doggett's time-honoured contest still flourishes in the reign of George VI. This year the race will be held on July 27.

*Let your oars like lightning flog it,
Up the Thames as swiftly jog it,
An you'd win the Prize of Doggett
The glory of the River.*

British guests of Hitler say 'no war'

Daily Express Staff Reporter

The people least worried by the Czecho-Slovak crisis are Hitler's British guests at Nuremberg. Their general opinion is that there will be no war.

Lord Hollenden said this to me when I telephoned to him in Nuremberg last night.

The British guests include:—Lord and Lady Stamp, Viscount Clive, Miss Thelma Cazalet, M.P., Lieut.-Colonel E. H. Bollitho, Lord and Lady Hollenden, Sir Arnold Wilson, M.P., and Miss Unity Mitford.

Lord Hollenden said: "Things have calmed down remarkably in the last forty-eight hours. The atmosphere here tonight is not tense at all."

Evening Standard
27.7.38

SCULLING

DOGGETT'S COAT AND BADGE

FROM OUR SPECIAL CORRESPONDENT

The 224th race for Doggett's Coat and Badge, decided yesterday morning over the four and a quarter miles course from London Bridge to Chelsea, resulted in a win for a tenth member of the famous Putney family of Phelps. Edwin Harry Phelps, who beat Silver Cobb (Brentford) by seven lengths in very good time, is a great-grand-nephew of the first winner of that name, H. J. M. Phelps (Fulham), who won the prize as long ago as 1860. Phelps showed superior watermanship, and although Cobb was confidently expected to win and led for three-quarters of the course, Phelps was never challenged once he had gone into the lead just below Chelsea Bridge.

This contest, which is the oldest sculling event in the world, was founded by the old Drury Lane actor Thomas Doggett in 1715. To show his admiration for the House of Hanover, Doggett gave a coat and badge for competition among six young watermen over a similar course to that sculled yesterday, and to be rowed when the ebb tide was running at its greatest strength. At his death in 1722 he bequeathed a sum of money in trust to the Fishmongers' Company for the annual promotion of a similar race for watermen's apprentices who have taken up the Freedom of the Thames. Unfortunately, only two apprentices came forward this year, but both were members of famous riverside families.

The starter and umpire for yesterday's race was H. T. Phelps, the Bargemaster of the Fishmongers' Company. He is an uncle of yesterday's winner and himself won the Coat and Badge in 1919. Cobb, sculling off the Middlesex Station, started off at 84 and 16 strokes to the quarter and half minute, but was forced to stab in a series of short jabs in the second half minute in order to clear the structure of Cannon Street Railway Bridge. Phelps, sculling in a white singlet, got in 8-15-28 and, dropping to 24, was led by a length and a half at Blackfriars Bridge (3min. 25sec.) where both were sculling at 24. The wind, which at the start had blown off the Surrey shore, headed the scullers on the stretch to Waterloo Bridge and the water was badly broken. The two watermen had to go right over to the Middlesex side to pass through Waterloo Bridge where Cobb led by three lengths in 6min. 38sec. Phelps, who decided to stay in the centre of the river to get the full advantage offered by the tide, had to pass through some very rough water which caused his steering to suffer, but he went up on his opponent, who had taken the shelter offered by the Middlesex wall. At Hungerford Bridge Cobb still held Phelps by 8sec. in 8min 4sec. and both were getting in 20 strokes to the minute.

At Westminster Bridge where conditions were still poor the Putney sculler was led by five lengths in 10min. 51sec., but he was negotiating the bad water in fine style. Cobb's lead was threatened on the race to Lambeth Bridge where Phelps was 7 seconds down in 14min. 11sec. Both scullers took the Middlesex arches of Vauxhall Bridge, where Cobb led by three lengths in 17min. 29sec. From this point to the finish water conditions were considerably better but the headwind still held. Phelps challenged strongly at 25 but Cobb held him at a slightly slower stroke. Coming up to Nine Elms, Phelps, striking 28, went up fast and overhauled Cobb, who was unable to respond and the race was virtually all over. Sculling at 24 and still showing good watermanship, Phelps shot Chelsea Bridge with a lead of 10 seconds in 23min. 54sec. and he opened away to win by 15 seconds in 27min. 16sec.

Considering that Phelps was giving away something like a stone and a half in weight and was led by three-quarters of the journey in a strong head wind, his victory was most meritorious. The first Phelps was in 1860 and yesterday's winner was a grandson of C. Phelps, who won in 1884. Ted Phelps, the father of the winner, was beaten in the 1914 race by S. G. Mason (Charlton).

The official result was :-

SURREY STATION—Edwin Harry Phelps (Coat and Badge and £20). Putney 1
MIDDLESEX STATION—Silver "Cobb" (£12). Brentford 2
Won by seven lengths in 27min. 16sec.

'Doggett's' Winners at To-day's Race

The race for the Doggett's Coat and Badge took place to-day from London Bridge to Chelsea. Edwin Phelps, of Putney, beat Silver Cobb, of Brentford. They were the only competitors. Here are some of the past winners, in their frock-coats of scarlet, with silver badges and buttons, at the start of the race. The contest was instituted under the will of Thomas Doggett, the famous comedian, to commemorate the accession of the House of Hanover to the throne of England on August 1, 1715.



Phelps Family Have 10th Win In "Doggett's"

By Our Rowing Correspondent

YOUNG Ted Phelps, son of "Bossy's" cousin, fulfilled family hopes to-day by becoming the tenth of his family to win the famous Doggett's Coat and Badge given annually for apprentice watermen out of their time.

He was not generally expected to win. He was, in fact, led for a long period, once by as much as four lengths. The scullers were buffeted by a strong headwind and swamped by the wash of tugs.

Silver Cobb, his only opponent, went off from London Bridge at a much higher rate of striking. He was on the Middlesex station, but hit a buttress of Cannon-street Bridge with his scull. Nevertheless he drew away, and for three miles the race seemed to be his.

He handicapped himself to some extent by poor steering, and his decision to seek shelter when the conditions alarmed him just below Lambeth was a mistake, for he lost the tide and nearly went aground.

Phelps stayed out in the rough water and used his superior watermanship. The excited shouts of his father in a launch were heard as the boy came up level with Cobb at Vauxhall Bridge.

On reaching smoother water Cobb could not hold him, and was beaten by seven lengths in 27min. 16sec., which is fast time in a headwind.

The Greshams and the City

STORY OF A GREAT FAMILY RETOLD

(By Mr. C. N. HOOPER, Clerk of the Fishmongers' Company, in a chat to the Bridge Ward Club).

ANY Londoners have some slight knowledge of Sir Thomas Gresham as the founder of the Royal Exchange and Gresham College, connecting him vaguely with a grasshopper; but few seem to realise that members of this family, more than any other in the sixteenth century, were instrumental in building up the commercial supremacy of the City of London, and forming its traditions. Moreover, three of the family at least were trusted servants of the Crown, and played no inconsiderable part in raising the status of England to that of a great and formidable power.

THE VILLAGE OF GRESHAM.

The family took its name from the village of Gresham, Norfolk, which was an important centre of trade so far back as the thirteenth century. In the reign of Edward III, a great body of artisans had come over from Flanders, and made their centre at Norwich. Throughout the fourteenth and fifteenth centuries a considerable trade was done from Norfolk with the Low Countries through Norfolk ports. The fact that Yarmouth alone furnished 43 ships and nearly 2,000 seamen to assist Edward III in the Siege of Calais (1332) gives some idea of the importance which those ports had. I mention the commercial importance of Norfolk because it accounts for the close connection which all the Greshams had with the Low Countries.

THE GRASSHOPPER FABLE.

The earliest Gresham we know of lived at Gresham in the fourteenth and fifteenth centuries. He left a son, named James, who entered the service of Sir William Paston, the famous Norfolk Judge. In the celebrated collection known as the Paston Letters, there are about a dozen written by James Gresham to the Judge between 1443 and 1464. All these bear seals with the device of the Grasshopper. Yet people who ought to know better still tell us that James's great-grandson, the great Sir Thomas Gresham, adopted the Grasshopper as his crest because, as an infant, he was abandoned by his mother in a field, and the vigorous chirping of a grasshopper brought a charitable woman to his aid and she caused him to be sent to a foundling hospital. All this is very romantic, but entirely untrue.

Not much is known about James after he left Sir William Paston's service, but he seems to have been a person of some consequence, as he became Lord of the Manor of East Beckham, and built his manor house at Holt, a few miles from the village of Gresham. That manor house was later converted by his grandson, Sir John Gresham, into Sir John Gresham's Free Grammar School.

James left a son named John, who lived partly in the manor house, and partly in London. In all probability he was a merchant. He married a rich Norfolk heiress, and left four sons—William, Thomas, Richard, and John. They spent their youth in the manor house at Holt; and all, except Thomas, later came up to London, and were apprenticed to John Middleton, an eminent Mercer, and Merchant of the Staple at Calais. Thomas became a Priest, and ultimately Prebendary of Winchester. The elder brother, William, was a well-to-do merchant, trading chiefly with the Levant and the Low Countries. He is recorded as being one of the principal householders of the Mercers' Company.

TWO GREAT GRESHAMS.

The family really became great with the younger brothers—Richard (1485-1549) and John (1496-1556). Richard

was three times Master of the Mercers' Company, and Mayor in 1537. John was four times the Master of the Company and Lord Mayor in 1547. Very early in their careers, they seem to have traded all over Europe—frequently in joint enterprises. They soon came under the notice of Wolsey, Henry VIII's first Minister, who made them financial agents in various parts of Europe, and looked to them for advice as to what was going on in other countries. They proved to be two of the greatest Lord Mayors the City has ever had.

Sir Richard was the man who formed the project of an Exchange for London on the plan of the Bourse he had seen in operation at Antwerp. It was left to his son, Sir Thomas Gresham, to bring the plan to fruition.

Richard and John were called into counsel on a great number of important matters by Wolsey, and Thomas Cromwell, who succeeded him. They seem to have been men of remarkable financial acumen. Everything to which they set their hand seemed to prosper.

Richard, in particular, was a friend of Cardinal Wolsey, and did not desert him in his fall. Indeed, he found the money for his funeral.

REFORMING CHARITIES.

The two brothers were remarkably successful as Lord Mayors. Although amongst the busiest men in the country, they found time to take a very close interest in the charities of the City. They discovered that, in some cases, charities were not being properly administered.

Regarding certain "spitals," or hospitals, as they are now called, Richard Gresham wrote, in a petition he addressed to the King, that these were originally founded for the poor and halt and maimed and blind but their revenues were being used to support Canons and Priests in luxury. Again, when writing to Cromwell after the death of Jane Seymour about the Masses to be said in the City, his letter concluded, "My Lord, if there be any Almes to be given, there is many poor pepyll within the Cite." Sir John Gresham displayed the same thought for the poor and unfortunate. He persuaded the King to hand over the hospital of St. Mary Bethlem to the City Corporation, and it is still governed by the City, remaining one of the finest institutions for the mentally afflicted in the country.

WHY THE FISHMONGERS'.

The Fishmongers' Company, of course, is very much interested in Sir John Gresham, because it administers his school, now a thriving public school. When he conceived the idea of founding a school at Holt, he bought the Manor House from his elder brother, William, in 1546, and then obtained Letters Patent from Philip and Mary in 1554 to turn it into a Grammar School. Later he endowed it with property in Norfolk and in London, and appointed the Fishmongers' Company the Governing Body, with power to frame its statutes. In 1556 he died of the Plague before his School was opened.

One might wonder why this prominent Mercer should have handed over to the Fishmongers' Company the trusteeship of his school. The reason can only be a matter for theory. It must be remembered that the Mercers' Company in 1511 had taken over Dean Colet's great foundation, St. Paul's School, and it is possible that the Guild did not want to control another school.

The Fishmongers' Company was continually sending deputations to Norfolk for the buying of fish, etc., and that might well have been the reason for Sir John asking it to manage his School.

Regular deputations from the Company have visited the School ever since. It is interesting to know that one of the Company's Minutes, dated 1690, records the fact that a small deputation from the Company to the School, while proceeding on horseback, was set upon by highwaymen in Epping Forest, and deprived of money, clothing, watches, and valuables. Two highwaymen were apprehended, brought up at the next Essex Assizes, and subsequently hanged.

tribute to the character of the Greshams. Living in times of religious and political turmoil, they considered, no doubt, that the only hope for the country was in the greater spread of education.

Sir Thomas Gresham, the second son of Sir Richard, was apprenticed to his uncle, Sir John Gresham. In a letter to the Duke of Northumberland, he gratefully ascribes his wide commercial knowledge to the training he received from his uncle. At the age of 21, he was given a minor appointment at Court. Shortly afterwards he became Assistant to the Royal Agent, and he was appointed Royal Agent in 1550.

ROYAL AGENT.

That was about the most important appointment in the gift of the Crown outside our shores. The Royal Agent was expected to live at Antwerp—then the centre of the trade of Europe. His most important tasks were to arrange loans from the rich merchants of Germany and the Netherlands, and to export to this country the commodities required by the State, including munitions of war. He was, in fact, the first munitions dealer on a big scale.

It may not be too much to say that, but for Gresham's wisdom and foresight, the country could not have "dealt with" Spain in the way it did after his death.

Sir Thomas suffered a temporary setback under Queen Mary, whose advisers, unwisely mixing up religion with politics, persuaded her to deprive him of the office of Royal Agent at a time when he had increased the value of the pound sterling at Antwerp from 16s. to 22s., and was paying off the Royal debts at that rate.

He was, however, out of office for only a few months. Mary found that the man who had been appointed his successor could not negotiate loans except at a ruinous rate of interest, and Thomas Gresham was asked to resume office on his own terms.

BUILDER OF THE "BURSE."

Apart from his work as Royal Agent, he was employed by the Crown on a great number of other important matters, including a scheme for the settlement of the Royal debts, and another for the regulation of the Customs. This brought in a further revenue of £5,000 a year to the Crown. He also reformed the coinage, and carried into effect his father's project, the building of a "bourse" in the City of London, having seen the advantage that accrued to the merchants of Antwerp by having a central "bourse." The building was opened in 1568, and visited in 1570 by Queen Elizabeth, who directed that it should be called the "Royal Exchange."

For his interest in charity and education, he was as much to be praised as were his father and uncle. Sir John, as I have stated, died in 1556 just before his School was opened, and there was some difficulty in the way of setting it on a sound foundation. Sir Thomas obtained a fresh Charter for the School from Queen Elizabeth, and probably endowed a number of Scholarships at Caius College, Cambridge. He was a Caius man, the first member of the family to go up to the University. The connection thus established between the School and the College lasted for 150 years.

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THE TIMES 19/12/38

MAJ.-GENERAL O. H. L. NICHOLSON

COMMANDER OF DECCAN DISTRICT

Major-General O. H. L. Nicholson, C.B., C.M.G., D.S.O., late The West Yorkshire Regiment and Commander of the Deccan District, who died suddenly at Bandol, Var, France, on Saturday, came of a family which has supplied many distinguished officers to the Army and Navy. He was the sixth of the sons of General Sir Lothian Nicholson, K.C.B., a Mutiny veteran who commanded Sappers at Lucknow under Outram and Colin Campbell, and as a subaltern he won special recognition in South Africa. During the Great War he held a succession of staff appointments on the Western Front, and eventually succeeded to an important command in India.

Octavius Henry Lothian Nicholson was born on July 23, 1877, and went to Sandhurst from St. Paul's, being gazetted to a commission in The West Yorkshire Regiment in September, 1897. He got his first step in February, 1899, and served in the South African War from 1899 to 1902 with the 2nd Battalion, being present at the battle of Colenso and in the subsequent operations—Spion Kop, Vaal Krantz, Tugela Heights, and Pieter's Hill, which led to the Relief of Ladysmith. Thereafter he was in the Transvaal until the peace, his services being rewarded with the D.S.O. and three mentions in despatches. In August, 1901, he had become adjutant of the battalion, and he did not relinquish the appointment until October, 1904, two months after his promotion to captain.

From October, 1908, until the end of 1911 he was A.D.C. to Lieutenant-General F. W. Kitchener, G.O.C. in Bermuda and a former officer of the regiment. He obtained a special nomination for the Staff College, and, being at Camberley in August, 1914, went oversea with the British Expeditionary Force as a Military Landing Officer at a base port. Before the end of November, however, he was appointed brigade-major of the 3rd Brigade in the 1st Division, returning to regimental duty in March, 1915. In June he became brigade-major of the 51st Brigade in the 17th Division of the New Armies, and in October he joined the staff of the 8th Division as G.S.O.2. His next move was to headquarters of the First Army as G.S.O.2 in March, 1916, and he was appointed G.S.O.1, 25th Division, in the following January. Later in 1917 he was with the division at the Battle of Messines and Ypres, and at the end of November he returned to the First Army as G.S.O.1. There he stayed for the remainder of the War, the Army being engaged during the German offensives of March and April, 1918, and in the advance to victory from August to November. He left the First Army when demobilization had made good progress in March, 1919, having been mentioned eight times in despatches. He had received a brevet in February, 1915, seven months before his regimental promotion to major, and another brevet in June, 1917; and in 1918 he was created C.M.G.

Nicholson came home to take up the temporary appointment of G.S.O.1 in the Directorate of Staff Duties at the War Office, becoming a Deputy Director in April, 1921. He received another brevet in July, 1922, rejoined his regiment in the following March, and was promoted lieutenant-colonel to command the 1st Battalion, The King's Own Royal Regiment (Lancaster), in May, 1924. Three years later he was appointed G.S.O.1, 1st Division, at Aldershot, his substantive promotion to colonel which followed almost immediately, being antedated six years. At the beginning of June, 1930, he went out to India to take command of the 6th (Lucknow) Brigade, which he relinquished in May, 1933, three months after his promotion to major-general. After a period on half-pay he assumed command of the Deccan District in December, 1934.

Major-General Nicholson was created C.B. in 1934. Since December, 1933, he has been Colonel of the 1st/4th Bombay Grenadiers. In 1911 he married Eileen Mary Montague, fourth daughter of Major-General Montague Browne, late The Royal Scots Greys, of St. John's Point, Killough, County Down, and has a son and daughter.

NICHOLSON.—On Nov. 27, 1938, at 251, Cromwell Road, London, PERCY MERWIN NICHOLSON, Funeral Service at St. James' Church, Gainsborough, at 2 p.m. to-morrow (Wednesday). Interment at Kensington Cemetery, Gainsborough Lane.

NICHOLSON.—On Nov. 26, 1938, at Bandol (Var), France, suddenly, MAJOR-GENERAL OCTAVIUS HENRY LOTHIAN NICHOLSON, C.B., C.M.G., D.S.O., late the West Yorkshire Regiment (P.W.O.), and Commander Deccan District. (Indian papers, please copy.)

A memorial service for Major-General O. H. L. Nicholson, C.B., C.M.G., D.S.O., will be held in the church of St. Martin-in-the-Fields, Trafalgar Square, at 12.30 on Wednesday, December 21. The service will be conducted by the Very Rev. the Dean of Bristol.

DAILY SKETCH 19/12/38

SECRET OF A CITY BOUQUET

by BARNABY COBB

THE Lady Mayoress has to organise the daily running of her State Palace before she can lend her own presence to civic affairs. At 12 o'clock I saw her open a bazaar in aid of church funds at St. Andrews-by-the-Wardrobe, which is in the Lord Mayor's Ward.

A bouquet of chrysanthemums was presented to her on arrival by a child. I have often wondered what happened to the innumerable bouquets presented on such occasions. I decided to keep an eye on those chrysanthemums.

HER duties over, her purchases completed, she drove back to the Mansion House, for she was entertaining London's Navy to lunch—the officers of H.M.S. President.

The Lady Mayoress's boudoir was already filled with flowers on our arrival. The chrysanthemums were at once put in water. A large bowl of roses was removed from the place of honour on her desk, and the chrysanthemums were put in their place.

BUT My Lord Mayor, meantime, was having a busy morning. Owing to the recent passing of an Alderman, another had to be elected to the vacant place.

So the Ward Motes were held. The Fishmongers' Hall, being in the now unrepresented Ward, was the scene of this ceremony.

The Fishmongers' Hall is 700 years old. The Company's Hall has been on its present site since 1434. In the Fire of London it was the first large building to be destroyed. The present building is about 100 years old.

I still felt the same thrill when...

FREE GIFT FURHIDE BROOCH with all orders for 50 FARM MODELS. (Actual Market). 40 MODELS 5/- Post free. Also JUN CLIP SETS. 36 GILD 3/6 BROCKLEY, SEA. ENDWELL WORKS, S. KEW'S, LTD.



89, New Oxford Street, London, W.C.1.
Immediate despatch. Open Christmas Eve. If exhausted. Send to-day. Your money clear 2/3 postage, etc.
Warm, supple and genuine water-proof.

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TIMES 22 12 38

THE REFUGEES FUND

TOTAL PASSES
£211,223

NINTH LIST

MORE GIFTS OF
£1,000

The Lord Baldwin Fund for Refugees reached last night the figure of £211,223 19s. 8d. The contributions received during the day totalled £18,541 8s. 6d. Previous acknowledgments amounted to £192,682 11s. 2d.

There were two contributions of £1,000 each. They came from Lewis's, Limited, Liverpool, and Mrs. Derek FitzGerald. Messrs. Reckitt and Colman sent £500; the Gentile employees of Messrs. Godfrey Phillips sent £202 19s. 11d.; and Ullman and Co. sent £200. Acknowledgments are made of 13 gifts of £105 each, 22 of £100, one of £60, one of £53 11s. 2d., four of £52 10s., one of £51, and 30 of £50 each.

The subscriptions will be used, as Lord Baldwin pointed out in his appeal, to help existing organizations responsible for aiding the refugees, and its apportionment will be settled by a representative committee under Lord Baldwin's chairmanship.

Contributions may be handed in or sent to any branch of any bank in the country. Cheques may be sent to *The Times*, Printing House Square, London, E.C.4, made out to "The Lord Baldwin Appeal." Envelopes should be similarly marked. Subscriptions will be acknowledged in the columns of *The Times*.

It is generally desired that where possible contributors should send their money through their banks, as the staff responsible for dealing with the contributions is necessarily limited.

NINTH LIST OF DONATIONS

The ninth list of donations is as follows:—

	£	s.	d.
Lewis's, Limited, Liverpool	1000	0	0
Mrs. Derek FitzGerald	1000	0	0
Reckitt and Colman, Limited	500	0	0
The Gentile Employees of Godfrey Phillips, Limited	202	19	11
Ullmann and Co.	200	0	0
E. Boustead and Co.	105	0	0
Mr. S. A. Courtauld	105	0	0
Anonymous	105	0	0
Harrisons and Crosfield	105	0	0
The Sun Insurance Office, Limited, and its Associated Companies	105	0	0
The Fishmongers' Company	105	0	0
The Atlas Assurance Company, Limited, and its Associated Offices	105	0	0

TIMES 23 12 38

POLICE COURT POOR-BOXES

The following contributions to Police Court poor-boxes are acknowledged:—

Westminster.—Fishmongers' Company, £15; Goldsmiths' Company, £25; Salters' Company, £10; Mercers' Company, £10; Skinners' Company, £5; Lord Wakefield, £10 10s.; Chamberlain of the City of London (deed between Corporation and an anonymous donor), £34 13s. 6d.; Marylebone.—Lord Wakefield, £10 10s.; the Misses Simmons, £2 2s. Lambeth.—Chamberlain of the City of London (deed between Corporation and an anonymous donor), £34 13s. 6d.; Goldsmiths' Company, £25; Fishmongers' Company, £15; Lord Wakefield, £10 10s.; Sir John Ellerman, £10; Mercers' Company, £10; Salters' Company, £10; Sadlers' Company, £8; Doulton and Co., Limited (Lambeth), £5; Skinners' Company, £5; Lord Mayor (Geiselbrecht Legacy), £5, Bow Street.—The Misses Simmons, £2 2s.; Sir John Ellerman, £10.

TIMES 16-1-39



Mr. Chamberlain on his arrival at Victoria Station from Rome yesterday.

MR. CHAMBERLAIN

STAR 23/2/35

Livery Companies
Of London

**FISHMONGERS
HELPED A
KING TO
FIGHT A WAR**

THE Fishmongers' Company, which has been in existence for 700 years, had a special importance in the Middle Ages on account of the number of religious fasts. In fact, the ban on the eating of flesh during Lent lasted long after the Reformation.

Oysters and poverty were synonymous in "Pickwick," and six centuries before (in Edward I's reign) fresh oysters were twopence a gallon. The best soles were threepence a dozen, the best mackerel were a penny each, and a dozen eels cost less than a penny.

The fourteenth century was an era of power for the Fishmongers, since they had acquired absolute monopoly in the sale of fish.

On the return of Edward I from his successful war against Scotland, they provided him with a magnificent pageant. They had already been required to furnish three ships for the Royal Navy.

TO celebrate the birth of Edward III the Company caused a boat to be fitted out "in guise of a great ship with all manner of tackle that belongs to a ship, and it sailed through Chepe as far as Westminster." There the ship was presented to the Queen "all well mounted and costumed very richly," who was escorted through the city on her way to a pilgrimage to Canterbury.

The Fishmongers made a large contribution towards the cost of the French campaign in the reign of Edward III.

At the same period they were engaged in continuous disputes with members of the non-Victualling Guilds over the question of free trade in food. The Company was anxious to retain its monopoly, which was confirmed by the Charters of Edward III.

In the following reign, the Fishmongers leaped into the limelight when their Prime Warden, Sir William Walworth, killed Wat Tyler, the leader of the Peasants' Rebellion in Smithfield Market, where Tyler threatened the young king's life.

Two years later John of Northampton, the Lord Mayor, persuaded the Common Council of the City to declare that the Fishmongers were not entitled to monopolise the fish trade, this decision being confirmed by Parliament. In the Charter of 1399, however, all the Company's rights were restored and members were given licence to elect six wardens—the present number.

UNTIL the end of the fourteenth century the Fishmongers had their own court of law, where they heard disputes either between members themselves or with traders who were not members of the Guild.

In the fifteenth century the Company apparently lost its monopoly. From that time the Fishmongers played a smaller part in great affairs, but in James I's reign they gained by Charter the power of appointing officials, known as "fishmeters," to examine all fish coming into London and condemning what was unwholesome or immature.

This power the Company still holds. To-day, when London's daily fish supply varies from 500 to 1,000 tons, the task is a most important one. The Company also has statutory powers which give it considerable control over not only fresh water fisheries but also lobster and crab catching on the coasts. Oyster beds are supervised, and the Fishmongers' Company has power to prevent the sale of oysters from tainted or polluted sources.

THE Fishmongers are the only Livery Company to have had any association with a sporting fixture.

On the accession of George I, a Drury Lane comedian named Doggett, who was also a staunch Whig, gave a prize of a coat and silver badge to be rowed for by six young watermen from The Swan at London Bridge to The Swan at Chelsea.

When he died the Fishmongers' Company, then as strongly Whig as the Merchant Taylors were Tory, accepted a provision in his will to perpetuate this event, which has taken place every August for over 200 years.

J. N. D.

To-morrow: The Goldsmiths.



Sir Edward Bouverie, Chairman of Assurance Co. insurance co. Mayor of West and is a Past Surveyors' Ins 22 he was M

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Sir Edgar Horne
Chairman of the Prudential Assurance Co., the gigantic City insurance company. He was Mayor of Westminster 1923-24, and is a Past President of the Surveyors' Institute. From 1910-22 he was M.P. for Guildford.



R. Olaf Hambro
Chairman of Hambros Bank since 1933, and its managing director since 1921. He entered his father's business of C. J. Hambro & Son in 1908. During the Great War he served with the army and became a Captain.



Frank E. Fehr
Chairman of the Baltic Exchange and head of the firm of F. Fehr & Co., colonial merchants. His term of office as Chairman ends this month. Formerly assistant director of oil-seeds supply at Food Ministry.



Sir Robert Kindersley
Chairman of Lazard Bros. and Co.-Ltd., a director of the Bank of England and of several City companies. He is an authority on finance and was the senior British representative on the Dawes Committee of 1924.

property upon educational, scientific, and other objects of public utility."

Most of the other companies also administer vast funds of all kinds.

It is not within the scope of this survey to give a full account of the many curious traditions and privileges of the great City companies, or of their present-day charitable functions.

But even the examples quoted above are sufficient to show to what extent the present "civic" city and "business" city developed from a common ground and in the closest relation with each other.

Royalty and the City

The City has always been, and still independent of royalty. To this day, the King may not even enter the City without the permission of the Lord Mayor, nor may his troops march through its streets with fixed bayonets. But, paradoxically enough, on election the Lord Mayor of London takes oath at the Guildhall "well and lawfully serve the King in all that he may lawfully require of me, and I will right do to everyone, wrong do to no man, within the City of London."

The mayoralty of London dates back 750 years. But from 1189 to 1466 the designation was just plain Mayor, whereas since that date the title of "Lord Mayor" has been used.

Every year at Michaelmas a new Lord Mayor is elected, the Aldermen of the City Corporation usually filling the office in rotation. On November 8th he is sworn in. The following day the great "Lord Mayor's Show" takes place, when he drives in his ancient gilt coach through the City, followed by a picturesque and variegated procession. When he reaches the Royal Courts of Justice, he takes his final oath of office.

It was not until the middle of the

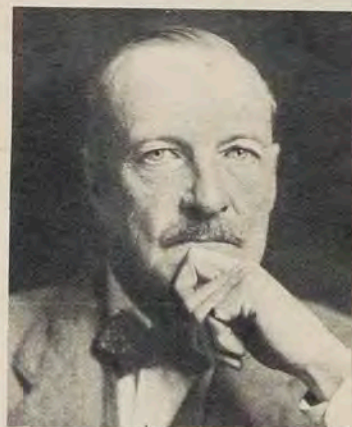


Major Sir Frank Bowater
Present Lord Mayor of London and a partner in the firm of W. V. Bowater and Sons. One of H.M.'s Lieutenants of the City of London. He served in France during the war and was a member of the L.C.C. 1934-37.

eighteenth century that the Lord Mayor, London's chief magistrate, was provided with an official residence within the area of his jurisdiction. On October 25th, 1739, the "corner stone" of the Mansion House was laid by the then Lord Mayor, Alderman Micajah Perry. It took fourteen years to complete the building, which has since undergone quite a few alterations.

The Lord Mayor receives £10,000 for his offices, but it is estimated that the upkeep of Mansion House and the hospitality he is expected to dispense cost every holder of the office considerably more than that sum.

I shall not attempt to describe here the manifold and extremely complicated functions performed by the Lord Mayor and Corporation of London. The subject requires a separate survey. But I should mention that the principal centre of these



General Hon. Sir Herbert Lawrence

A managing partner of Glyn, Mills & Co. He was a member of the Royal Commission on the Coal Industry in 1925. Served with distinction in the South African and Great Wars. He is 61.

activities is the Guildhall, a most interesting ancient building, full of the greatest historical treasures. It is, unfortunately, rather difficult of approach, since the road to it is a monstrous bottle-neck. Perhaps one day the City authorities will see their way to make room for a worthy avenue leading to this historic centre which, in the words of John Stow's famous "Survey of London," "was begun to be built new in the year 1411, the 12th of Henry IV by Thomas Knoles, then Mayor, and his brethren the Aldermen."

The magnificent perspective of County Hall, the L.C.C. building, might serve as an inspiration for removing all the hideous obstacles to a proper view of the Guildhall.

Incidentally, during the recent visit of President Lebrun, London was, for the first time, represented not only by the Lord Mayor and Corporation but also by this more

modern and democratic institution, the L.C.C. Until then, the City—in the civic meaning of the word—had, for centuries, the monopoly of such representation.

Now, while it is perfectly true that when people talk about "the City" they do not mean the Lord Mayor and his Aldermen, but "Big Business" and "Finance," it would be impossible to form a right opinion of the "square mile" as a business community without this civic aspect.

In the first place, they are still somewhat intertwined. In the second place, in the past they were for a time identical, then parallel, and now they are, in a sense, complementary. And finally, the topography of "the City," its architectural aspect is a constant reminder of its great historical past. This latter quality must strike any visitor to the City very forcibly, and I suggest to my readers a stroll through this curious and fascinating world, with its odd blend of medievalism and modernity.

Nobody actually lives in the City—except the Lord Mayor and a lot of charwomen. True, in recent years the attempt has been made to build a few blocks of modern flats in one or two odd spots, but no great migration seems to have taken place. The City remains what it was once so rightly described to be: a million people in the daytime and ten thousand people at night.

You should pay at least two visits to the City. First, on a weekday when the narrow streets of the seventeenth century are jammed with the traffic of the twentieth. On the pavements, as crowded as the roadway, the progress of hurrying clerks, hatless members of the Stock Exchange, and top-hatted, tail-coated bank messengers is swifter. If they knew their history, they would be cursing the City Fathers' rejection



Champagne For The Winner

Above: AN ADMIRER gave D. E. Thomas a shower bath of champagne after he had won the Doggett's Coat and Badge in the race on the Thames from London Bridge to Chelsea, yesterday. First event took place in 1715.

DAILY MAIL
1.8.39



Breeches, Cap Was The Prize

FIVE Thames watermen sculled over a 4½-mile course yesterday—for Doggett's Coat and Badge. D. E. Thomas, of Dagenham, won the race. Above you see parts of his prize: tight-fitting orange coloured cap; the silver badge; knee breeches, fastened by four buttons and a bow.

Below: LIKE AN ADMIRAL.—Veteran Harry Phelps acting as starter with flag and megaphone.



DAILY TELEGRAPH
1.8.39



WINNER of the race for Doggett's Coat and Badge on the Thames—D. E. Thomas, of Dagenham, photographed after the finish.

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FISHMONGERS' COMPANY.—The HEAD OFFICE of the FISHMONGERS' COMPANY has been MOVED from Fishmongers' Hall, London Bridge, to HALL PLACE, LEIGH, near TONBRIDGE, KENT.

FRIDAY, SEPTEMBER 29, 1939

HOLT LOSS IN THE COURAGEOUS

SUPPLY ASSISTANT O. L. KERRIDGE

SPECIAL BIOGRAPHY.

Supply Assistant O. L. Kerridge, elder son of Major and Mrs. Kerridge, of Gresham's School, Holt, was among those lost on active service in H.M.S. Courageous.

A contributor writes:—Oswald Leo Kerridge, born at Cambridge, May 15th, 1918, was christened at Ridley College Chapel (then occupied by "F" Company, No. 2 Officer Cadet Battalion) on August 4th, 1918.

An individualist from his earliest days, he found "Oswald" too much for a toddler to pronounce and called himself "Odder." "Odder hold Odder's hand!"—and although always prepared to consider advice, he held his own hand through life and was always a capable, lovable, "oddy."

One of the earliest pupils at the Blue Bird School, Sheringham, he proceeded to St. Peter's Prep. School, and entered Gresham's School in 1932.

A good all-round scholar, he did some exceptional work in chemistry and botany. His "Flowering Plants of North Norfolk" showed remarkable talent. An active member of School societies, he is still remembered by his well-prepared and humorously-delivered discourses on combustion and allied subjects. A Corporal in the O.T.C. with Certificate "A," he took School Certificate, went to the Chemical Research Department of the Gas Light and Coke Co., London, and passed Inter. B.Sc.

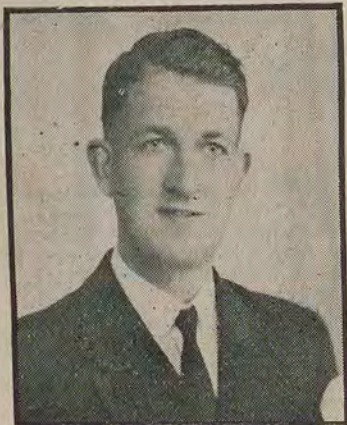
IN THE NAVY.

As a chemist he could have avoided conscription, but he took a competitive examination for the Navy, was selected for the Supply Branch, and proceeded to Portsmouth for training on May 8th, 1939.

A gifted artist and poet, clever conjurer and keen pianist, he was happy when entertaining others. He held strong views on the equality of mankind, and was at home with all ranks.

First appointed to H.M.S. Calypso, he was recalled for office duty ashore when a call came for a "Supply Assistant" for H.M.S. Courageous. He persuaded his chief to let him go, found on arrival that he was not required, but again managed to get his own way and remained on board from August 4th, 1939, to the end.

Lost On Active Service



Supply Assistant O. L. KERRIDGE, of Holt, who was lost on active service in H.M.S. Courageous. (See page 1.)

Fishermen's Plight

THE serious position of the fishing industry as a result of wartime dislocation is to be raised with all the Government departments concerned by Mr. Ernest Bevin.

After a meeting of the Fishing Section of the Transport Workers' Union in London yesterday, Mr. Bevin told me (writes the Industrial Correspondent) that the Union was "very gravely concerned" about the serious unemployment situation and the delay in dealing with the marketing problem.

"We take the view," he said, "that as other fats get rationed and fish is substituted for other fat foods, there ought to be a resolute effort made to maintain a good supply of fish. Fish will become a vital necessity as war goes on, not only as a food, but for the production of things like cod-liver and halibut oil."

Mr. Bevin pointed out that, since the Admiralty quite rightly took over the best of the trawlers for defence purposes, there were only 416 out of 1,303 trawlers actually going to sea for fish.

MAXIMUM PRICES

Mr. Bevin suggested co-ordination between the Admiralty, the Ministry of Labour and the Food Ministry, and the building of up-to-date trawlers under a standardised scheme, so that many older trawlers would be released for fishing.

"There should be an Advisory Council," he said, "to deal with internal marketing and fix a maximum price for fish to improve the demand. A real effort should be made to improve the fish-frying business."

Finally, the Ministry of Labour should review the whole employment situation with a view to starting schemes for placing unemployed fishermen in other industries.

SMALLER SEA FISH MAY BE LANDED

MINISTER REVOKES ORDER

The Minister of Agriculture and Fisheries has revoked the Sea Fish Industry (Immature Sea Fish) Order of 1938, which prohibited the landing or sale of undersized sea-fish of the kinds specified therein, viz.:—Hake, haddock, whiting, dabs, lemon soles, megrims, plaice, soles, and witches.

This action has been taken because a certain number of undersized fish are unavoidably taken in the course of fishing operations, notwithstanding that a minimum size has been prescribed for the mesh of nets. In the present emergency it is desirable that any fish so taken should be available for food.

MANSION HOUSE FUND

ANOTHER £4,000 RECEIVED

Lord Mayor's Red Cross and St. John Fund reached £404,000 on Saturday—an addition of £4,000 as compared with Friday. Among the gifts were £1,000 from the Fishmongers' Company. The Mayor of Westminster's Fund rose to £12,275.

After a golf match played by Cotton against King at the Wilderness Country Club a sum of £2 5s was handed to the green staff as a gratuity for extra work. The men at once asked that it should be sent to the Lord Mayor who has sent a special letter of appreciation.

No figures are yet available for the National Flag Day last Tuesday. Early cheques from the centres suggest, however, that there has been a generous response.

Saturday's gifts to the Lord Mayor included:

- £210.—Associated Biscuit Manufacturers.
- £200.—British Thomson-Houston.
- £105.—L. Powell, Sons and Co.; Spicers Ltd.; Murex and Murex Welding Processes; Baker Perkins Ltd.
- £100.—John C. Jackson.

CAMBRIDGE DAILY NEWS

1. 11 39

GUNS GUARANTEED.

THE Worshipful Company of Gunmakers, who have just elected Mr. J. H. Barnett as their new Master, possess a traditional right to guarantee guns.

The Company has an impressive looking proof house at Whitechapel, but there is another at Birmingham which was established in the days of the third George. At these houses guns are put to exacting tests, and stamped "G.P." with the Crown above, which means Gunmakers' Proof, or the Crown and a "V," signifying that the weapon has been viewed by the examiners.

Although one of the smallest Livery Companies in the City, the Gunmakers continue to be practical, and continue the work entrusted to them nearly three hundred years ago, which was to check the "great deccets and abuses" in the art of gun making.

As with the hall marks of the Goldsmiths, the proof marks of the Gunmakers are regarded as the highest standards of good workmanship, wherever British guns are purchased.

COMPANIES OR CONTROLLERS?

A CITY authority with whom I talked about the Gunmakers, raised a question of immediate interest, and surprisingly one which has not been mooted before.

He suggested that the Government could have saved much money on rush organisations to control various industries if Ministers concerned had turned to the City companies.

His view was that the errors which led to the collapse of fish control might have been avoided if the Fishmongers Company had been allowed to say more. The Grocers, Bakers, Butchers and Gardeners and Fruiterers were among the Companies mentioned as having maintained their original trade relations. Many of the Livery Companies continue to exercise their old established authority to regulate trade and uphold standards of quality.

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KNEE BREECHES —AND GAS MASKS

LORD MAYOR'S SHOW, WITH KHAKI ESCORT

LONDON had the Lord Mayor's Show to-day—even though it never noticed it.

It wasn't a mile-long procession of military bands and Worshipful Companies, Dagenham Girl Pipers and holders of Doggett's Coat and Badge.

It was, in fact, a dozen closed cars, with a couple of khaki-clad dispatch riders in front and another two bringing up the rear.

But it was a procession, not merely a journey from the Guildhall to the Law Courts and back to the Mansion House.

The Lord Mayor, Sir William Coxen, the Recorder and the Sheriffs wore scarlet and fur-trimmed gowns over Court dress. Their footmen were gorgeous in white stockings and breeches, coats of velvet trimmed with gold lace, and powdered hair.

Between Sandbags

Aldermen, including several former Lord Mayors, wore their scarlet gowns over ordinary morning dress, and officials wore black knee breeches and stockings, with lace at their throats and wrists, and carried their gas-masks.

The awning of red and white was up at the Guildhall doors, and the cars, on their way to pick up their passengers, had to squeeze between the sandbags outside the Guildhall police court and the great green canvas pond of water, an emergency supply for the fire brigade, on the other side of the road.

The police and the despatch-riders, steel-helmeted, mingled incongruously with the resplendent footmen and the cocked-hatted beades in their old-fashioned capes, who carried their beautiful maces.

There was no City Marshal; he is back with the Army. And Commander Poland, the Common Cryer and Sergeant-at-Arms, is back in the Navy.

Scarcely Noticed

The procession did not go straight to the Law Courts, but travelled round the City Wards.

Afterwards the little procession drove to the Mansion House for luncheon. It had scarcely been noticed by busy war-time Londoners, only a few of whom turned their heads at the sudden glimpse of a footman's surprising raiment.

SCULLER'S WEDDING



Two Doggett's Coat and Badge winners formed a guard of honour with their oars when Jack Beresford, the Olympic sculling champion, was married at Chelsea Old Church yesterday. The bride was Miss Mary Leaning, daughter of Dr. R. C. Leaning, M.O.H. for Brentford.

NORFOLK CHRONICLE

9/2/40

THE BISHOP'S MOVE.

The Bishop of Norwich and Mrs. Pollock have removed from the Palace, Norwich, to a farm at Braconash. The move from the Palace is of a temporary nature, and the Bishop is keeping open rooms there, for occasional visits.

Rectory, Herts. in her 90th year.
EYRE.—On Feb. 17, 1944, at Ivy Hatch, near Sevenoaks, Professor J. W. H. EYRE, M.D., of 51, Portland Place, W.1. Cremation Golders Green, Wednesday, Feb. 23, at 12 noon.

PROFESSOR J. W. H. EYRE

Professor John William Henry Eyre, M.D., F.R.S.E., D.P.H., of Portland Place, W., consulting bacteriologist to Guy's Hospital, and Emeritus Professor of Bacteriology, University of London, from 1935, died at Ivy Hatch, near Sevenoaks, on February 17.

Born in London on July 18, 1869, the only son of John Eyre, he was educated at the Whitgift Grammar School, at Guy's Hospital, and at Durham University, where he graduated M.B. in 1893, becoming M.D. in 1895. He held numerous other appointments connected with his speciality, of which the most important were those of bacteriologist to Charing Cross Hospital; chairman of the working party of the Commission on Mediterranean fever (1906); and in the 1914-18 war bacteriologist to Royal Flying Corps hospitals, a member of the War Office trench fever committee, and a member of the chemical warfare committee of the medical research council. He served as manager of the Metropolitan Asylums board, as examiner in state medicine for London University and the Conjoint Board. He had an international reputation, being corresponding member of the Société de Pathologie Exotique and Société de Pathologie Comparée. In 1942 he was president of the Royal Institute of Public Health and Hygiene and from 1939 to 1942 was president of the Hunterian Society. He was author of "Bacteriological Technique"; was joint author with W. C. Bosanquet of "Serums, Vaccines, and Toxins in Treatment and Diagnosis"; was editor of the eighth translation of Kolle and Hetsch's "Experimental Bacteriology," and he also contributed many papers to medical journals on ophthalmological, pathological, and bacteriological subjects.

THE EVENING NEWS. 21.2.44

Saw London's Oysters Were Fit to Eat

Professor J. W. H. Eyre, who has died at Ivy Hatch, near Sevenoaks, aged 74, was consulting bacteriologist to Guy's Hospital, and Emeritus Professor of Bacteriology, University of London, since 1934.

As bacteriologist to the Worshipful Company of Fishmongers Professor Eyre made tests to ensure that supplies of oysters could only be sent to London from beds which were known to be free from all risk of pollution.



Lord Hartington and Miss Kennedy in London.

Hartington to Marry Daughter of 'Joe' Kennedy

THE DAILY MAIL understands that the marriage is shortly to take place of the Marquis of Hartington, heir of the Duke of Devonshire, and Miss Kathleen Kennedy, daughter of the former United States Ambassador to Britain.

They first met in Court circles in the company of Princess Elizabeth, with whom Miss Kennedy made a warm friendship. That was in 1938 during Mr. Joseph Kennedy's term of office when his daughter was on her first visit here.

Mr. Kennedy resigned in 1941, but Miss Kennedy came back to Britain last summer to serve with the American Red Cross.

She has for some time been a resident helper at the Red Cross club in Hans-crescent, Knights-bridge, S.W. She is 24, dark-eyed and slender, the fourth of a family of nine children.

Lord Hartington, who is 26, holds a commission in the Coldstream Guards. After his defeat as Government candidate in the recent West Derbyshire by-election, he said: "I am going back to the Army to help win the war."

Last night, Miss Kennedy, who was brought up in her family's Catholic faith, visited the Apostolic Delegate to Great Britain, Archbishop Godfrey, after she had left the Red Cross club.

Mr. Holland-Martin —£157,654

Mr. Robert Martin Holland-Martin, C.B., of Overbury Court, Worcester, deputy chairman of Martins Bank Ltd., and chairman of the London board, chairman of the Southern Railway, a director of the Alliance Assurance Co., Ltd., and other companies, who died on January 27, aged 71 years, left £157,654 (net personally £52,773).

He left his property as to half to his eldest surviving son, and half upon trust for his other sons as his executors think fit.

THE TIMES 2-11-44

Mr. P. M. EVANS

A memorial service for Mr. Peter MacIntyre Evans, a former Master of the Clothworkers' Company, was held yesterday at the Church of St. Edmund the King, Lombard Street. The Rev. P. Tranter officiated, assisted by the Rev. L. G. Pears (son-in-law), and the Rev. A. Powell Miller gave an address.

The Master and Livernymen of the Clothworkers' Company attended in their robes. Others present included:—

Sir Vincent Baddeley and Mr. C. N. Hooper (Fishmongers' Company), Sir Ernest Pooley (Master, Drapers' Company), Lady Gregory, Brigadier-General H. O. Knox (also representing the Master of the Skinners' Company), Sir Stanley Pott, Mr. Rupert de la Bere, M.P., the Hon. Mrs. Macdonald-Buchanan, Mr. Julian Lousada, Sir William Burton, Mrs. Holmond (representing the Governors, Mistresses, and Fellows of Girton College), Lieutenant-Colonel W. French.

Colonel Sir Frank Watney, Mr. R. A. Austen-Leigh, Mr. Charles Watney, Mr. H. Tanner, Mr. Leonard Bates (City Parochial Foundation), Mr. W. H. Tanner, Mr. F. M. Skelt, Mr. J. A. Flatt, Major and Mrs. Potheary, Dr. M. D. Brock (Headmistress, Mary Datchelor School), Mr. Dumville Smythe, Colonel Stephenson Clark, Major M. Beachcroft, Mr. F. M. Luttman-Johnson, Mr. J. Burt, Mr. Mervyn Camobell-Jones, Mr. and Mrs. Sydney Townsend, Mr. R. B. Atlee, Mr. H. H. Cunningham, Mr. H. Hawkins Turner, Mr. F. Stewart Morgan, and many other personal friends and colleagues.

Sir William Collins represented the North Western Polytechnic and the Central Council for District Nursing. There were also present representatives of the Goldsmiths', Ironmongers', and Girdlers' Companies, directors and officials of the City of London Real Property Company, and representatives of the Union Assurance Society, Commercial Union Assurance Company, City and Guilds of London Institute, National Institute for the Blind, National Library for the Blind, Greater London Fund for the Blind, Southern Regional Association for the Blind, Metropolitan Society for the Blind, and the Foundling Hospital.

The President of the Royal Society of Arts and Sir Beachcroft Towse, V.C. (chairman, National Institute for the Blind), were prevented from attending.

STANDARD 16/11/44

A Pipe of Port

ONE pipe (56 dozen bottles) of Croft's 1920 port from the cellars of the Worshipful Company of Fishmongers is to be auctioned by Christie's. But the clerk of the company, Mr. C. N. Hooper, tells me there is no particular reason for selling the port. "It is simply a

matter of war conditions," he says. "The Company cannot entertain as it used; we do not need the port."

So the City gentlemen who used to enjoy banquets given by the Fishmongers before the war, need not worry. I believe the Fishmongers have one of the best-stocked cellars of any Livery Company; a pipe of port more or less makes no serious difference to it.

NAVY'S STRENGTH TURNED AGAINST JAPAN

ADMIRAL CUNNINGHAM ON HARD BATTLES TO COME

At a special meeting of the Court of the Fishmongers' Company, held yesterday in the war-damaged Fishmongers' Hall, the honorary freedom of the company was conferred upon Admiral of the Fleet Sir Andrew Cunningham, First Sea Lord and Chief of Naval Staff.

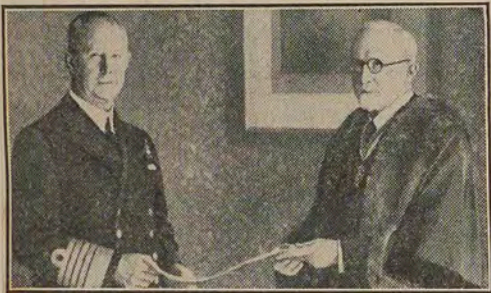
Proposing the health of the new freeman at the luncheon afterwards, the PRIME WARDEN, Admiral Sir Aubrey Smith, mentioned that he was the fourth distinguished admiral on whom the freedom had been conferred, the others being Admiral Sir John Jervis, who afterwards became Earl St. Vincent, in 1801; Admiral Sir John Jellicoe, afterwards Earl Jellicoe, in 1917; and Admiral of the Fleet Sir David Beatty, afterwards Earl Beatty, in 1919.

SIR ANDREW CUNNINGHAM, replying, said: "Now that the war in Europe has closed, the Navy's main effort will be turned against Japan. The cease fire bugle in Europe is the signal for the sailor to pack his bag for the Far East, where long and hard battles still await him. At home, even when the last U-boat has been rounded up, there will remain the sweeping of the mines to make the sea safe for the merchant ship and the fisherman. The Navy's job is therefore far from done, and any rejoicing at our European victory must be tempered with a thought for those of all our forces who are still fighting the war in the East."

MONDAY, 14TH MAY, 1945.

Presentation of the
Honorary Freedom of the
Fishmongers' Company to -
Admiral of the Fleet Sir Andrew
Cunningham, K.T., G.C.B.,
D.S.O., at Fishmongers' Hall.

Prime Warden: -
Admiral Sir Aubrey
Smith, K.B.E., C.B.,
M.V.O.



THE FREEDOM of the Fishmongers' Company was conferred upon Admiral of the Fleet Sir Andrew Cunningham yesterday. He is seen with the Prime Warden, Admiral Sir Aubrey Smith.

DEATH OF MR. CECIL F. J. JENNINGS

ONE OF THE OLDEST LIVERYMEN

With deep regret we have to announce the death, in his 91st year, of Mr. Cecil F. J. Jennings, for many years a member of the Common Council, Chief Commoner, and a well-known figure in the social and municipal life of the City.

Elected to the Court for Walbrook in 1901, he served with great ability, became Deputy in 1929, and retired only a couple of years ago owing to failing health. There are now only three members of the Court who entered before him—Sir William Thomas (1896), Sir Henry Kimber (1899), and Sir John Pakeman (1900).

Cecil F. J. Jennings was in many ways a remarkable man. He combined considerable ability with old-fashioned courtesy and high integrity.

At one time he wielded considerable influence at Guildhall, both on Committee and in the Court itself. Outside he knew everyone, and was an authority on matters connected with the Guilds and the traditions of the City of London.

A solicitor in practice in St. Swithins-lane, he served as Under-Sheriff on several occasions.

He was one of the oldest Liverymen, being admitted to the Fishmongers' Company as long ago as 1878. He was also a Draper by patrimony, being admitted to the Freedom in 1878, and to the Livery in 1883.

For some 40 years he was Clerk to the Loriner's Company, which grew under his hands to be the largest guild in the City from the point of view of numbers until the amalgamation of the Newspaper Makers with the Stationers.

He was a frequent contributor to the City Press, and some of his beautiful neat hand-writing is still in the possession of the Editor.

Obituary

SIR GERVAIS RENTOUL,
K.C.METROPOLITAN POLICE
MAGISTRATE

Sir Gervais Rentoul, K.C., Metropolitan police magistrate at West London Police Court since 1934, died at Oakwood Court, W., yesterday. Previously he had been Recorder of Sandwich, 1929-34, and from 1922 to 1934 he was Conservative M.P. for the Lowestoft division of Suffolk.

Born on August 1, 1884, he was the eldest son of the late Judge Rentoul, K.C., LL.D., of the City of London Court and Commissioner at the Central Criminal Court. He was educated at the City of London School, at the Royal University of Ireland, of which he was a scholar, and at Christ Church, Oxford, where he took first-class honours in jurisprudence. In 1906 he was president of the Union. He was called to the Bar by Gray's Inn in 1907, and during the 1914-18 war was a legal assistant at the War Office, and later captain, Headquarters Staff, Eastern Command.

Rentoul's practice lay largely in the criminal courts and in licensing cases, and one of the most notable trials in which he appeared was that of Mrs. Seddon, wife of the Tollington Park murderer. He appeared for her defence, and she was acquitted after a trial lasting many days. He was counsel for the Attorney-General in legitimacy cases, and to the Inland Revenue in licensing matters. In 1930 he took silk. In the House of Commons Rentoul was an active member and served on numerous committees. He was for some time chairman of the Conservative Private Members Committee, and for four years he was Parliamentary Private Secretary to the Attorney-General. He was knighted for his political and public services in 1929. In January, 1934, on the retirement of the late Mr. Frederick Mead, Rentoul was appointed to the Metropolitan Bench, and most of his career was passed at the West London Court. He brought to his office a wide experience of life, and a breezy and genial atmosphere usually pervaded his court. Once he was described as an excellent magistrate for the defence, a tribute to his fairness and desire to give a prisoner every chance. He inherited his father's City connexion, and had been Master of the Guild of Freemen of the City of London and he was a Liveryman of the Fishmongers' Company.

In 1940 he published a volume of recollections, "Sometimes I Think," revealing that a Conservative in politics may also be an advanced advocate of legal reform, and also that its author had when leaving Oxford hesitated between the Bar and the stage, and that Sir Herbert Tree had advised the latter and offered him a part. His other books were "Blockade and Contraband" (1942) and "This is My Case" (1944); and he was a frequent contributor to the reviews. In 1912 he married Muriel, only daughter of Harold Alfred Smart, banker, and had a daughter.

MR. W. P. HASKETT-
SMITHA PIONEER OF MODERN ROCK
MOUNTAINEERING

Mr. W. P. Haskett-Smith, F.S.A., who died at Parkstone, Dorset, on March 11, was a pioneer of modern rock mountaineering.

The second son of Mr. H. Haskett-Smith, of Trowswell, Goudhurst, Kent, Walter Parry Haskett-Smith was born in 1860, and went to Eton in 1873 to the Rev. T. Dalton's house. In 1878 and 1879 he was in the Newcastle "select," and he won the long jump and throwing the hammer in 1878. He went to Oxford as a scholar of Trinity College, took honours in the classical schools, and in 1885 was called to the Bar by Lincoln's Inn. At Oxford he continued to show his skill at the long jump, and in practice he made by far the biggest jump of his time. As it was not in competition it did not count for a record, but it was nearer 25ft. than 24ft., at a time when anything over 22ft. was thought first class.

In June, 1886, Haskett-Smith made the first ascent of Nape's Needle, on Great Gable, in Cumberland, and started a school of sport which now has its votaries in every country in the world. Many pioneers in sport are soon lost to view, but he was an exception. He was president of the Climbers' Club (1901-02-03) and of the Fell and Rock Climbing Club of the English Lake District (1913-17), and continued his active connexion with the London section of the latter. Elected to the Alpine Club in 1890, he was a member of its committee from 1899 to 1902, and again in 1926. He took a keen interest in the inception of the two British climbing clubs, as well as in other mountaineering organizations.

Haskett-Smith visited many mountain ranges in Europe, from the Pyrenees to the Lofoten spires in Norway. He travelled in Spain and along the north coast of Africa to Greece and the Balkans, visited the West Indies, and climbed the Blue Mountains, being in Jamaica during the terrible earthquake. He also adventured into the Chilean Andes in 1908. Among the Rocky Mountains of North America in 1913 he had the misfortune to injure a limb, which prevented his reaching even one peak from a Canadian Alpine Club's camp. But he did not cease to be a climber of British rocks. As late as 1912 he took part in the first ascent of the Falcon Variation on Doe Crag. His first explorations were on the Pillar Rock of Ennerdale, where he spent several seasons in systematic attack on every face of that great tower of rock. His first new routes were: West and Central Jordan (1882), East Jordan (1884), Great Chimney (1887), and North Climb (1901). On Scoat Crag he made the first ascent of Haskett Gully (1908), which was named in his honour; on Great End he made first climbs of Central and South-East gullies (1882). On Scafell he was a notable discoverer, climbing the Pinnacle from Jordan Gap, and also by way of Steep Ghyll, in 1884. On Doe Crag he was in the first ascent of Great Gully (1888) and Left Hand route, E. Buttress (1886), as well as the Falcon Variation in 1912. On Pavey Ark, Great Langdale, he climbed the Great Gully in 1882.

In Wales Haskett-Smith was also a pioneer. In 1895 he planned a route up the Devil's Kitchen, near Llyn Ogwen, but was unable to accompany Owen Glynne Jones on its successful climb. In 1905 he was in a large party of Alpine and Climbers' Club members who explored the rocks of Cwm y Llan, Snowdon. On Cader Idris, with his brother, E. L. W. Haskett-Smith, who was at Eton with him and became a civil engineer, and Owen Glynne Jones, he climbed the Great and East gullies of Mynydd Pen-coed. About 1888 he had ascended the east arête of Cyfrwy, on the same mountain.

His interest in ridge walking was continuous, and there were few peaks in Britain which he had not ascended. He wrote the first practical book on climbing in Britain in two handy volumes, one on England and the other on Wales and Ireland. The Irish section was written by Mr. H. C. Hart. Place-names and curious legal facts about the mountains and fells always interested him, and he made many contributions to journals and annuals on these topics. With Charles Packe he explored the Pyrenees between 1880 and 1890, and with W. Cecil Slingsby and others he went to Arctic Norway from 1898 onwards. Of his other interests mention must be made of the Fishmongers' Company, of which he was Prime Warden, 1915-16, and concerning which he published in 1916 "Apprentices and Freemen of the Fishmongers' Company (before 1650)."

ROMAN LONDON

EXCAVATIONS ON THE EASTERN HILL

The Common Council recently assented to a suggestion of the Society of Antiquaries that they should be permitted to make excavations on suitable sites in the City with a view to adding to our knowledge on the subject of Roman London.

A start has recently been made on a bombed site between Billiter-square and Billiter-avenue, belonging to the Fishmongers' Company, whose permission has been readily accorded.

Although the money for the work is being found by the Antiquaries, the actual excavation is under the direction of the London Museum and the Guildhall Museum.

Mr. W. F. Grimes, Keeper of the London Museum, and Mr. Adrian Oswald, F.S.A., of the Guildhall Museum, are jointly directing operations, the latter being in charge and himself working with the spade.

The site has been chosen because of its proximity to Leadenhall, where many years ago such important discoveries were made.

THE HOPE

There were found remains of the basilica which crowned the Eastern Hill and there experts believe was the Forum, although that is rather in the nature of conjecture.

So, on the site now being excavated, those now engaged on the work hope to find traces of the centre of the Roman City, with the more remote idea that evidence, so far lacking, of a pre-Roman settlement may emerge. The trench being cut is down to Roman level and work is proceeding in what is obviously a Roman rubbish dump. Coarse pottery of the first century has already come to light; but real evidence of solid building is at the moment of writing slender.

POTTERY

In the meantime the scraps of pottery have been identified as first century work. In addition, there is medieval pottery of green glaze. Apart from this a wall of the 16th century, incorporating fragments of 15th century tracery of what appears to be an ecclesiastical building, has come to light.

There is also half the jaw of a large animal, possibly a wild boar.

Mr. Oswald, of the Guildhall Museum, is working with keenness in what he evidently considers an exciting field, but he is careful to say that no evidence of a pre-Roman London has emerged, and that the remains of Roman London are trivial.

THE CITY PRESS.
26TH APRIL, 1946.

ROMAN FINDS

A SECOND-CENTURY LAMP

Although nothing of major importance has so far been discovered in Billiter-square, where excavations are still in progress in the hope of finding substantial remains of Roman London, some interesting domestic items have come to light.

The principal find so far is a Roman lamp, which is thought to be of the Second Century. This little object is in the form of half a pear, with two small holes in the flat side for the wick and the oil container. This was found during the week-end, for Mr. Oswald, of the Guildhall Museum, has been working with Mr. Grimes, of the London Museum, over the holiday.

The lamp is not only pear shape but pear colour. It is being taken to Guildhall for closer examination.

In addition, the site has yielded several fifteenth or sixteenth-century shoes of the pointed variety in a fair state of preservation. They are undergoing treatment to prevent deterioration.

Then there is a half-bangle of jet, date so far unknown; and many bones and skulls of animals which appear to belong to a remote period. Some of them show signs of having been worked.

THE CITY PRESS. 10TH MAY, 1946.
ROMAN LONDON.

Ancient London

Although the archaeologists are still working on the Billiter-street site, no major discovery is now expected. The Roman lamp illustrated belongs to the second century and may be described as an ordinary specimen. There are many such in the Guildhall Museum, and some of more elaborate design. What the experts were after was further evidence of



the Roman forum. It was considered possible that remains of substantial public buildings would be found; but if the results are so far negative they are in their way important.

Fifteenth Century

The soles of the fifteenth-century shoes are interesting, but here again the



museum possesses better examples. The finds, however, are an encouragement to those who work with such enthusiasm in what is for the most part a tedious job.

City Livery Companies

Sir—Mr. Bryan Pontifex has revived an ancient controversy. Here are some lines from verses addressed to "The Worshipful Court of Fishmongers" a century ago by John (later Sir John) Bowring:

Hurrah! for the Court of Fish-mongers!
And alas! for the Commonalty!
Who ask the amounts of the Court's accounts.
With noisy constancy.
But the devil a book, by hook or crook—
Nor the ghost of a figure get they.
For the Court grows big, and shakes its old wig,
And answers, "Rebels, Nay!
"Ye rascal Commons, whom twice a year,
We treat so sumptuously.
With dainty dishes and costly cheer
"Of feast and wassailie—
"Is this the gratitude, this the reward,
"For all we dream and do—
"For the thoughts we think, and the wines we drink
"And the dinners we eat for you?"

Then follow several verses of debate between the Court and the Commons, the latter concluding with the warning:

"Now mind us and mark! we've been kept in the dark
"For centuries many and long!
"If your deeds have been right, bring them forth to the light,
"Or suspicion will say they've been wrong
"If ye still will retreat, when ye walk in the street,
"Opinion will haunt you, and cry—
"The man that is just will account for his trust;
"He has nothing to hide or deny!"

ARTHUR C. WARDLE.
Hunts Cross, Liverpool.

THE CITY PRESS.

JUNE 7TH, 1946.

FISHMONGERS' SCHOLARSHIP

The Court of the Fishmongers' Company is again providing a scholarship, to the value of £50 per annum, tenable for two years, commencing with the next September term, in H.M.S. Conway. Scholarships are granted to assist boys who propose to enter the Merchant Navy as navigating officers. The school fees amount to £150 per annum, including the cost of uniform, and the parents or guardian of the successful candidate must be prepared to pay the balance of the scholarship value and the aggregate fees.

Thames Watermen Renew Ancient Sculling Race

By Sydney Skilton
Written for The Christian Science Monitor

LONDON—Believed to be the oldest continuous sporting event in the world, the Doggett's Coat and Badge sculling race for Thames River watermen, is to be revived in July.

In order to preserve the continuity of a race instituted in 1715, eight races will be contested. This will enable those who became eligible in the years 1940 to 1946 to compete in races held in abeyance because of the war. A similar arrangement was made for World War I. The eight races will be spread over a period of two days and will be sculled against the tide on the 4¼ miles of serpentine Thames between historic London Bridge and Bohemian Chelsea.

For a full explanation of the Doggett's Coat and Badge race it is necessary to refer to the 16th century when the Thames River was London's chief and busiest thoroughfare. Watermen were in constant demand to take people across, and up and down the river. Estimates are that 30,000 ferry-men were at that time dependent on London's river for their livelihood. They had their headquarters at the Red Knight, Greenhith, and were the first public servants of London to wear a uniform.

Waterman Key Figure

Watermen, therefore, were important people, and they played an important part in the conduct of the city's affairs. But like so many other people who play an important part in city affairs, they were inclined to strike. They did not strike as we understand the term today, but they had equally forcible methods of drawing attention to their grievances.

Their really big grievance was the erection of theaters on the Middlesex side of the river. This meant that those living on that side of the Thames no longer found it necessary to cross the water for entertainment at the Rose, the Globe, and the Swan in Surrey. It also meant a considerable loss of revenue to the watermen. So they petitioned their sovereign, James I, and urged that he should forbid the building of playhouses in Middlesex within four miles of the city on that side of the Thames.

This, of course, did not meet with the approval of the actors, who counter petitioned and suggested the watermen might as well request the removal of the Exchange, or the walks in St. Paul's Churchyard or Moorfields for their profit. Insults and counter insults were broadsided from the players to the watermen and

from the watermen to the players. Even in those days legislation was a lengthy procedure and the controversy between the actors and watermen raged unabated through the reigns of Charles I, the Cromwells, Charles II, James II, William II and Queen Anne.

Thomas Doggett

Then in 1714, when George I ascended the throne of England, there was in theaterland a prominent figure in Thomas Doggett, the actor-manager of Drury Lane Theater Royal. He saw that it would be an astute move to mollify the watermen, especially as by now, crossing the river by anybody even remotely connected with the theater was a precarious adventure.

Doggett won the favor of the riverfolk by instituting a sculling race for young watermen "who have completed, or will complete, their apprenticeship within 12 months of the day of the race." Six years later, in his will, he provided "five pounds for a Badge of Silver weighing about 12 ounces and representing Liberty to be given according to my custom." He also left "eighteen shillings for Cloth for a Livery whereon the said Badge is to be put, one pound and one shilling for making the said Livery and Buttons and Appurtenances to it and thirty shillings to the Clerk of Watermen's Hall." Doggett concluded with: "All of which I would have to be continued yearly in commemoration of His Majesty King George's happy accession to the British throne."

Fishmongers' Prize

A year later the Fishmongers' Company agreed to carry out the terms of the will, and in due course they added money, so that in addition to the Coat and Badge the winner also receives £20 (\$80). The runner-up is rewarded with £12, the third £10, the fourth £4, the fifth £3 and the sixth £2.

Except for the war breaks the race has been held every year since 1715, but nowadays instead of the heavy Thames wherries competitors use racing shells just like the amateur scullers at Henley and other regattas. The watermen have to steer their frail craft past barges and steamers and among driftwood, buoys and other odds and ends, and the contest provides a most exacting test of watermanship. It also provides a great day out for the Thames watermen, and the eight races this year are to be celebrated in appropriate form.

MR. GEOFFREY MADAN

C. A. writes:—

Geoffrey Madan, whom I saw at our club alive and normal on July 6, died suddenly 24 hours later, at the age of 53. His death leaves a vacuum which no one else can fill in the hearts more especially of the few for whom his fastidious nature catered; and who were capable of savouring its rare quality. A brilliant scholar, an encyclopaedic bibliophile, and, notwithstanding a languid manner, a valiant soldier, wounded three times in the 1914-18 war, he lived his own life on defiantly original lines, and conceded nothing to expediency or convention. He collected manuscripts, books, old silver, watches (the one he carried never lost more than three seconds in as many months), and clubs, of which at one time he belonged to twelve. In conversation he was invariably perverse, unexpected, and amusing, and there seemed to be no limits to his learning or, when this occasionally failed, to his powers of felicitous invention.

THE CITY PRESS
25TH JULY, 1947.



New Alderman for Bridge Within

—In place of Sir Charles McRea

LEUT.-COLONEL G. J. CULLUM WELCH was elected Alderman of the Ward of Bridge Within at a Wardmote held on Friday last at Fishmongers' Hall, in succession to Sir Charles McRea, who has retired on account of ill-health.

The Lord Mayor presided, and there being no other nomination, declared Col. Cullum Welch duly elected, subject to the approval of the Court of Aldermen.

Col. Cullum Welch was Chief Commoner last year and has represented Candlewick on the Common Council since 1931.

He is a solicitor practising in the City.

On the proposition of Mr. R. W. Vick (Deputy to the retiring Alderman) a resolution was adopted regretting the resignation of Sir Charles McRea.

They would miss his genial personality and wished him and Lady McRea a long and happy retirement.

In acknowledging his election Col. Cullum Welch associated himself with the tribute paid to Sir Charles McRea.

Continuing, the Alderman Elect added that he would endeavour to serve the Ward to the best of his ability and strive to uphold the traditions and prestige of the City.

THE famous race for Doggett's Coat and Badge, which is under the management of the Fishmongers' Company, is being revived this year. It has not been rowed since 1939.

Doggett was a famous comedian of the 18th century, who, like all Londoners of his day, used the river as a highway and came into contact with the "jolly young watermen" whose fraternity still exists in the Watermen and Lightermen's Company with a hall on St. Mary-at-Hill.

Doggett is reputed to have done some of his rehearsals on the river. Marryat gave a description in "Jacob Faithful." The year after Doggett's death and in accordance with his will, the first race was held on August 1, 1722.

For many years after it was one of the great colourful incidents in the life of old London, and it continues to remain important among the river fraternity—now, alas, largely divorced from the main stream of London affairs.

The Fishmongers' Company, however, true to their trust, make a great deal of it and, until the recent war played havoc with ancient customs, were wont to entertain the contestants, the Prime Warden, at a Livery dinner, receiving them and taking wine with the winner.

On such nights the staircase used to be lined with former winners in their scarlet coats and with their badges and carrying their oars.



Thames watermen wearing the famous Doggett's Coat and Badge. (See this feature.)

LIVERPOOL POST
21ST JULY, 1947.

Against the tide

THE race for Doggett's Coat and Badge, revived on the Thames to-day, has never attracted the popular emotion spent on the Oxford and Cambridge competition, though the test undergone by the young Thames watermen competing for their greatest professional honour makes a greater demand on physique. The course is longer and the race has to be rowed against the tide when it is strongest. The physical effort is tremendous. The worst reaches are usually between Westminster and Chelsea. Doggett was an actor who was so charmed by the Hanoverian succession that he wished to have it commemorated for ever. The river race was his chosen means, started in 1716. Winners gain a coat of scarlet, a silver badge and £20 in cash.

EVENING STANDARD

22ND JULY, 1947

RACE FOR DOGGETT'S

Twins were racing one another in the last heat of the Doggett Coat and Badge races from London Bridge to Chelsea this afternoon.

They were A. H. and J. V. Palmer, of Gravesend, who were together on the centre stations opposed to F. F. Chandler, of Roehampton, and G. E. Powell, of Greenwich.

In the 1945 class, Thomas Sidney, of Dagenham, was rowing over, unopposed. The 1944 race was an easy win for F. E. Ambler, of Twickenham, who led throughout, with A. W. Carr, of Charlton, second, and T. F. Goodwin, of Rotherhithe, third. J. M. MacKinney, of Richmond, was last.

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Spotlight on Doggett's Race

Thomas Doggett, an Irish comedian who has been turning in his grave since 1939 came thankfully to rest yesterday when twelve young oarsmen drove their skiffs up the turbulent Thames in contest for the oldest trophy known in the world of sculling.

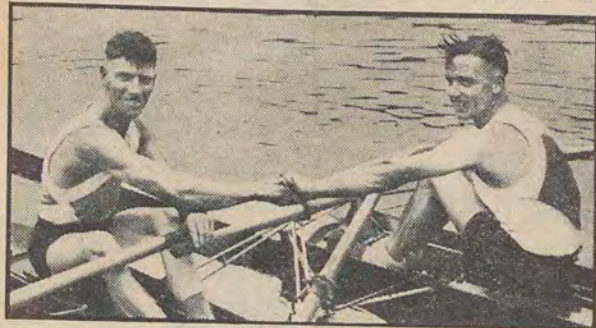
"Doggett's Coat and Badge," the first of which is scarlet and the second silver, came into being in 1715 under the terms of the comedian's will, which instructed that £10 should be invested to provide an annual "blue riband" for watermen of the River Thames.

Only Thames apprentices in their qualifying year as pilots or helmsmen of passenger craft may compete for the award over a four-and-a-half-mile course between London Bridge and Chelsea at the tide's strongest ebb.

War interrupted the event. Yesterday the 1940-43 classes were rowed. To-day the 1944-47 apprentices will take their chance through flotsam, jetsam, barges, motor-craft and steamers in an effort to win the comic's prize, which for 250 years has been the Thames watermen's most coveted possession.



A very interested—and interesting—spectator was Tom Phelps, who won his Coat and Badge in 1922.



The winner of the 1940 class, Eric Lupton, of Northfleet (left), is congratulated by James Townsley, of Blackheath, who came second in a gruelling race.

MORNING ADVERTISER, LONDON

22ND JULY, 1947

Looking Back



Under London Bridge, Harry Phelps, veteran riverman, gets ready to start yesterday's races for Doggett's Coat and Badge. His brother Tom is wearing the regalia he won in 1922. This year's race is reported on Page Ten.

MORNING ADVERTISER

LONDON

22ND JULY, 1947

They Have Joined The River Redcoats

Four young watermen—Eric Lupton (Northfleet), George Bowles (Isleworth), Frank Dott (Erith), and Edgar McGuinness (Greenwich)—added their names to the list of 225 winners of the Doggett's Coat and Badge yesterday.

The race, inaugurated in 1715, was revived after the lapse of the war years, and four years' events, from 1940 to 1943, were decided between 12 competitors over the 4½ miles reach of the Thames from London Bridge to Chelsea.

Bowles was unopposed in the 1941 "age group" but had to row over the course at racing speed to satisfy the Special Court of the Fishmongers' Company that he merited the honour of the red coat and silver badge.

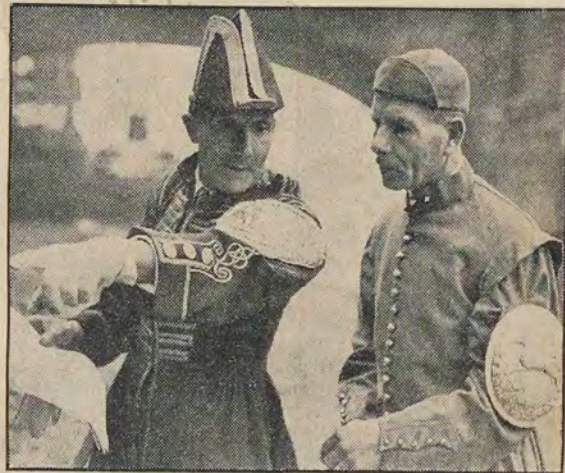
Winners also won £20 each, but most of the competitors had spent £60 from war gratuities on boats and sculls for the race—the Blue Riband of their calling.

Races from 1944 to this year will be rowed to-day.

DAILY WORKER, LONDON

22ND JULY, 1947

Umpire Points Out Course



Acting as umpire to Britain's oldest sporting event, the Doggett Coat and Badge Race, Harry Phelps (left) with his brother Tom, who is wearing his Doggett Coat and Badge.

This event, the first to be rowed since 1939, was instituted after the death of Thomas Doggett in 1713, a four-mile race open to the watermen of the Thames, the pilots, and helmsmen licensed to navigate passenger craft on the river.

It can be competed for only in the year in which they finish their apprenticeship. This year the list will be brought up to date and all the men eligible since 1939 will be competing. Yesterday's races decided the 1940 to 1943 winners and to-day the list of Coat and Badge holders will be completed.

ORIGINS

Doggett's Coat

LONDON Watermen's race for Doggett's Coat and Badge which takes place to-day but is usually held in August, is claimed to be the oldest annual sporting event in the world. The race dates back to 1715 when Thomas Doggett an Irish Actor and Drury Lane comedian and friend of Congreve fervent Whig, founded the race in honour of the House of Hanover to celebrate George I's accession to the throne. The crowning glory of the gaily coloured coat is the silver badge bearing the White Horse of Hanover, which is worn on the arm. In his will Doggett left £10 to the Fishmongers' Company to form a trust fund to provide six prizes and a coat and badge each year. Doggett wasn't exactly throwing money about so the Fishmongers' Company has gladly augmented the trust and maintained the event ever since. The entrants for the race must be apprentice watermen and a boy may only row in the year he finishes his apprenticeship so he only gets one chance. The race is rowed from the Swan Inn at London Bridge to the Swan Inn at Chelsea and used to be against the tide but since 1873 it is rowed with it.

T.J.

WEST LONDON PRESS
25TH JULY, 1947.

Doggett's Races Again

Doggett's Coat and Badge races took place on the Thames this week for the first time since 1939.

The 4½-mile course is from London Bridge to Chelsea. To make up for the gap caused by the war the 1940-43 events were rowed on Monday and those from 1944 to this year on Tuesday.

Oldest trophy known in the world of sculling, it was introduced by Thomas Doggett, an Irish comedian, in 1715, under the terms of his will. Each of the year winners will receive the scarlet coat and silver badge and an autumn presentation.

There were three oarsmen in the first race on Monday, but in the second, G. D. Bowles (Isleworth), without any opposition, rowed the course alone.

Results:— 1940: E. G. Lupton (Northfleet). 1941: G. Bowles (Isleworth). 1942: F. Dott (Erith). 1943: E. F. McGuinness (Greenwich). 1944: F. Ambler (Twickenham). 1945: S. Thomas (Dagenham). 1946: J. D. Anson (Northfleet). 1947: J. V. Palmer (Gravesend).

Lieutenant Philip Mountbatten, R.N., took up his freedom of the Fishmongers' Company at a meeting of the court at Fishmongers' Hall yesterday. He had luncheon with the Prime Warden (Mr. A. E. D. Anderson) and the other members of the court after the brief ceremony.

CITY PRESS, 1ST AUG. 1947.

LIEUT. PHILIP MOUNTBATTEN came privately to the City on Monday in order to take up the freedom of the Fishmongers' Company. Such ceremonies at Fishmongers' Hall are invariably quiet and few people were let into the secret of the visit.

The admission took the ordinary course at a Court of the Company over which the Prime Warden, Mr. A. E. D. Anderson, presided. Afterwards the new freeman lunched with the Court.

* * *

The Fishmongers' Company is of great antiquity and is known to have existed before the days of Henry II. It was first chartered in 1272 by Edward I. There is a long line of Royal Freemen.

It used to be the great Liberal Guild as opposed to the Merchant Taylors which was predominantly Tory.

It continues to be closely connected with the trade.

The Court of the Company may fairly be described as distinguished, some of the leading merchant bankers of the City being deeply rooted in its affairs—Sir Alan Anderson, the Hope Morleys, Lubbocks, the Spicers, the Holland-Martins, and the Hambros are familiar names at Fishmongers' Hall.

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LONDON'S GUILDS, NO. 4 FISHMONGERS

396 By Barry Peak

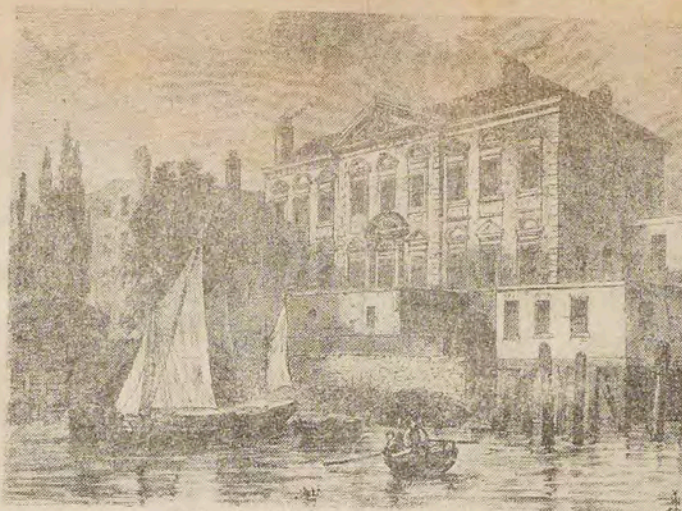
THE Fishmongers' Company, of the Twelve Great Livery Companies of the City of London, has been in existence for more than 700 years, and it is still largely concerned with Britain's fishing industry.

According to tradition, the first Royal Charter was granted to the Fishmongers by King Edward I (1272), but the Fishmongers were a strongly organised community long before this date. This and succeeding Charters, issued by Edward II and Edward III, did much to put power in the hands of the Fishmongers—they were virtually given a monopoly. The Charters provided that no fish could be sold in London except by the "Mystery" of Fishmongers. It was also ruled that the Wardens of the Company were to control the buying and the selling of fish and to ensure that only good quality fish was offered for sale. This did much to safeguard the public and was an important service, as fish was one of the chief necessities of life in the Middle Ages, as it is now in Britain!

Nine More Charters

A further nine Charters were issued to the Company between the reigns of Richard II and James I which formally incorporated the Company and laid down the rules governing its activities with regard to trade.

The 14th century was an era of expansion and saw the wealth and influence of the Fishmongers increase enormously. Trade was good, for the Company held complete monopoly and exercised its power by taking a prominent part in City affairs. At this time there was much strife over the question of monopolies. On one side were the Victualling Guilds, holding monopolies and headed by the Fishmongers, and on the other side were



THE SECOND FISHMONGERS' HALL

the Craft Guilds who wanted free trade in food, but not in the goods they themselves manufactured.

In 1381, Sir William Walworth, the Prime Warden of the Fishmongers' Company, slew Wat Tyler, the leader of the Peasants' Rebellion in Smithfield Market, when Tyler threatened the life of the young King (Richard II). Two years later John of Northampton, Lord Mayor of London and leader of the Free Trade party, persuaded the Common Council of the City of London to declare that the Fishmongers had no right to monopolise the fish trade. This decision was later confirmed by Parliament, but was revoked by Richard II in 1399 when he granted a new Charter to the Company and restored all their privileges.

Under the Royal Charter of James I, the Company's officials (known as "Fishmeters") still examine all fish entering London's markets. In

these post-war days the daily fish supply that goes through Billingsgate Market amounts to from 400 to 800 tons.

It is the right of the "Fishmeters" to condemn any fish they consider to be unfit for sale. Should the Company learn of bad fish being sold to the public action is taken by the Company and legal proceedings initiated against the offenders under the Public Health (London) Act of 1936.

Another sidelight of the Company's work is concerned with Britain's Salmon and Freshwater Fisheries and the importation of salmon and other fish from abroad. Illegal methods of fishing and marketing during the "close seasons" have resulted in offenders being prosecuted by the Company.

The Company is also interested in the marketing of shellfish. Samples of oysters, mussels and other forms of shellfish coming to London from other parts of Britain and from abroad have to be examined by the Company's bacteriologist at the London Laboratory. Should samples examined not come up to standards required sale is prohibited and inquiries instituted at the source of supply.

This watch on food does much in guarding against the spreading of typhoid and other diseases. The benefits from this sensible control are felt throughout the United Kingdom, as provincial Medical Officers of Health keep in constant touch with the Company. In recent years the Company has endeavoured to stop the pollution of rivers and has set up a body known as the Central Council for Rivers Protection.

Charity and Education

In keeping with other Companies of the City of London, the Fishmongers do much work of an educational and charitable nature and a major proportion of the funds are set aside for this purpose. Gresham's, a famous school, belongs to the Company and is maintained by it as well as almshouses. There are also many scholarships to universities and schools, and large sums of money have been and are being spent on technical education.

The Fishmongers' Company have also acted as Trustees of the Thames Race known as "Doggett's Coat and Badge." This traditional sporting event was instituted in 1715 by Thomas Doggett, a famous comedian. The race was to commemorate the Accession of George I to the throne and, in his will, Doggett left money and instructions that the race should continue perpetually. This is the oldest known sporting event open to young watermen, who may compete when they complete their Articles of Apprenticeship and are given the Freedom of the Watermen's Company.

Although their tradition survives the Fishmongers' Hall was destroyed during World War II in aerial bombardment, as were many fine buildings which once graced the City of London. King George VI and the Duke of Gloucester are members of the Worshipful Com-

CIVIL AND
MILITARY GAZETTE,
LAHORE, INDIA.

31st August, 1947.



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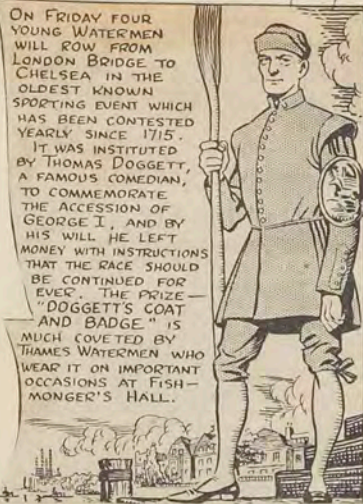
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ON FRIDAY FOUR YOUNG WATERMEN WILL ROW FROM LONDON BRIDGE TO CHELSEA IN THE OLDEST KNOWN SPORTING EVENT WHICH HAS BEEN CONTESTED YEARLY SINCE 1715. IT WAS INSTITUTED BY THOMAS DOGGETT, A FAMOUS COMEDIAN, TO COMMEMORATE THE ACCESSION OF GEORGE I, AND BY HIS WILL HE LEFT MONEY WITH INSTRUCTIONS THAT THE RACE SHOULD BE CONTINUED FOR EVER. THE PRIZE "DOGGETT'S COAT AND BADGE" IS MUCH COVED BY THAMES WATERMEN WHO WEAR IT ON IMPORTANT OCCASIONS AT FISH-MONGER'S HALL.

CITY PRESS
FRIDAY, 14TH OCTOBER, 1949

The story of the Fishmongers—one Keeping an eye London's fish

EACH month in the agenda of the Court of Common Council it is reported that so many tons of fish have been condemned at Billingsgate Market. When we read this we may be disposed to praise the vigilance of the City Corporation.

But the responsibility for judging the freshness of London's fish supply rests with a City of London Guild which has been closely identified with the trade for more than 700 years.

The City Corporation controls and manages Billingsgate Market. The Worshipful Company of Fishmongers, through the constant activity of its Chief Inspector, and the "Fishmeters" who work under him, exercises powers under a Charter of James I which instructed the Company "to view, search, and survey whether the same be wholesome for man's body and fit to be sold or no."

Sanitary Inspectors cannot seize fish without the consent of a magistrate. The Fishmongers' Company can still condemn and seize bad fish and, where it is exposed for sale, the Company institutes proceedings against the offender.

So far as this part of its work is concerned, the Company is limited, in the words of the charter, to "the City of London, and the Liberties and Suburbs of the same, and the Borough of Southwark."

CO-OPERATION

London's daily fish supply varies from 300 to 1,000 tons. The Company's responsibility, therefore, might prove an extremely onerous one if it were not for the spirit of co-operation and the sense of duty towards the public which animate all branches of the fish trade.

In addition to the powers granted by charter, the Fishmongers' Company has statutory powers under the Salmon and Freshwater Fisheries Act, 1923, the Fisheries (Oyster, Crab, and Lobster) Act, 1877, the Sea Fish Industry Act, 1926, and other Acts.

The Guildhall School of Music and Drama will present "Tony Draws a Horse," a comedy by Lesley Storm, in the school's theatre, John Carpenter-Carpenter, at 7 p.m. to-night and to-morrow night.

The next King's Scout investiture will be held at the Mansion House on Saturday, October 29. One hundred King's Scouts from all parts of Great Britain will be present.

Scout's investiture

'Tony Draws a Horse'

The Guildhall School of Music and Drama will present "Tony Draws a Horse," a comedy by Lesley Storm, in the school's theatre, John Carpenter-Carpenter, at 7 p.m. to-night and to-morrow night.

It is customary for the banks to grant facilities for their customers to see the Show through that street this year.

Factors have inquired whether the Show will be held in the new street.

Guild review

do not come up to the Company's precise standards their sale is prohibited and inquiries are instituted at the source of supply.

While the Company's charter applies only to the City of London, the benefit of its control in guarding against the spread of such diseases as typhoid fever extends to the whole of the British Isles.

When provincial Medical Officers of Health are in doubt as to the purity of shellfish being marketed in their areas, they often consult the Company, which willingly gives them help.

For the information and guidance of Public Health Officers, students, and others, the Fishmongers' Company has produced a book on British Food Fishes, "The Distinguishing Features of Fish." This volume comprises a complete guide to practically every kind of fish likely to be seen on a retail fishmonger's slab. The book also embodies the main principles of fish inspection.

Another aspect of the work is in connection with the endeavours to eliminate pollution in the rivers of Great Britain. The Company was instrumental in calling into being a body representative of interests such as water supply, amenities, fisheries, and so on. This body, known as the Central Council for Rivers Protection, has secured valuable amendments to the law.

First of all it is our ambition to see on our list of annual subscribers all the 79 Livery Companies.

"There was one fatal accident, to a pedestrian, in the City during the month of September. Four people were seriously injured in street accidents, and 22 slightly injured."

ONE KILLED

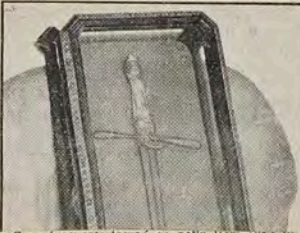
Under our charter any Liveryman may become a member of the Institute.

"The Institute undoubtedly brings wide and favourable attention to the City Companies for their support of technical education and thus translating their old-time traditions to meet modern conditions."

"Recent correspondence in 'The Times' will draw attention to our work in training wood and stone carvers, who are so badly needed, particularly in the restoration of fine buildings in the City."

"From November 1, Major-General Cyril Lloyd is taking over the direction of the Department of Technology in succession to Colonel French."

A black line



Wills of the Week

Mr. Reginald Charles North Muggleton, of Cornwall, Westmill-on-Sea, retired marine engineer, a Liveryman of the Worshipful Company of Fishmongers, who died July last, left £8,121 gross, £8,156 net value.

Mr. Walter Thomas Beaumont, of 3, last, left £711 gross, £686 net value.

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WREN'S MODELS ON VIEW

St. Paul's exhibition

THE Lord Mayor inaugurated the part of a permanent exhibition library, trophy room and galleries Paul's Cathedral on Monday.

The Lord Mayor said the exhibit brought to light the history, interest and charm of the Cathedral, which were too frequently forgotten. Now the bombs had deprived the City of many of its churches the Cathedral must be the centre of the religious life of the City of London, he said. He met and conducted round the exhibit by the Dean of St. Paul's.

The exhibition illustrates the history of successive cathedrals dedicated to St. Paul. It covers the end of the Roman era through the Anglo-Saxon and Norman periods to the present day, approached by means of the "geometric staircase" in the south-west tower.

Mr. G. W. Henderson, the sub-librarian of St. Paul's, arranged the exhibition. In addition to the books, many of Wren's models are on view together with many of his personal belongings.

Reed's School has a £5,808 deficit

THE one hundred and thirty-third annual festival of Reed's School will be held at the Savoy Hotel on Wednesday, November 23.

The annual report shows that income for 1948 increased by £6,000 some reduction in expenditure effected. During the year, however, receipts exceeded the receipts by £5,808.

"There is an urgent need for financial support," says the report, "and new annual subscribers must be found to continue the assistance given those who can no longer do so." Reed's is not State-aided and remains quite independent.

All fatherless children are eligible for the school, provided that their heads are good and they have the necessary funds for grammar school work. Its foundation in 1813 the school educated over 12,000 children.

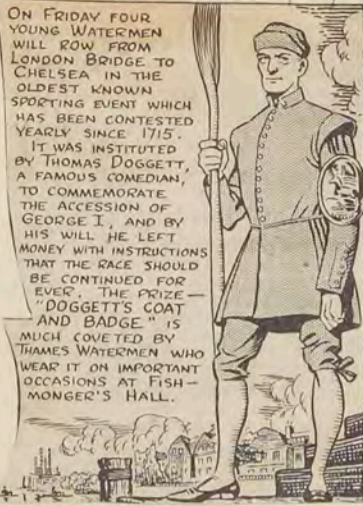
There are now about 270 boys and girls being educated by this school. Boys are at Sandy-lane, Cobham, Surrey, and the girls are at Dogmersfield Basingstoke, Hants.

Entrance to the school is by presentation, by bursary, by annual fee fixed time to time by the governors, by soldated payment, or by nomination.

Debating Society annual meeting

The annual general meeting of the Insurance Debating Society was held at Lloyd's on Monday evening. An winter season is being planned for society.

Activities started on Wednesday evening when the society was addressed by the Chairman.



ON FRIDAY FOUR YOUNG WATERMEN WILL ROW FROM LONDON BRIDGE TO CHELSEA IN THE OLDEST KNOWN SPORTING EVENT WHICH HAS BEEN CONTESTED YEARLY SINCE 1715. IT WAS INSTITUTED BY THOMAS DOGGETT, A FAMOUS COMEDIAN, TO COMMEMORATE THE ACCESSION OF GEORGE I, AND BY HIS WILL HE LEFT MONEY WITH INSTRUCTIONS THAT THE RACE SHOULD BE CONTINUED FOR EVER. THE PRIZE "DOGGETT'S COAT AND BADGE" IS MUCH COVETED BY THAMES WATERMEN WHO WEAR IT ON IMPORTANT OCCASIONS AT FISHMONGER'S HALL.

CITY PRESS
FRIDAY, 14TH OCTOBER, 1949

The story of the Fishmongers—one of the great twelve

Keeping an eye on London's fish

EACH month in the agenda of the Court of Common Council it is reported that so many tons of fish have been condemned at Billingsgate Market. When we read this we may be disposed to praise the vigilance of the City Corporation.

But the responsibility for judging the freshness of London's fish supply rests with a City of London Guild which has been closely identified with the trade for more than 700 years.

The City Corporation controls and manages Billingsgate Market. The Worshipful Company of Fishmongers, through the constant activity of its Chief Inspector, and the "Fishmeters" who work under him, exercises powers under a Charter of James I which instructed the Company "to view, search, and survey whether the same be wholesome for man's body and fit to be sold or no."

Sanitary Inspectors cannot seize fish without the consent of a magistrate. The Fishmongers' Company can still condemn and seize bad fish and, where it is exposed for sale, the Company institutes proceedings against the offender.

So far as this part of its work is concerned, the Company is limited, in the words of the charter, to "the City of London, and the Liberties and Suburbs of the same, and the Borough of Southwark."

CO-OPERATION

London's daily fish supply varies from 300 to 1,000 tons. The Company's responsibility, therefore, might prove an extremely onerous one if it were not for the spirit of co-operation and the sense of duty towards the public which animate all branches of the fish trade.

In addition to the powers granted by charter, the Fishmongers' Company has statutory powers under the Salmon and Freshwater Fisheries Act, 1923, the Fisheries (Oyster, Crab, and Lobster) Act, 1877, the Sea Fish Industry Act, 1938, and other Acts.

For many years, the Company has prosecuted offenders for illegal methods of salmon and trout fishing and marketing. The Fishmongers employ a solicitor and an Inspector at their branch office in Scotland.

The duty of these officials of the Company is to ensure that the law in regard to the taking and marketing of salmon and trout is strictly observed so far as it affects the public interests.

It is not the concern of these officials to safeguard the particular claims of individual owners of fishing rights where the public interests are not concerned.

The Company's Inspector in Scotland is probably Britain's greatest authority on the catching of salmon and trout, whether by nets on coast or river, or by rod and line. And what he does not know about the illegal methods of getting salmon could not be regarded as knowledge.

ACTIVE CENTRE

On the Inspector's reports, the Fishmongers' Company may institute proceedings against offenders if they find that the Scottish Procurator Fiscal has decided not to prosecute.

Fishmongers' Hall, by London Bridge, remains the traditional and active centre of the law, lore, and research pertaining to fishing and the fish trade. Here meets the Salmon and Trout Association, which was formed by the Company more than 40 years ago. At Fishmongers' Hall is conducted invaluable work concerned with shellfish.

Samples of all oysters, mussels, etc., come to the City from Great Britain and abroad are regularly examined by the Company's bacteriologist. When they

Guild review

do not come up to the Company's precise standards their sale is prohibited and inquiries are instituted at the source of supply.

While the Company's charter applies only to the City of London, the benefit of its control in guarding against the spread of such diseases as typhoid fever extends to the whole of the British Isles. When provincial Medical Officers of Health are in doubt as to the purity of shellfish being marketed in their areas, they often consult the Company, which willingly gives them help.

For the information and guidance of Public Health Officers, students, and others, the Fishmongers' Company has produced a book on British Food Fishes: "The Distinguishing Features of Fish." This volume comprises a complete guide to practically every kind of fish likely to be seen on a retail fishmonger's slab. The book also embodies the main principles of fish inspection.

Another aspect of the work is in connection with the endeavours to eliminate pollution in the rivers of Great Britain. The Company was instrumental in calling into being a body representative of interests such as water supply, amenities, fisheries, and so on. This body, known as the Central Council for Rivers Protection, has secured valuable amendments to the law.

17 GOVERNORS

Concerning practical education in the trade, and professional guidance for those who inspect and examine the quality of fish, the Company's work is not confined to the publication of books.

The Fishmongers are always ready and prepared to co-operate with the recognised bodies who conduct courses of instruction and examinations.

The latest example of this concerns the Smithfield Institute, which runs courses for the Meat and Other Foods Certificates. This Institute asked the Fishmongers' Company to take over the courses relating to fish.

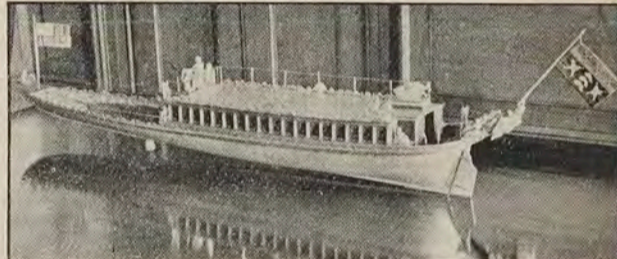
The first course was held in the spring, and another began on October 3. Successful students will be recognised by the Royal Sanitary Institute as qualified in the subjects of fish marketing and inspection.

In the sphere of general education, this ancient Guild continues to fulfil its responsibilities towards Gresham's School, at Holt, Norfolk.

Despite the ever-increasing control of education by the State, Gresham's School is still an independent public school. Of its board of 25 governors, the Fishmongers' Company appoints no fewer than 17.

The school was founded by Sir John Gresham in 1555. Sir John was a Mercer. It may be that he thought the Mercers' Company would have sufficient responsibility in controlling its own school of St. Paul's.

So he asked the Fishmongers' Company to be the trustees of the grammar school he founded and endowed at Holt. The school was granted a charter by



In Fishmongers' Hall is this scale model of the Company's last State Barge. The actual barge was built in 1773 and broken up in 1850. The model was presented to the Fishmongers by Major Edward Miller, Prime Warden in 1935/36.

was an organised community of fishmongers in London long before Edward I granted them their first Charter.

That, and other Charters granted by Edward II and Edward III, provided that no fish should be sold in London except by the Mystery of Fishmongers.

The Charters limited the markets at which fish could be sold in the City of London and made it the duty of the Wardens of the Mystery to oversee the buying and the selling of fish. The object was to ensure that none but fish of sound quality was offered for sale.

Later Charters formally incorporated the Company and laid down rules for its governance and the regulation of the trade. These Charters were granted by Richard II, Henry V, Henry VI, Henry VII, Henry VIII, Edward VI, Mary, Elizabeth, and James I.

Fish was one of the chief necessities of life in the Middle Ages. The Fishmongers' Company, having achieved a

Among the treasures of the Fishmongers' Company is this dagger, reputed to be the one with which Sir William Walworth, Lord Mayor and Prime Warden of the Fishmongers, slew Wat Tyler in 1381.



AL. WORSHIP. BE. TO. GOD. ONLY.

sacred emblem of St. Paul's martyrdom at Rome.

While Sir William Walworth was Prime Warden of the Fishmongers' Company, the Mayor of London, John of Northampton, became the influential leader of the free trade party. Northampton persuaded the Common Council to declare that the Fishmongers were not entitled to monopolise the fish trade.

That decision was confirmed by Parliament. But in their new Charter, granted by Richard II in 1399, all their privileges were restored and they were given licence to elect six Wardens, which is the present number.

The fishmongers, until the end of the fourteenth century, had their own Court of Law (Leyhalmode). At this Court, all disputes relating to fish were adjudged whether the disputes were between members of the Company or with "foreigners."

It was in the fifteenth century that the Fishmongers appear to have lost their monopoly as a Victualling Guild. Through the centuries, and up to the present day, however, the Worshipful Company of Fishmongers have retained their practical and traditional leadership of a craft upon which the nation's food so largely depends.

THREE HALLS

The centre of all this tradition and service to the nation, Fishmongers' Hall, is one of the few City Livery Halls which escaped overwhelming disaster during the air raids of the last war. But Fishmongers' Hall, nevertheless, was seriously damaged by incendiary bombs.

The work of restoration has been proceeding actively and successfully. The Hall will be restored to its former style, but by small improvements the atmosphere of spaciousness and dignity has been enhanced. The Court Room, in addition to being re-decorated, is now enlarged to 50 per cent, greater than its pre-war dimensions.

The present Hall is the third which has been erected on the London Bridge site. This site was originally divided by a series of river stairs bearing alluring names, such as Fleur de Luce Alley, Black Raven Alley, Ebgate Lane, and Wheatshaf Alley.

In 1434 the Company obtained from Lord Fanhope a lease of the principal part of the site for his lifetime, and the reversion after his death. What use was made of the buildings already existing on the site is not known.

When, however, the Salt Fishmongers and the Stock Fishmongers amalgamated in 1513, the agreed terms provided that all "assembles" of courts should be holden, kept and used in the place commonly called Fishmongers' Hall.

SQUARE COURT

The first of three Halls, therefore, must have been built some time between 1434 and 1513. Whatever the date of its erection the Hall disappeared completely in the Great Fire which swept the bridge-foot on its way from Pudding Lane.

The second Hall was completed in 1671. It was designed by Edward Jerman or Jarman, the architect of the Royal Exchange and the Halls of the Merchant Taylors, the Drapers, and the Haberdashers. Like the present building, it stood on a basement the height of which is the difference between the levels of bridge head and river quay.

The building surrounded a square court, the south side of which was formed by the dining room.

With the rebuilding of London Bridge to the west of the old site a third structure for the Fishmongers' Company had to be built.

It was built to the design of Henry Roberts, who was also responsible for the first railway station at London Bridge.

The third Fishmongers' Hall was completed in the spring of 1834. Externally and internally it is a building of relatively simple architecture, combining strength and dignity with some exquisite decorative adjuncts which are considered to be among the best of their period.

Philip and Mary, and this was subsequently confirmed by Elizabeth.

Under a Charity Commission scheme of 1899, Gresham's was expanded to become a modern public school, now having accommodation for 275 boarders and some 50 day boys.

To-day the school annually offers four places to boys from Norfolk primary schools, and another four to the Ministry of Education's "pool." In addition the school allows any boy who has resided within five miles of the school for a minimum period of five years to attend as a day boy at an annual fee, which is now £9.

Gresham's School is notable for its encouragement among the boys of spare-time activities.

The school has, for example, an outstanding Natural History Society whose members have observed and found some of Britain's rarest birds along the Norfolk coast. Marksmanship, too, is a popular hobby. The school's team this year have won the "Country Life" landscape shooting competition.

ANNUAL RACE

The Fishmongers, who conduct a school founded by a Mercer, also organise an annual event on the River Thames connected with another Company. This is the race for Doggett's Coat and Badge, an annual race from London Bridge to the Old Swan at Chelsea for young watermen who have finished their apprenticeship in the past year.

The Watermen's Company receive and scrutinise the entries, but the Fishmongers have been responsible for the organisation of the race since 1721. Mr. Doggett, a famous comedian, who had organised it himself since 1715, died in 1720.

Another race on the Thames is contested by crews from the R.N.V.R. (H.M.S. President) H.Q., London Fire Brigade, and the River Police, for a challenge cup given by the Fishmongers' Company. This was rowed this year on October 1 and was won for the third consecutive time by the Police.

This ancient Guild, in its preoccupation with fish, has not neglected the charitable purposes which for so long have been a tradition of the City. One of the Company's charitable trusts relates to Jesus Hospital at Bray, founded by William Goddard in 1623. This hospital consists of 40 houses—six for poor people who are free of the Company and not less than 50 years of age, and 34 poor local parishioners.

The Company provides free fuel and clothes and a small pension.

Since 1642 the Fishmongers have been responsible for 12 almshouses founded by Mark Quested at Harrietsham, near Maidstone. Six of these houses are for people free of the Company and six for parishioners of Harrietsham.

The Fishmongers' varied and valuable activities to-day had their origin in the thirteenth century or even earlier. There

complete monopoly of the sale of fish, naturally assumed a very prominent and important place in the affairs of the City. Their wealth and authority expanded greatly in the fourteenth century.

The Fishmongers were required to furnish three ships for the Royal Navy in the reign of Edward I, and, on his return from the successful war in Scotland, they gave in his honour a most imposing pageant.

FREE TRADE

A similar pageant was presented by the Guild in the reign of Edward II on the birth of the young prince, who afterwards became Edward III. They fitted out a boat "in guise of a great ship with all manner of tackle that belongs to a ship, and it sailed through Chepe as far as Westminster." There the Fishmongers presented the ship to the Queen, and then, "all well mounted and costumed very richly," escorted her through the City on her departure to Canterbury on pilgrimage.

In the reign of Edward III, the Company made a substantial contribution to the cost of the Hundred Years' War with France.

The vexed question of free trade, which is still one of ardent partisanship and discussion, has been prominent in the histories of many of the City's Guilds.

Free trade in food, so far as it would concern the inhabitants of London and their food, was debated and fought over throughout the fourteenth century.

The Fishmongers were at the head of what were known as the Victualling Guilds, who were obviously concerned with retaining their monopolies.

They were opposed by the Craft Guilds, who wanted free trade in food but not in the goods they manufactured themselves.

WAT TYLER DAGGER

The monopoly of the Victualling Guilds was unsuccessfully challenged in the reign of Edward II, and was confirmed by the Charters of Edward III.

There remained a great deal of controversy and discontent on a country-wide scale concerning the issue of free trade in food. One outstanding incident of the period, which to some extent showed the temper of the people, was the Peasants' Rebellion, led by Wat Tyler.

Wat Tyler marched at the head of the malcontents to London, in the year 1381. At Smithfield Market, when he was threatening the life of the young king (Richard II), Wat Tyler was slain by Sir William Walworth, who was the Prime Warden of the Fishmongers' Company.

The Fishmongers' Company retain in their Hall a statue of Sir William Walworth, together with the short sword with which he slew Wat Tyler. According to a legend, it is this sword, or dagger, which is included in the City's Coat of Arms.

To-day, however, it is generally agreed that the legend has no foundation, and that the City's sword is, indeed, the

MR. RONALD MALCOLM

A memorial service was held yesterday for Mr. Ronald Malcolm at St. Martin-in-the-Fields. The Rev. L. M. Charles-Edwards officiated. Those present included:—

Mrs. Ronald Malcolm (widow), Mr. and Mrs. Collin Malcolm, Mr. K. R. Malcolm, and Mr. and Mrs. Alec Malcolm (sons and daughters-in-law), Miss Jean Malcolm (daughter), Sir Dougal and Lady Evelyn Malcolm (brother and sister-in-law), Major-General Sir Neil Malcolm (brother-in-law), Lieutenant-Colonel and Mrs. Arthur Scott-Duff (brother-in-law and sister-in-law), the Duke of Wellington, Lady Malcolm, Lady Bartlett, Mr. Geoffrey M. Gathorne-Hardy, Mrs. Lionel Portman.

The Duke of Devonshire, the Earl of Cromer, Lord Hollenden, Lord Kindersley, Lord Colgrain, Lord Leveson, Lord Alredale, General Sir Hubert and Lady Gough, Admiral Sir Aubrey Smith, the Hon. Sybil Hamilton, the Hon. Mrs. Hanbury-Tracy, the Hon. Rupert and Mrs. Barrington, Sir Vincent Baddeley, Sir Gilbert and Lady Eliot of Stobs, Lady Dunblie, Sir John Murray, Sir Alan Anderson, the Hon. Sir Jasper Ridley, Lady Winifred Gore, Sir Percy Simner, Sir Austin Low, Major-General Sir Harold Wernher, Mr. R. O. Hambro (governor, London Assurance), Mr. C. A. Campbell (director), Mr. H. P. Loch (director, Coutts and Co.), with other officials and members of the staff; Mr. R. H. Cutting (joint general manager, National Provincial Bank), Mr. Ernest Cornwall, Mr. John McDouall (representative of the Travellers' Club), Mr. C. H. Feilden (Curtis and Henson), Major H. D. Ryder (Rydere Discount Company), Captain A. H. Ryley (Trinity House), Mr. H. W. Backhouse and Mr. J. S. Barclay (Fishmongers' Company), Brigadier A. R. W. Low, Colonel the Hon. Angus McDonnell, Major E. Christie-Miller, Mr. A. E. McKerness, Mr. Owen Hugh Smith, Mrs. Harry Hambro, Captain and Mrs. A. Hillman, Colonel and Mrs. Jervoise Scott, Mr. F. L. Robertson, Mr. and Mrs. R. Astell, Mr. J. Robarts, Mr. Robin McDouall, representatives of the Bank of England, and of Holland and Hannen and Cubitts, and other colleagues and personal friends. Brigadier and Mrs. W. Barne (cousins) were unavoidably prevented from attending.

Lloyd's List
21/1/50

SCHOOL SHIP "CONWAY"

Scholarship and Bursaries

The Committee of Management of the school ship *Conway*, controlled by the Mercantile Marine Service Association, announce that the committee of the Marine Society of London have again granted four bursaries of £100 per annum each for two years, to be taken up either in the April or September, 1950, terms. The Court of the Fishmongers' Company of London have also indicated their intention of providing a scholarship of £50 per annum for two years from the commencement of the September, 1950, term.

Application for entry forms and full particulars of the competitive examinations should be made at once by letter to the Head Master, H.M.S. School Ship (*Conway*), Llanfair P.G., Anglesey. The total school fees are £200 per annum, and include the cost of uniform. Candidates must be between the ages of 15 and 16 on joining the ship about the middle of April or September, 1950, as the case may be. The final choice of candidates will be by interview with the Committee of Management, and subject to the approval of the donors.

Syren
25/1/50

THE Committee of Management of the school ship *Conway*, controlled by the Mercantile Marine Service Association, announce that the committee of the Marine Society of London have again granted four bursaries of £100 per annum each for two years, to be taken up either in the April or September, 1950, terms. The Court of the Fishmongers' Company of London have also indicated their intention of providing a scholarship of £50 per annum for two years from the commencement of the September, 1950, term. Application for entry forms and full particulars of the competitive examinations should be made at once by letter to the Head Master, H.M.S. School Ship (*Conway*), Llanfair P.G., Anglesey.

DEATH OF COL.
W. L. BIRCH
WELL-KNOWN ESSEX
RESIDENT

A Deputy-Lieutenant of Essex and a former High Sheriff of the county, Col. Wyndham Lindsay Birch died at his home, Beaumont Hall, Beaumont, on Sunday, aged 71.

Col. Birch was seriously injured in a road accident near Sawsbury last June, and was for some time a patient in the Royal Salop infirmary.

Son of Sir Arthur Birch, Col. Birch served as a private in the London Scottish, as a subaltern in the West Yorkshire Regiment and as an observer and pilot in the R.F.C. and R.A.F. in France, Salonica, Palestine, Syria and Somaliland.

He was awarded the M.B.E. was a triple D.S.O., twice mentioned in despatches, and the holder of the Croix de Guerre and Palm. He was Brigade Major of the Palestine Brigade, and was Gold Staff Officer at the coronation of the present King.

During the last war Col. Birch commanded the 9th Battalion Essex Home Guard, retiring in 1943.

He was High Sheriff of Essex in



1940. In 1919-20 he was Prime Warden of the Fishmongers' Company.

Col. Birch for many years took a great interest in the work of Clacton and District Hospital, and was chairman of the hospital's board of management. He retained his interest following the inception of the Health Service, continuing as chairman until he met with his accident last year.

In 1920 Col. Birch married Lady Susan Yorke, daughter of the seventh Earl of Hardwicke. There is one son, Mr. Simon Birch.

Illustrated London News 6/5/50



THE OPENING OF THE THAMES WATER-BUS SERVICE, 1950 SEASON: MRS. ATLEE AT THE WHEEL OF ONE OF THE NEW CRAFT. IN FRONT ARE DOGGETT'S COAT AND BADGE MEN. Mrs. Atlee opened the Thames water-bus service for the 1950 season at a short ceremony at Charing Cross Pier on April 26. Later, with the Prime Minister and other guests, she made a trip in M.V. *Festival*, the latest of the new craft designed for the 1951 Festival.

Doggett's race is to be amateur

WATERMEN HAVE EYES ON HENLEY

Evening Standard Rowing Reporter HYLTON CLEAVER

Oldest sculling race on the lower Thames, for the Doggett Coat and Badge, rowed from London Bridge to Chelsea since 1715 and open only to watermen in the year they end their apprenticeship, is to become an amateur event.

The money left in trust by the old actor, Thomas Doggett, had always provided for a sum of £20 as first prize, in addition to the uniform.

Now watermen say this debars them from competing in amateur events ever after, and the contestants last year made a special request to be given vouchers instead of cash. The Watermen's and Lightermen's Company, who control the race, have decided to adopt this policy in future, starting this summer.

This fits in with the policy at Lambeth Borough Regatta, revived last season after a lapse of 40 years, and sponsored by the River Thames Social and Sports Club, open only to watermen, lightermen and tugmen, which has many activities, the picturesque regatta being only one of them.

Firemen v. Police

Every event on the programme for this year's regatta on June 24 is to be amateur. The club has affiliated to the various controlling amateur bodies concerned. Among the events is a race between the London Fire Brigade and the Thames Division, Metropolitan Police, and one between inter-port fours of the National Dock Labour Board.

Entries for the latter represent six from Liverpool, two each from Tilbury and Hull, and one from Rochester. The Dock Labour Board are paying all expenses and giving the prizes.

Unfortunately, Lambeth Regatta clashes with Marlow, the dress rehearsal for Henley, and is likely to go on doing so for an unusual reason.

Fourth Saturday in June is the King's birthday on which date Customs and Excise make holiday. As a result there is little or no river traffic, and the lightermen and watermen are free to enjoy themselves. It is the only day of the year on which this can be said to be so.

This new accent on amateurism by those who make their living on tugs and barges has a significant purpose. Watermen believe that among their number are potential winners of the Diamond Sculls at Henley. Only by remaining strict amateurs can they prove the point.

Amateur will row in this year's Doggetts

BUT HE WON'T TAKE A PRIZE

Evening Standard Rowing Reporter HYLTON CLEAVER

Fred Burwood, 22-year-old, 15st. waterman, of Canning Town, will compete in this year's race for Doggett's Coat and Badge, on July 31, from London Bridge to Chelsea, having signed a declaration that if he wins he will take no part of the prize, not even the Coat and Badge!

This promise was formally witnessed by G. O. Nickalls, secretary of the Amateur Rowing Association, and was made necessary so that Burwood may keep his amateur status and one day enter, if he wishes, for the Diamond Sculls at Henley.

Six competitors debated this year's unique position for an hour and a half last night, under the chairmanship of Mr. J. S. Barclay, clerk to the Fishmongers' Company. Their bargemaster, Harry Phelps, the traditional umpire of the race, was there to give advice.

By general request an attempt had been made to ensure that this race would be amateur for the first time in 200 years, a precaution having been taken to give gift vouchers instead of usual money prizes.

One professional

Of the six apprentices who came out of their time as certified watermen this year and who are thus eligible to race, one was already a professional. The trouble was that whether there were money prizes or not, the only way in which amateurs could compete against him was ruled by the A.R.A. to be that they must undertake not to take any prize.

It was admitted by all that the professional, George Palmer, of Gravesend, was entitled to enter, and no one had anything against him for doing so.

Four of the others, who are so far amateur, declined to sign a declaration which would make the whole race futile, since Palmer would have only to complete the course to win the prize—even if he came in last. But Burwood decided to sign it.

Generous offer

Then Palmer made a remarkably generous offer: to return all prize-money won by him in the past, amounting to £90, together with Coat and Badges from Richmond and Gravesend if in any way he could restore his amateur status. None wanted him to make the sacrifice, and Mr. Nickalls could not give any guarantee of the A.R.A.'s attitude.

So, if Burwood wins, he will go on record as the man who beat the Doggett winner of 1950. And the official winner will be he who comes

in second. Even if Burwood comes sixth he must not take the gift voucher for £22 which would normally be his right.

This queer position has really been brought about by the broad-minded decision of the A.R.A. some years ago to accept as a racing amateur any bargeman, dockworker or lighterman who earned his living about boats, providing he had never raced in one for money. In the bad old days these riverside characters were automatically rejected.

Not permissible

Having been invited to this historic discussion last night, and been given the opportunity to speak, I suggested that the Fishmongers' Company might row the race in two sections, one amateur and the other professional.

It seems that under the will of the old actor Thomas Doggett, whose legacy created this event, this was not permissible and that the Fishmongers' Company merely implement his wishes as trustees.

Apprentices now Freeman pointed out that, apart from losing their amateur status, this race became a question of winning the Doggett's and then finding nothing further to go for in the competitive sense. I pointed out to them that with the return of Eric Phelps and the opening up of a European professional championship which he and Lupton are to contest in a return match over three miles at Gravesend on Saturday, there is every prospect of general professional sculling next season.

I also pointed out that the European championship, which was instituted in Germany at Whitsun, is next year to be thrown open to the world, so that the best of the younger men will be perfectly entitled to race for it.

Meanwhile other races for professionals have already been added to programmes at Lambeth and Putney Town regattas.

Evening Standard 21/7/50

NO COAT OR BADGE WINS THE L'Brigh

"CITY PRESS" SPORTS REPORT

THE City's oldest annual boat race—for the Doggett Coat and Badge—will be rowed from London Bridge to Chelsea on the last day of this month. It has been rowed for over 200 years.

One of the six competitors in this year's race, Mr. Fred Burwood, will not take the prize even if he wins. He will not even accept the coveted Coat and Badge.

The prizes are granted under the will of Thomas Doggett, a famous comedian, who started the race in 1715. The Fishmongers' Company organise the race, and the Watermen's Company receive and scrutinise the entries.

Mr. Burwood promised not to take the prizes if he wins at a meeting at Fishmongers' Hall this week. He did so because he does not want to lose his amateur status, for he is out to get the Diamond Sculls at Henley one day.

The issue was debated by the six competitors for an hour and a half, with the Clerk of the Fishmongers' Company, Mr. J. S. Barclay, in the chair.

The Court of the Fishmongers' Company decided early this year that all prizes for the race, other than the Coat and Badge, should be in the form of vouchers, instead of cash, in order that all competitors may retain their amateur status.

It was ruled by Mr. G. O. Nickalls, secretary of the Amateur Rowing Association, that whether the prizes were in money or not, competitors wishing to retain their amateur status must undertake in advance not to accept any prize.

The Times 22/6/1950

FISHMONGERS' COMPANY
The following have been elected wardens of the Fishmongers' Company:—
Prime Warden, Mr. James Stuart; Second Warden, Colonel Sir Percy Simper; Third Warden, Mr. H. W. Backhouse; Fourth Warden, Mr. Carlos Haskett-Smith; Fifth and Renter Warden, Mr. E. R. Chadwyck-Healey; Sixth Warden, Mr. D. A. Stirling.

6/5/50



WATERMEN AT THE DOGGETT RACE. Money at Charing made a trip in...

EVENING STANDARD PAGE 15

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BUT HE WON'T TAKE A PRIZE

Evening Standard Rowing Reporter HYLTON CLEAVER

Fred Burwood, 22-year-old, 15st, waterman, of Canning Town, will compete in this year's race for Doggett's Coat and Badge, on July 31, from London Bridge to Chelsea, having signed a declaration that if he wins he will take no part of the prize, not even the Coat and Badge!

This promise was formally witnessed by G. O. Nickalls, secretary of the Amateur Rowing Association, and was made necessary so that Burwood may keep his amateur status and one day enter, if he wishes, for the Diamond Sculls at Henley.

Six competitors debated this year's unique position for an hour and a half last night, under the chairmanship of Mr. J. S. Barclay, clerk to the Fishmongers' Company. Their bargemaster, Harry Phelps, the traditional umpire of the race, was there to give advice.

By general request an attempt had been made to ensure that this race would be amateur for the first time in 200 years, a precaution having been taken to give gift vouchers instead of usual money prizes.

One professional

Of the six apprentices who came out of their time as certified watermen this year and who are thus eligible to race, one was already a professional. The trouble was that whether there were money prizes or not, the only way in which amateurs could compete against him was ruled by the ARA to be that they must undertake not to take any prize.

It was admitted by all that the professional, George Palmer, of Gravesend, was entitled to enter, and no one had anything against him for doing so.

Four of the others, who are so far amateur, declined to sign a declaration which would make the whole race futile, since Palmer would have only to complete the course to win the prize—even if he came in last. But Burwood decided to sign it.

Generous offer

Then Palmer made a remarkably generous offer, to return all prize-money won by him in the past, amounting to £90, together with Coat and Badges from Richmond and Gravesend, if in this way he could restore his amateur status. None wanted him to make this sacrifice, and Mr. Nickalls could not give any guarantee of the ARA's attitude.

So, if Burwood wins, he will go on record as the man who beat the Doggett winner of 1950. And the official winner will be he who comes

in second. Even if Burwood comes sixth he must not take the gift voucher for £22 which would normally be his right.

This queer position has really been brought about by the broad-minded decision of the ARA some years ago to accept as a racing amateur any bargeman, dockworker or lighterman who earned his living about boats, providing he had never raced in one for money. In the bad old days these riverside characters were automatically rejected.

Not permissible

Having been invited to this historic discussion last night, and been given the opportunity to speak, I suggested that the Fishmongers' Company might row the race in two sections, one amateur and the other professional.

It seems that under the will of the old actor Thomas Doggett, whose legacy created this event, this was not permissible and that the Fishmongers' Company merely implement his wishes as trustees.

Apprentices now Freeman pointed out that, apart from losing their amateur status, this race became a question of winning the Doggett's and then finding nothing further to go for in the competitive sense. I pointed out to them that with the return of Eric Phelps and the opening up of a European professional championship which he and Lupton are to contest in a return match over three miles at Gravesend on Saturday, there is every prospect of general professional sculling next season.

I also pointed out that the European championship, which was instituted in Germany at Whitsun, is next year to be thrown open to the world, so that the best of the younger men will be perfectly entitled to race for it.

Meanwhile other races for professionals have already been added to programmes at Lambeth and Putney Town regattas.

Evening Standard 21/7/50

NO COAT OR BADGE IF HE WINS THE DOGGETT RACE

"CITY PRESS" SPORTS REPORTER

THE City's oldest annual boat race—for the Doggett's Coat and Badge—will be rowed from London Bridge to Chelsea on the last day of this month. It has been rowed for over 200 years.

One of the six competitors in this year's race, Mr. Fred Burwood, will not take the prize even if he wins. He will not even accept the coveted Coat and Badge.

The prizes are granted under the will of Thomas Doggett, a famous comedian, who started the race in 1715. The Fishmongers' Company organise the race, and the Watermen's Company receive and scrutinise the entries.

Mr. Burwood promised not to take the prizes if he wins at a meeting at Fishmongers' Hall this week. He did so because he does not want to lose his amateur status, for he is out to get the Diamond Sculls at Henley one day.

The issue was debated by the six competitors for an hour and a half, with the Clerk of the Fishmongers' Company, Mr. J. S. Barclay, in the chair.

The Court of the Fishmongers' Company decided early this year that all prizes for the race, other than the Coat and Badge, should be in the form of vouchers, instead of cash, in order that all competitors may retain their amateur status.

It was ruled by Mr. G. O. Nickalls, secretary of the Amateur Rowing Association, that whether the prizes were in money or not, competitors wishing to retain their amateur status must undertake in advance not to accept any prize.

The Times 22/6/1950

FISHMONGERS' COMPANY
The following have been elected wardens of the Fishmongers' Company:—
Prime Warden, Mr. James Stuart; Second Warden, Colonel Sir Percy Simner; Third Warden, Mr. H. W. Backhouse; Fourth Warden, Mr. Carlos Haskett-Smith; Fifth and Renter Warden, Mr. E. R. Chadwyck-Healey; Sixth Warden, Mr. D. A. Strong.

5/50



E AT THE DGE MEN. at Charing a trip in

31/7/50

Doggett's men have first to know river

By HYLTON CLEAVER

To-day's race for Doggett's Coat and Badge draws attention to an anomaly of the river. Any inexperienced menace may take a motor launch out for the day without a driving licence, and without even knowing the highway code of the Thames.

But only a lighterman may navigate craft carrying merchandise. A waterman may, in addition, carry paying passengers.

To become either demands thorough apprenticeship, and to-day's race from London Bridge to Chelsea was between those who have just come out of their time and taken up their Articles.

Knowledge tested

They have all passed examinations testing their knowledge of bridges, the correct arches to negotiate according to the state of the tide, and the laws of the country relating to the river.

Below locks they come under the Port of London Authority, whose regulations they must know, and above locks under the Thames Conservancy.

The river police are responsible for civilian interests, and one fact little known is that no one may advertise while using the Thames, for which reason the river buses, unlike those of London Transport, have no source of revenue from business firms.

Even barges may not fly banners proclaiming the virtue of the goods they carry.

THE TIMES

1/8/50



G. PALMER, the winner of the race for the Doggett's Coat and Badge, rowed from London Bridge to Chelsea yesterday, being congratulated by T. Phelps.

MORNING ADVERTISER

1/8/50

Palmer wins Doggett's race

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F. A. J. Chandler (Fulham) was second in 28 minutes seven seconds, and L. D. Reed (East Ham) was third in 28 minutes 23 seconds.

The race, held under the auspices of the Fishmongers' Company, London, is the oldest continuous sporting event in the world. The race was founded in 1714 for the livery and badge provided yearly under the will of the late Mr. Thomas Doggett, a famous comedian, in commemoration of the accession of George I. to the throne in 1714.

Palmer, in addition to the award of the livery and badge, will also receive a £20 prize.

There were six competitors in yesterday's race—the 236th of the series—but Palmer, spurring ahead at the outset, was always well in front. He held a seven lengths lead at Westminster and had increased his advantage to 10 lengths at Vauxhall.

12/8/50



Frank Stuart's construction is put through its paces on its trial "walk" ears to construct this monster at a cost of about £1,000. The elephant is pping its "ears." It has a special licence to authorise its use on the roads



THE START OF THE RACE FOR DOGGETT'S COAT AND BADGE. It is rowed over a course of 4½ miles from London Bridge to Chelsea. This year's winner was G. J. Palmer, a young Gravesend professional waterman. The race was instituted in 1714 under the will of the late Mr. Thomas Doggett, the celebrated comedian, in commemoration of the accession of George I to the throne. It is open to Thames watermen, out of their apprenticeship in the past year, is the oldest continuous sporting event in the world and is held under the auspices of the Fishmongers' Company. Six competitors raced for the 236th of the series which Palmer won easily. In addition to the coat and badge, the winner is presented with a prize of £20. Second was F. A. J. Chandler, of Fulham, and third, L. D. Reed, of East Ham



PREVIOUS WINNERS OF DOGGETT'S COAT AND BADGE WATCH THE RACE FROM A LAUNCH: The prize can be won only once by a contestant. Fourth from the right in this picture is Sydney Whitehouse, Master of the Company of Watermen and Lightermen of the River Thames

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4/11/1950

"I should be very frightened," Marygold had answered. "I would pray silently, and hope that Jesus, in His love for us, would help me to be brave and not say anything that would mean renouncing Him."

"Thou hadst never more courage than a field-mouse!" Judith had observed.

Later, when the little ones were having their supper, and Judith was helping Nanon, and Ceine was still whimpering, Marygold had seized a moment when no duty was imminent, and had crept away to her window. The conversation had troubled her. She knew well how fear-ful less Judith was, and how all kinds of things at which her sister only laughed could make her shudder and quake. Would she be strong enough to cling to the faith of all her ancestors if tested, and bear suffering for it? It was a difficult question for anyone of sixteen to answer, or for any age, unless at the actual moment. Marygold could find no satisfactory solution, but she did the best thing she could do—she fell to praying. Sitting on the old wooden box beneath the little window she asked, in the simple way she had been taught that in her hour of trial, if it came, a strength

plan is for Marygold to be taken aboard a ship. The increasing religious persecution in France. The offering to take his eldest daughter, Marygold, to Cousin Clotilde, who was her usual way, and then in tender silence as was her usual way, and then to anyone. Her mother would have looked at her and had crept away to her window. The conversation had troubled her. She knew well how fear-ful less Judith was, and how all kinds of things at which her sister only laughed could make her shudder and quake. Would she be strong enough to cling to the faith of all her ancestors if tested, and bear suffering for it? It was a difficult question for anyone of sixteen to answer, or for any age, unless at the actual moment. Marygold could find no satisfactory solution, but she did the best thing she could do—she fell to praying. Sitting on the old wooden box beneath the little window she asked, in the simple way she had been taught that in her hour of trial, if it came, a strength

CHAPTER TWO

"Ye eldest daughter, Marygold, was ye first to leave ye shelter of ye home..."

That same afternoon Marygold had left the younger children under charge of the sister next in age to her, and had crept away upstairs to a corner in the attic which she called her own and guarded most carefully from all intrusion. It was a curious place to choose, hidden behind a pile of old trunks and a wooden screen, studded with nails, where cords were fastened which held the damp linen on washing-days. There was a tiny window, less than a foot square, and somehow no one had ever found her out when she was hidden away there, and she would stay entranced for hours. She had dragged out an old wooden box and installed it below the little windowpane, which she kept always very clean and its hinges



EVENING STANDARD 13/11/1950

A shield for a duke

THE King's Heraldic Painter, Mr. Percy Vere Collings, of New Barnet, has completed an elaborate gilt shield for the Duke of Devonshire in his capacity of Prime Warden of the Fishmongers' Company.

He has been making such shields for City livery companies for more than 30 years. The Fishmongers' Company, he tells me, have shields dating back many years. But most are stored away. Only about seven or eight, completed by Mr. Collings since the war, are now in Fishmongers' Hall, London Bridge.

Mr. Collings has also completed a small shield for the retiring Lord Mayor of London. It is for the 290th

City of London Brigade, Royal Artillery. Every Lord Mayor automatically becomes honorary colonel of the regiment, and his shield goes to the mess when he vacates office.

KENT MESSENGER 24/11/1950

HARRIETSHAM

PARISH COUNCIL

Mr. A. Douglas Harrison presided. Mr. and Mrs. Barley, of Stede Court Cottages, were the only applicants for the vacant almshouse. Their names will be submitted to the Fishmongers' Company for approval. A letter from the Rural Council asked for support for the Lord Mayor's Thanksgiving Fund. The Rev. F. W. Phillips said the Rural Council were concerned at the lack of volunteers for civil defence. Arrangements were made for the distribution of Christmas charities. The chairman reported that he had formally accepted the village notice board presented by the Women's Institute. The wood used was cut from the same piece of teak which the late Mr. E. J. Bottle used in carving the pulpit of St. Luke's Church, Maidstone. The question of the lack of chairs at the Village Hall was discussed and Mr. A. E. Young, the representative on the Village Hall Committee, was asked to raise the matter.

DAILY TELEGRAPH 26/11/1950

Obituary DUKE OF DEVONSHIRE

The Duke of Devonshire, who has died following a heart attack, aged 55, succeeded his father, the ninth Duke, in 1938. As the Marquess of Hartington, he became Dominions Under-Secretary in 1936. From 1940-42 he was Under-Secretary for India and Burma, and was Colonial Under-Secretary from 1943 until 1945. He sat as Conservative M.P. for West Derbyshire from 1923 until he succeeded to the dukedom.

In the 1914-18 war he was Lieutenant-Colonel, Derbyshire Yeomanry, and served in Egypt, the Dardanelles and France. He was a member of the British Peace Delegation in Paris in 1919.

The Duke was elected Grand Master of the English Freemasons in September, 1947, and was installed by the King in March, 1948, at the Albert Hall. Less than a fortnight ago, as Grand Master, he visited Malta. The Earl of Scarborough, Deputy Grand Master, becomes Acting Grand Master.

Among the many public offices the Duke of Devonshire held were those of High Steward of Cambridge University, Lord Lieutenant of Derbyshire, Chancellor of Leeds University, president of the Zoological Society of London.

He married, in 1917, Lady Mary Cecil, daughter of the fourth Marquess of Salisbury. The elder son was killed in action in 1944. The heir to the Dukedom is the only surviving son, the Marquess of Hartington, who was born in 1920 and is a major in the Coldstream Guards. He married in 1941 the Hon. Deborah Vivien Freeman-Mitford, daughter of the second Lord Redesdale, and has one son and one daughter.

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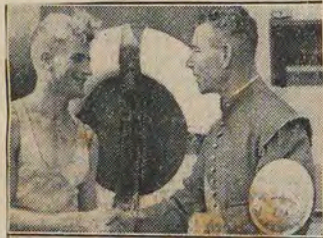


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Each year elected

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Each year in the City of London's Guildhall, the new Lord Mayor is elected by members of the...

HISTORIC LIVERY COMPANIES

EVERY Londoner loves the Lord Mayor's Show, and thousands of visitors do, too. The centre of admiration in this glittering cavalcade is, of course, the ornate coach that carries London's first citizen. It has an interesting history. Up to the year 1711, the Lord Mayor travelled on horseback, and the last one to do so was thrown! To avoid a repetition of this dangerous and undignified proceeding the City fathers decided on a coach as being a safer method of transport!

We are, however, inclined to forget the Livery Companies of London, without whom there would be no Lord Mayor, for, by ancient privilege, the Liverymen meet each year to nominate the Mayor.

We must trace back to Norman times in order to discover the origin of the guilds and learn how the Liverymen won their freedom.

In its simplest form the guild was an associa-

wainers maintain a technical college for teaching all branches of the boot and shoe industry and leather manufacture. Grants are made to poor scholars and pensions given to needy members.

The Company of Pepperers formed a fraternity in 1345. Their main duty was to exercise control over the quality of spices and pepper, but they also found time to make rules that every member must attend church on St. Anthony's day, attend the funeral of all deceased members, and that each member must take his wife or a friend to the annual banquet!

In time, the Pepperers became the "Grossers" of London, and in 1428 they obtained a charter. After a hard struggle during which the Great Fire destroyed their Hall and City property, the Company emerged as "The Worshipful Company of Grocers," and to-day they have a revenue of over £50,000 a year.

In common with all the other Livery Companies, the Grocers are concerned to do all the good they can. Former members founded numerous schools including Rugby and Oundle, and a munificent gift of £10,000 was presented to Christ's Hospital. In 1923, the Prince of Wales became a Freeman of this Company.

The Grace used by the Grocers before their banquet is interesting. "God preserve the Church, the King and the Worshipful Company of Grocers."

ANOTHER famous old company is that of the Carmen. Records in 1272 tell of how it was ordered that no cart in the city of London should be shod with iron. During the reign of Richard II, there was even a fine for exceeding the speed limit. At last in 1516 a charter was

granted and carts were licensed to cart in the City.

The toast of the Company is as follows: "Worshipful Company of Carmen, Root and Branch, may it continue and flourish for ever."

The Company of Watermen and Lightermen came into being in 1514 through Act of Parliament during the reign of Henry VIII. Although the King was no lover of guilds and feared their growing prosperity, he was forced to realise the growing importance of the sea.

There are over 5,000 freemen to-day belonging to the Company, and for four hundred years this company has watched over the men who work on the River Thames. Tests for apprentices are stiff and only the best are enrolled in the Company.

A Freeman of this company becomes a member of the Company's Court and is allowed to benefit from its charities.

One of the duties of the Fishmongers' Company is to appoint officers known as "Fishmeters," who inspect the fish offered for sale at Billingsgate Market!

The Stationers' Company include among their duties that of maintaining registers under the Copyright Act; the Goldsmiths test the coin of the realm, and the Apothecaries grant licenses to practice.

Indeed, there is no end to the long list of helpful



The Lord Mayor of London, Sir Frederick Rowland, with Alderman D. C. F. Lowson, the Lord Mayor elect (on right).

services rendered by these Livery Companies of London. They are not formed to make money, but to encourage true craftsmanship and to care for the poor and needy. When the Charter of Incorporation is issued there is a proviso attached which gives us a fair idea of the aim of these noble societies: "the Company shall not support with its funds any object or endeavour to impose on or to procure to be observed by its members or others any regulation or condition which would make it a trade union, and that all questions of party politics shall be rigidly excluded."

THE spirit of craftsmanship is reflected in the Halls and silver belonging to the Companies. Sad to say, some of these fine halls were destroyed during the recent war. One Livery Hall which had already been destroyed during the Great Fire but re-built as an exact replica, and the Grocers' Hall both perished. Only five remain out of the thirty-six which originally stood, but history moves forward, and last year an interesting new Livery Hall arrived.

This was none other than a sloop belonging to the Mariners' Company, which was permanently moored by the Temple stairs. Fitted with a library and even a museum, she has been converted into an admirable hall.

Practically every company possesses some prized historic relic, and these are too numerous to list. The Goldsmiths possess four priceless salt cellars, one enclosing a silver figure of Neptune, and another described by Pepys as one of "the neatest pieces of plate" he had ever seen.

The Ironmongers treasure the Royal Oak Cup, presented to them by Charles II. and intended for the order of the Royal Oak.

Every Company has its coat of arms and many of the devices are very appropriate. The Fishmongers have a dolphin, and the Clockmakers, the scythe of time. The Butchers favour an axe, and the Gardeners, a basket of flowers, while the Stationers have an open Bible as their crest.

—(Rev.) ROBERT W. A. COLEMAN



Members of one of the Livery Companies preceded by two porters sweeping their path "that their feet may not be besmirched with mire."

tion of traders and merchant men who banded themselves together for mutual benefit. These advantages included the right to have apprentices enrolled so that they could become freemen when they had served their apprenticeship and also the privilege of wearing Livery and voting at the elections for Lord Mayor.

Michaelmas is always an important day in the City because this is the time when the Liverymen meet together to nominate London's Lord Mayor.

LET us now take a look at some of these old Companies. We are reminded of them whenever we see a reference in the press to a leading citizen being given the freedom of one of our cities.

For example, in 1939, Mr. Chamberlain, as Prime Minister, was presented with the freedom of the Company of Cordwainers. Since 1740 his family has had connections with this company when a certain Mr. Richard Chamberlain, a shoemaker, of Milk Street, was elected a member.

As early as 1272, during the reign of Henry III., all workers in leather were formed into a guild, and the first Royal Charter of Incorporation was granted to the "freemen of the Mysterie of Cordwainers of the City of London."

The curious name is culled from those who followed Cordova's trade of working in goats' leather. The story is told of an American who was delighted to find after much search into his pedigree that his ancestors were cordwainers by trade. His enthusiasm evaporated somewhat on being told this meant they were shoemakers!

We must not suppose that to-day these great companies serve no useful purpose. With the help of the London County Council, the Cord-



While Liverymen elect the Lord Mayor at the Guildhall, Beadles in full regalia await their orders.

It is rowed Chelsea. This professional of the late Mr. of the accession n, out of their ng event in the Company. Six won easily. In a prize of £20. d, of East Ham

CH THE RACE a contestant. house, Master River Thames

MIND THE STEP, YOUR HIGHNESS



A TOUCH of gallantry, straight from the 18th century, brightens up proceedings on the river. . . .

Bert Barry in red doggett's coat and badge uniform raises a courtly left hand.

Princess Elizabeth accepts steps safely ashore from the launch Enchantress at Chiswick.

There yesterday she started 214 crews off on the "head of the river" race from Mortlake to Putney. Then she drove to Putney for the finish.

26/4/51

Festival Fleet sails the London river

ONE of the most colourful pageants the London river has seen for more than a century sailed the Thames yesterday when the Lord Mayor of London opened the Festival of Britain river-bus service.

Headed by a launch with more V.I.P.s per foot of deck space than ever known before, a convoy of 20 bunting-dressed river craft assembled off London Bridge.

The river was a riot of colour, with watermen wearing white gaiters with the crimson "Doggett's Coat and Badge," nurses from Westminster Hospital in white caps and aprons,

Chelsea pensioners, and representatives of Livery Companies crowding the decks of the craft.

Work on ships and barges and in riverside warehouses and offices came to a standstill as the little armada sailed upstream to Charing Cross pier. The thousand or so people on board the launches were the forerunners of the 3,500,000 expected to use the service during the Festival.

As the launches swept under the bridges crowds cheered from the parapets. Adding to the colour were the sleek launches of the river police and a gleaming fire float.

For the Festival season 25 boat owners have pooled their vessels, forming a fleet of 85 launches. Six new piers have been

specially built, making a total of 19 between Greenwich and Richmond.

During the last century, river transport was a popular form of transport for Londoners. Large numbers of steamboats served up and down the river in 1852.

The pleasure service lost public confidence when in 1878 the Princess Alice, from Margate, sank with the loss of 600 lives.

Opening the service, the Lord Mayor said: "I wish these new services every success and trust that not only will they satisfy the demands of this Festival year, but also be a happy augury for future years."

The view below shows the convoy coming upstream, passing under Waterloo Bridge.



NEWS CHRONICLE
26/4/51

A drop of liquid history*

TO the strains of Handel's Water Music by a floating orchestra the Admiral of the Port of London sailed up the Thames yesterday—escorted by 20 boats in procession, with a background of colourful river uniforms, flags, bunting and cheers of thousands of sightseers.

This was to inaugurate the Festival river services, planned to carry at least 3½ million passengers between

By RONALD CAMP,
News Chronicle Reporter

the Festival and Thames piers.

Accompanied by boats manned by Doggett's Coat and Badge men in their scarlet suits and white silk hose and by swan-uppers of the Vintners' and Dyers' Companies with their feathered caps, we watched the Lord Mayor of London, Alderman Denys

Lowson, Port Admiral, cut the tape which opened the Old Swan Pier and the river services.

There were cheers from crippled children and their nurses in one launch. And applause from other craft in which were the Minister of Works, Mr. Richard Stokes, the Minister of Transport, Mr. Alfred Barnes, the Director-General of the Festival, Mr. Gerald Barry, and the chairman of the Port of London Authority, Sir John Anderson.

It was the first time for 94 years that a Lord Mayor of London had travelled in state in a river procession.

*Mr. John Burns, M.P., once silenced a boastful American by gesturing at the Thames. "This," he said, "is liquid history."

The Lord Mayor of London (centre) arrives back at the Old Swan Pier in the launch Everest. With him are the Sword-bearer, Mr. W. T. Boston (left) and the Serjeant-at-Arms, Commander J. Poland (right).



LORD MAYOR'S FIRST THAMES CRUISE
FOR 94 YEARS



THE GAY THAMES SCENE yesterday when the Lord Mayor of London, Ald. Denys Lawson, cruised up the river, followed by about 20 decorated vessels, to open the Thames Festival river-bus service. It was the first time a Lord Mayor had sailed up the Thames in pageant for 94 years. His barge, a motor-launch, was accompanied by four boats under oars—two manned by Doggett Coat and Badge men, and two by Swan Uppers.



THREE UNIFORMED MEN of the guard of honour of Doggett Coat and Badge men, which formed at Old Swan Pier, near London Bridge, where the Lord Mayor embarked.



THE FIRST OCCASION ON WHICH THE LORD MAYOR OF LONDON AND HIS OFFICERS HAVE TRAVELLED IN STATE ON THE THAMES SINCE 1856 : This was the scene above Blackfriars Bridge as the Admiral of the Port of London (one of the titles held by the Lord Mayor) journeyed up-river to inaugurate the Festival Waterbus Services at Charing Cross Pier, Victoria Embankment. The Lord Mayor embarked on the motor-launch *Everest* (which is seen in the foreground of this picture) at the Old Swan Pier, London Bridge, wearing his full scarlet, black-and-gold robes. Four boats under oars and police launches escorted the procession.

Two of the boats were manned by scarlet-coated Dogget's Badge holders, winners of the annual Thames boat race organised by the Fishmongers' Company and the Watermen's Company. At the oars of the other two rowing-boats of the escort were Swan Uppers, in striped jerseys and woollen hats pierced by swan's feathers. They are chosen annually from Thames watermen to 'round up' and mark swans on the river. The Royal Amateur Orchestral Society in another launch played selections from Handel's "Water Music." At Charing Cross Pier, Lord Macpherson, Chairman of the Thames Passenger Services Committee, accompanied the Lord Mayor as he cut the ribbon and declared the pier open. In a brief speech the Lord Mayor said that plans had been made to carry 3,500,000 passengers during Festival year.

THE ADMIRAL OF THE PORT OF LONDON SAILS UP THE THAMES

Inaugurating the Festival River Service

The Lord Mayor of London's State Journey in Spring Sunshine



THE LORD MAYOR'S LAUNCH AND PART OF THE ESCORT OF ROWERS : The Lord Mayor (Alderman Lowson) is seen in his scarlet, black-and-gold robes in the cockpit of the *Everest* as he journeyed up-river. Manning the rowing-boat in the foreground were Swan Uppers, in their picturesque striped jerseys. The Swan Uppers represented both the Vintners' and Dyers'.



THE LORD MAYOR OPENS THE REBUILT OLD SWAN PIER, LONDON BRIDGE : This was the prelude to his river trip and his subsequent opening of the Charing Cross Pier. The *Everest* is seen in background.



MANCHESTER DAILY DISPATCH

17/5/51

Fishmongers return

FOR the first time since their hall was bombed in September, 1940, members of the Ancient Fishmongers' Company return to it in an evening reception which four or five hundred people are expected to attend.

During the war part of the hall was used by the L.C.C. as a British Restaurant. Now considerable repairs have been carried out and it is considered ready for ceremonial.

THE TIMES

24/5/51

RECEPTION

FISHMONGERS' COMPANY

The Fishmongers' Company held a reception at Fishmongers' Hall, London Bridge, last night to celebrate the completion of the restoration of the hall, which was damaged during the war. The Prime Warden, the Hon. James Stuart, M.P., and Lady Rachel Stuart received the guests, who included:—

Admiral Sir Robert Burnet (chairman of the White Fish Authority), Mr. J. W. Bowen (chairman of the L.C.C.), Mr. J. B. Braithwaite (chairman, Council of the Stock Exchange), and Colonel A. E. Young (Commissioner of City of London Police).

SCOTSMAN

31/5/51

Brewers' Convention

After tours of inspection of four of London's breweries, delegates to the Brewery Convention in progress at Brighton were entertained this evening by the City's Brewers' Company in Fishmongers' Hall. By way of a change, no beer was consumed.

More than 5000 delegates are attending the third international congress of the European Brewery Convention, together with visitors from non-member countries—Canada and the United States. The congress is held in alternate years in each of the 11 European member-countries, for the exchange of views on highly technical brewing subjects.

One of the most interesting and perhaps the most unexpected delegate is Father W. Blacquaert, a Roman Catholic priest from Ghent. Father Blacquaert, a former infantry captain, is principal of the St Lievin Technical School of Brewing in Ghent.

An Egyptian visitor to the congress has set in motion a theory of the origin of the slang term "boozier." During a brief description of Egyptian beers this evening he told of his countrymen's own home brew, *booza*, which perhaps clears up yet another obscurity in the vocabulary of that most adaptable of British ambassadors, the British soldier.

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LONDON BRIDGE :
sequent opening
in background.

31/5/51

4/7/51

Brewers' International

LAST night I went along to Fishmongers' Hall, which is now looking very well after the restoration of its heavy war damage. It had been lent to the Brewers' Company, which was entertaining the delegates to the European Brewery Convention.

Most of the big names in our industry were there to welcome the guests. Mr. Robert Butler, chairman of the Brewers' Society and of Mitchells and Butler, had put on a carnation for the occasion.

Col. Whitbread, the chairman of his firm, was there with his wife, who is looking after the 270 wives the delegates have brought.

Germans are taking part in the talks, which are being held at Brighton. I found them most happy to be taking part again in normal relations.

BIRMINGHAM POST

1/6/51

"Inexplicable Splendour"

THE famous City church of St. Magnus the Martyr has been restored in its "inexplicable splendour of Ionian white and gold," as T. S. Eliot described it in *The Waste Land*. At lunch-time to-morrow it will be rededicated by the Bishop of London. The Lord Mayor, the sheriffs and aldermen of the ward of Bridge-Within will attend in state, and there also will be present representatives of the Fishmongers', Coopers' and Plumbers' Companies, which are associated with this church.

The ancient Saxon church of St. Magnus the Martyr abutted on old London Bridge and is twice mentioned in Shakespeare's plays. It was destroyed in the Great Fire of 1666 and rebuilt by Christopher Wren at the close of the century. In the last war the fabric suffered severely in the air attacks of September, 1940, and the repairs just completed have cost £5,000, much of which still has to be raised.

CITY PRESS

29/6/51

They stayed until the end

REMINDER to Liverymen on this page last week was not ignored. Although there was no contest, Guildhall was crowded on Monday for the Common Hall election of sheriffs. A notable feature was that practically everyone remained until the end of the proceedings.

Many Liverymen had travelled long distances to be there on time. Combining business with civic duty, the Master of the Glovers' Company, Mr. J. G. Rowan, had flown down from Glasgow.

One of the oldest Liverymen present was Mr. Henry Byrne-Jones, of the Painter-Stainers' Company.

He celebrated his 82nd birthday on Wednesday. Mr. Byrne-Jones was very active in the City 50 years ago.

He served on the Board of Guardians and was president of the United Wards' Club.

He is a rating and tax consultant. He attributes his good health to remaining active in business.

A man of many hobbies, he is learning the Welsh language. Born near Welshpool, he did not stay in Wales long enough to speak his native language.

Boatmen To Race For Silver Badge

IT BEGAN IN 1714

"Star" Reporter

THE oldest annual sporting event is to take place on the Thames on July 26. It is the race for the Doggett coat and Badge, and it goes back to the days of George I.

Those who may take part in the race are a select few these days, as they must be watermen in the last year of their five years' apprenticeship.

They race from London Bridge to Chelsea. The winner gets a coat and badge as worn more than two hundred years ago.

There is no cash prize and it counts as a strictly amateur event though the contestants are professional watermen.

But the badge which bears the horse of Hanover and is the size of a man's face is of solid silver. The coat is of the best wool.

The cost of the trophy which becomes the property of the winner, is considerable though an official of the Fishmongers' Company, who are responsible for the race, said that the actual price is a secret.

It all goes back to the days of an actor named Doggett, who was the idol of Drury Lane in the days of Pepys and Congreve.

Doggett admired the House of Hanover and disliked the Hackney coach drivers who were accused of demanding extortionate fares from theatre-goers.

So he put up a sum of money to be invested so that the income should pay for a coat and badge to be competed for by veteran watermen who provided the other means of transport along the river in competition with the coach drivers.

In 1714 the first race was run. With the exception of the years of the two great wars it has been run or rowed ever since.

The closing day for entries this year is July 17. But an official of the Fishmongers' Company said today that it is not expected that more than five will compete.

There are strict rules to be obeyed, among them being that no other boat is allowed to accompany the contestants during the race.

The Duke and Doggett's

IF circumstances permit, the Duke of Edinburgh, who is a member of the Worshipful Com-

pany of Fishmongers which controls the race, will follow the annual contest for Doggett's Coat and Badge from London Bridge to Chelsea on July 26 (3.30).

This will be the first occasion within memory that the scullers have competed as amateurs. Qualified to compete for this ancient title are G. J. Hurst, Deptford, Peter R. Harris, Gravesend, M. A. J. Martin, Charlton, E. C. Murray, Bermondsey and B. G. Spencer, Deptford. All members of A.R.A. clubs, they will be allowed to retain their amateur status having declared they have never rowed for money prizes nor against a professional oarsman.

Harry Phelps' Jubilee

Spencer, who is 21 years of age and weighs 13st. 4lb., won a race at Kingston Regatta last Saturday, but was beaten by J. Hadfield, London R.C., in the junior-senior sculls at the Metropolitan Regatta yesterday evening.

Harry Phelps, the Company's Barge Master, will celebrate his silver jubilee in that capacity. He won Doggett's in 1919 and succeeded Aaron Pocock as Barge Master in 1927, when Lou Barry was successful.

EVENING NEWS

18/7/51

26/7/51

27/7/51

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PRINCE PHILIP
SEES THAMES
RACE TO-DAY

Prince Philip was attending the Doggett's Coat and Badge race, one of Britain's oldest rowing events, to-day. He had a place in the umpire's launch with Mr. Harry Phelps, winner in 1919, who was celebrating his silver anniversary as race umpire.

Orange coat

Five young men who have completed their apprenticeship as watermen within the last year were taking part in the race.

The winner receives the orange-coloured coat and silver badge to be worn on the left arm.

The five entrants were: George James Hurst of Deptford; Malcolm Augustus Joseph Martin, of Charlton; Edward Charles Murray, Bermondsey; Peter Harris, of Gravesend; and Bernard George Spencer, of Deptford.

The race, instituted in 1715, by Thomas Doggett, covers 4 miles 5 furlongs from London Bridge to below Chelsea Pier.

DAILY
TELEGRAPH
27/7/51

DUKE FOLLOWS
SCULLS RACE

MARTIN IS EASY
'DOGGETT'S' WINNER

By B. C. JOHNSTONE

The Duke of Edinburgh followed the historic sculling race for Doggett's Coat and Badge from London Bridge to Chelsea yesterday, won by M. A. J. Martin, of Charlton. The official time was given as 28min 28sec.

This annual competition was initiated under the will of a Thomas Doggett, a famous comedian in 1714, in "encouragement of good rowing among Thames watermen."

Five young watermen took part yesterday, starting from Stake Boats. Martin and Harris got away with great dash and speed and were at once in the lead. Spencer, who was on the Surrey side, was in trouble in the early stages getting between some barges. I understood he was much favoured for this race but this misfortune put him in a bad position.

Martin had established a lead by Blackfriars Bridge, making the most of the tide. In fact his steering throughout was good.

After about seven minutes, nearing Waterloo Bridge Spencer had made up some ground. At Westminster Bridge Martin was still about 3 lengths ahead with Spencer and Harris in his wake.

At Lambeth Bridge Martin was 7 or more lengths up, with Murray beginning to improve, though Spencer was still just holding him. Harris was out of the race by Vauxhall Bridge. Spencer, close in on the Middlesex shore, was then going away again and Murray falling back.

The order at Chelsea Bridge was Martin some 15 lengths up with Spencer 5 lengths ahead of Murray, and in this order they passed the finish.

The starter and umpire was H. Phelps, who has performed this function for the last 25 years.

"DOGGETT" WINNER

Malcolm Martin, 21-year-old Charlton lighterman, yesterday won the Doggett's Coat and Badge rowing race on the Thames, founded in 1715 and held every year since. He was congratulated by the Duke of Edinburgh, who is a member of the Court of the Fishmongers' Company, organisers of the event.

DAILY TELEGRAPH
27/7/51

DOGGETT'S COAT AND BADGE

M. Martin, a Charlton lighterman, yesterday won the race for Doggett's Coat and Badge. He was congratulated on his success by the Duke of Edinburgh, who was in the umpire's launch.

It was an easy victory for Martin. B. Spencer (Deptford) took an early lead but Martin sculled powerfully in the good conditions and quickly passed him. He widened the gap with almost every stroke and finished the four and three-quarter miles course 15 lengths ahead in 28min. 28sec. A hearty tussle developed for second place between Spencer and E. Murray (Bermondsey), but the latter tired towards the finish and Spencer beat him by six lengths.

EVENING NEWS
27/7/51

Doggett Winner
Never Faltered

By ERNEST BLAND

MALCOLM A. J. MARTIN, Poplar and Blackwall R.C., who won the Doggett's Coat and Badge from four opponents yesterday is a sculler of distinct promise and worthy of encouragement. He is slight of build, similar to the champion of champions, Tony Fox, and a meeting of these two youngsters would provide an interesting tussle.

The course from London Bridge to Chelsea is the longest over which oarsmen have to compete—four and three-quarter miles—and the scene yesterday with the Duke of Edinburgh following the race on the umpire's launch was reminiscent of boat race days at Putney.

Martin was fast off the mark and established a winning lead before covering half the course. He maintained excellent form to the end and his steering was perfect.

His nearest opponent was the heavier built Bernard G. Spencer of Deptford. He pursued Martin with rare courage, but never looked like overhauling him. Then came Edward C. Murray, Bermondsey, Peter R. Harris, Gravesend, and George J. Hurst, Deptford.

All competitors will be permitted to retain their amateur status for the first time since the race was instituted by Mr. Thomas Doggett, a famous comedian in 1714. Martin should be worthy of a trial for the Olympic sculls at Helsinki next year.

27/7/51

WANDERER TAKES TO THE WATER

FEW are more conservative than your true sportsmen, and of all the tribe the English excel in their horror of change. Yesterday, for example, a party assembled for the 237th successive year hard by London Bridge. They were there to witness a race ended by one Doggett, an 18th century Irish comedian, to honour a long-departed royal dynasty, and which must be rowed "for ever" between two taverns, both of which have long since been pulled down!

The race, which now terminates at Chelsea Bridge, was won by Malcolm Martin, a 21-year-old Charlton lighterman, and his success was achieved by 15 lengths in deceptively easy fashion. He took 28 minutes 28 seconds to cover the four and three-quarter miles.

We know but little of Thomas Doggett, actor, of Drury Lane. Good, bad or indifferent, his drollery lies quickly forgotten beneath the dust of two centuries. But when in 1715, he instituted an annual race for half a dozen Thames Watermen, to be rowed for badge, freedom and money prizes, he was assured of at least a vicarious immortality.

COAT AND BADGE

The coat was originally orange-coloured and the badge depicted—as it still depicts—the White Horse of Hanover. Some cynics have related that "freedom" was included in the prize-list as a delicate compliment to the first monarch of the Hanoverian dynasty, who had ascended the throne of Britain in the previous year.

This seems doubtful, for George I, who could speak not one word of English, might well have missed this flattering touch, and it is more likely that "freedom" of the Waterman's Company was intended. At all events, the glory—and the money—were immediately popular with the tough watermen of Thames-side, and have remained so to this day.

But in spite of English conservatism times change, and this race has changed with them, though we may be sure that each innovation was stoutly contested. The "old-fashioned boats" have gone this many a year, and in their place five racing shells went to their positions in the tide-way.

Once the contest was rowed against the tide to test endurance to the utmost but now it takes place at low water. Doggett laid it down that the race was to be held on August 1, but this provision, too, has been quietly dropped.

Most lamentable change of all relates to the finish. In former days it was the custom for the winner to be carried shoulder-high by a host of admiring friends and supporters into the Old Swan at Chelsea to be brought out feet first.

In these poor-spirited times such conviviality is impossible. Not only has the Tavern itself vanished, but the race now terminates in that thirsty limbo known as "out of hours."

The 1951 race made history in more ways than one. The Duke of Edinburgh followed the race from the umpire's launch, and was the first to congratulate Martin on his magnificent win. No other Doggett's winner has received this honour.

Harry Phelps made history, too, for he was umpiring his 25th contest. Winner of the race in 1919, he dominated the landing-stage, dressed in a claret jacket, navy blue trousers and a gold-braided cocked hat. His epaulettes were of gold also, as was the great badge of Hanover worn upon the left upper arm. He wore a pair of spotless white gloves.

Around him were grouped a score of figures in red jackets and breeches, white socks, and black buckled shoes. Silver buttons adorned their cuffs and their Hanover badges were of silver too. These were the previous winners of the event and they would stand high on the accompanying launches as a spur to the toiling scullers.

There are no second chances in this race. Each competitor knows that if he fails he cannot hope for better luck next year. His opportunity is now, and if he is victorious he too will stand, robed in scarlet, to shout encouragement to future contenders.

The first cry came for Bernard Spencer, of Deptford, while Peter Harris, of Gravesend, was also going well. Soon, however, a new roar arose from the accompanying launches as it was seen that Martin had forged ahead.

These watermen take their chance in the race. This is one of the busiest stretches of the Thames, and it may well be that the wash of a passing lighter will upset the man with a favourite's lead.

MACHINE-LIKE

By the time Westminster Bridge was reached George Hurst, of Deptford, was a beaten man, and Peter Harris was making heavy weather of it. Still he toiled on but with every stroke the machine-like Martin went farther ahead.

At last we were in sight of Chelsea Bridge, and it was obvious that none was going to catch the untiring Martin. Spencer was fighting doggedly for second place with Edward Murray of Bermondsey, but the latter could not keep up his magnificent challenge, and was beaten six lengths.

Martin rested on his oars, seemingly no whit the worse for his effort, and the umpire's boat swept round in a graceful circle to come alongside him. It was then that the Duke leaned over to shake his hand.

I was left thinking of the composer Dibdin, who watched this race in 1744, and was so inspired by it that he brought out a ballad opera entitled "The Watermen, or the First of August." The hero, one Tom Tug, sang a song which Malcolm Martin might well make his own.

"And did you ne'er hear of a jolly young waterman,
Who at Blackfriars Bridge used for to ply?
He feathered his oars with such skill and dexterity,
Winning each heart and delighting each eye."

L. E. Scott

27/7/51



The Duke of Edinburgh sitting in the umpire's launch to watch the annual Doggett's Coat and Badge race for young watermen, rowed on the Thames from near London Bridge to Chelsea.

KENTISH MERCURY 3/8/51

CHARLTON MAN WINS 236 YEARS OLD RACE

Three months ago 21-year-old Charlton lighterman Malcolm Martin bought a boat.

On Thursday last week he sculled it for the four and three-quarter miles stretch of the Thames between London Bridge and Chelsea in 28 mins. 28 secs. to win the oldest water race in history—the Doggett's Coat and Badge. This is the sculling race started in 1715, and competed for annually by young lighter-men who have just finished their apprenticeship.

Malcolm bought his boat, Totsie, specially for the race and trained in it. His mother, now in Canada, will be one of those most pleased by his success—she bought his sculls.

Experts are so pleased with Malcolm's form they are talking of his future as a great oarsman, and even the Olympic Games have been mentioned. Past winners of Doggett's, including the famous Phelps and Barrys, have gone on to be international champions.

One of the first to congratulate Malcolm after his gruelling race was the Duke of Edinburgh who, from the umpire's launch, asked Malcolm: "Was it a tough row? Well done."

The Duke has made a special request that the famous coat and badge be presented to Malcolm at a dinner in honour of the occasion.

Malcolm is now being fitted



Congratulations for Malcolm Martin from his wife, Iris Dorie.

for the red coat, breeches and months since his marriage. His cap. He trained in the evenings home has been at Upminster, and weekends—using his old home at 27, Prjolo-road, Charlton, as his base, though for six months since he has been in Deptford, where he works



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THE RACE FOR THE DOGGETT COAT AND BADGE ON THE THAMES.
THE RACE IS FROM LONDON BRIDGE TO CHELSEA, AND IS THE OLDEST
ANNUAL SPORTING EVENT, DATING BACK TO THE DAYS OF GEORGE I.
THOSE SELECTED TO TAKE PART MUST BE WATERMEN IN THE
LAST YEAR OF THEIR FIVE YEARS' APPRENTICESHIP. THE WINNER
RECEIVES A COAT AND BADGE AS WORN MORE THAN TWO HUNDRED
YEARS AGO. IT COUNTS AS A STRICTLY AMATEUR EVENT THOUGH
THE CONTESTANTS ARE PROFESSIONAL WATERMEN.
THE FIRST RACE WAS RUN IN 1714 - AN ACTOR NAMED DOGGETT
IDOL OF DRURY LANE IN THE DAYS OF PEPSY AND CONGEVE, PUT
UP A SUM OF MONEY TO BE INVESTED SO THAT THE INCOME SHOULD
PAY FOR A COAT AND BADGE TO BE COMPETED FOR BY VETERAN
WATERMEN WHO PROVIDED THE OTHER MEANS OF TRANSPORT ALONG THE
RIVER IN COMPETITION WITH THE COACH DRIVERS. DOGGETT DISLIKED
THE HACKNEY COACH DRIVERS WHO WERE ACCUSED OF DEMANDING
EXTORTIONATE FARES FROM THEATREGOERS.

size of a man's face, and is of solid silver.
S & G.
26/7/51.H.C.

3/8/51

ROWING

DOGGETT'S COAT AND BADGE

Although Putney had no representative rowing in the 237th Doggett's Coat and Badge race last Thursday, over the time honoured course—London Bridge to Chelsea—the race was marked by two outstanding events.

The Duke of Edinburgh followed in the umpire's launch, and for Mr. Harry Phelps, of Putney, bargemaster of the Fishmongers' Company, it was his 25th silver jubilee race as starter and umpire.

Sir Percy Sinner, prime warden of the Fishmongers' Company, presented Harry Phelps to the Duke on Old Swan pier, and they chatted for several minutes about the aspects of the race. The Duke also had a few words with E. A. (Ted) Phelps (ex-world champion), who was in charge of the umpire's launch.

After the race, which was won by Malcolm Martin, of Charlton, the Duke, on congratulating the winner from his boat, asked how he felt after such a gruelling race, and talked with him about rowing, and his work as a waterman and lighterman.

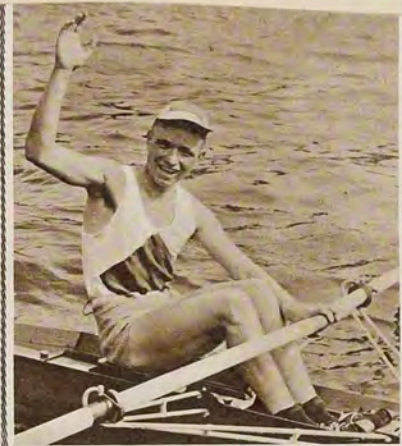
Next year, we hear, Putney will be represented in the race by young Bert Green, apprentice of E. A. Phelps, who is already showing good form.

In the last 99 years ten Phelps's have won the race besides a Cordery, Cobb, Brewer and Gibson, all well-known Putney waterside names.

ILLUSTRATED LONDON

NEWS

4/8/51



THE ANNUAL RACE FOR DOGGETT'S COAT AND BADGE: MR. M. MARTIN, THE WINNER. Mr. Martin, a Charlton lighterman, won the annual race for Doggett's Coat and Badge which was rowed from the Swan Inn, London Bridge, to Chelsea, on July 26. The winner was congratulated by the Duke of Edinburgh, who was in the umpire's launch.

CITY PRESS

28/9/51

IMAY now reveal that, some time ago, the Duke of Edinburgh consented to become President of the City and Guilds of London Institute. His Royal Highness was elected President this week at a special meeting of members of the Institute.

The Duke of Edinburgh is an honorary Freeman of the City and a member of the Fishmongers' and Shipwrights' Companies. He became an honorary member of the City Livery Club in 1948, under the presidency of Mr. J. H. Morton, C.C. The occasion was marked by a luncheon in Grocers' Hall. The Duke signed the Club's Golden Book.

Follows King's example

His practical interest in technological subjects was shown in his recent speech as President of the British Association. In the Royal Navy he followed the example of our King, who gained proficiency in engineering.

The connection between the Royal Family and the City and Guilds Institute goes back to 1881, when Prince Leopold, Duke of Albany, laid the foundation-stone of the Finsbury Technical College.

This was the prototype of the many technical institutes. In 1881 also, the Prince of Wales became the Institute's first president, and presided at the annual meeting in March, 1882. The Prince of Wales laid the foundation-stone of the Central Institution in Exhibition-road, S.W.

In 1884 he opened that Institution now known as the City and Guilds College. The City and Guilds Institute received its Charter from Queen Victoria in 1900.

King Edward VII, on his accession to the Throne in 1901, became Visitor and Patron, and the office of President remained vacant until this week. The Duke of Edinburgh becomes Presi-



H.R.H. THE DUKE OF EDINBURGH

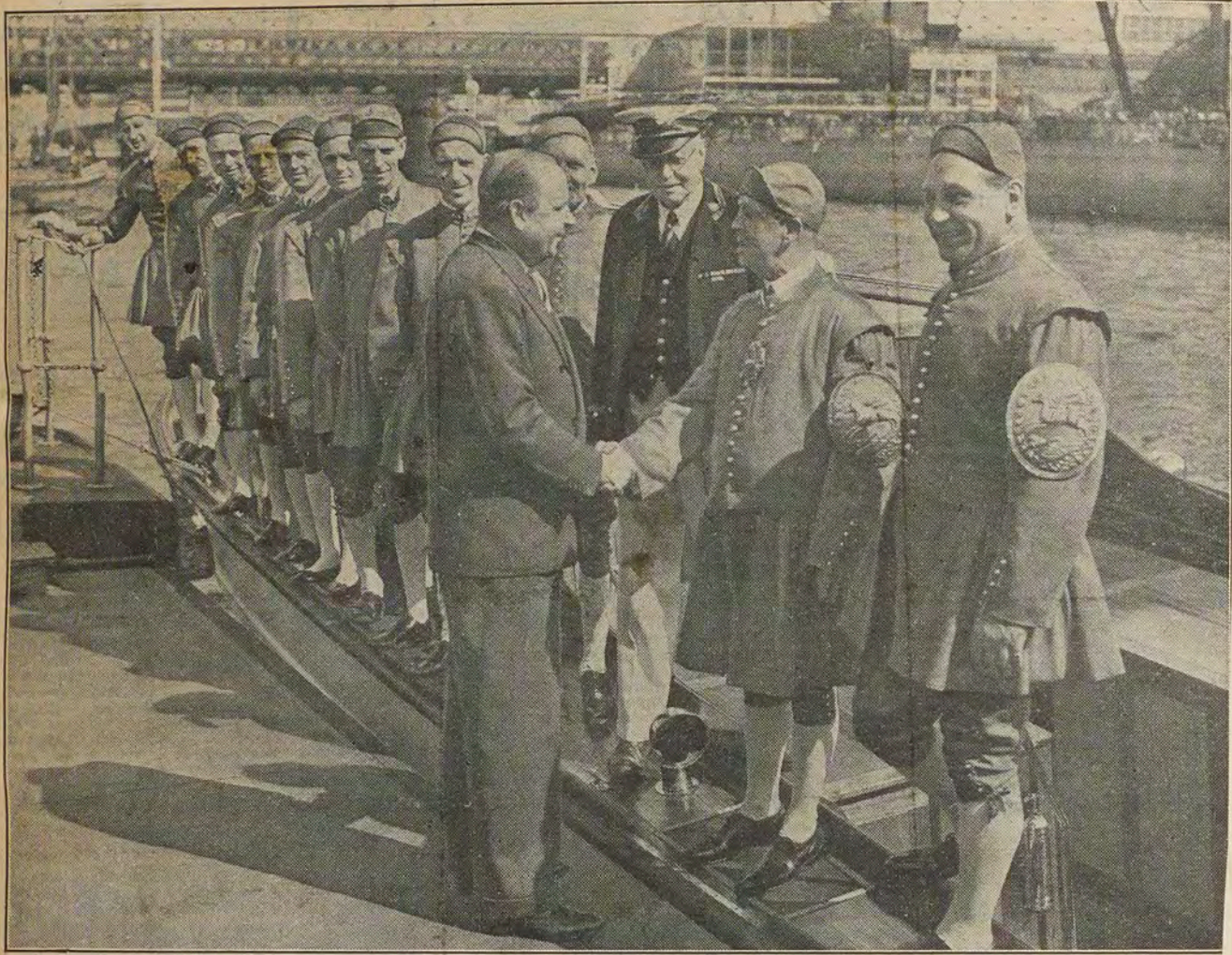
newly elected President of the City and Guilds of London Institute.

dent of a unique organisation. The Institute continues as an independent force in the field of technological education at all levels.

RIVER IN COMPETITION WITH THE COACH DRIVERS. DOGGETT DISLIKED THE HACKNEY COACH DRIVERS WHO WERE ACCUSED OF DEMANDING EXTORTIONATE FARES FROM THEATREGOERS.

size of a man's face, and is of solid silver. 26/7/51.H.C. S & G.

DOGGETT WINNERS AT THE SOUTH BANK



Sir Gerald Barry, Director-General of the Festival of Britain, greeting holders of the Doggett's Coat and Badge on the Nelson Pier at the South Bank Exhibition. The occasion was the visit to the exhibition by 11 holders of the honour, which is awarded each year to the winner of a rowing race held on the Thames.

THE TIMES
30/11/51



COURT CIRCULAR

CLARENCE HOUSE, Nov. 29

The Duke of Edinburgh was present at a Court Dinner given by the Worshipful Company of Fishmongers at Fishmongers' Hall this evening.

Lieutenant-Commander Michael Parker, R.N., was in attendance.

CITY PRESS
4/1/52

Prisoners built ship of bones

I CALLED this week to see and admire rehabilitated Watermen's Hall on St. Mary-at-Hill. It is the perfect small-scale Hall of a City Guild, which has operated consistently since 1514.

Its Master is Mr. R. G. Odell, who organises the river bus services on the Thames. With a total to-day of 750 apprentices and 4,000 Freemen, the Company is responsible for the licensing of all watermen and lightermen on the Thames.

An interesting addition to Watermen's Hall is a model ship made in bone by prisoners during the Napoleonic wars. Of remarkable workmanship, it is a 104-gun two-decked type, 7 ft. 2 in. long and 5 ft. 6 in. high.

The story goes that the model was won in a raffle on the Corn Exchange and presented to the Company in 1841. It stood for many years in the almshouses maintained by the Company at Penge.

Through the initiative of the then Master, Mr. E. J. K. Goldsmith, the model was removed for repair and the fitting of new rigging. The work has taken nearly three years to complete.

It has been carried out by Mr. Laurence Pritchard, a naval architect, of Southampton.

24/1/52

Fishmongers' Company Scholarship

The Court of the Fishmongers' Company of London have indicated their intention of again providing a scholarship in H.M.S. (School Ship) *Conway*, which is situated in the Menai Straits, Anglesey, and controlled by the Mercantile Marine Service Association, of Liverpool. The scholarship, amounting to £50 per annum, will operate from the start of September, 1952, term, and is tenable for two years.

Boys who are ambitious to enter the Merchant Navy in the profession of navigating officers, and are anxious to obtain a sound technical and educational training before being engaged as apprentices to shipping companies, will be interested to have this information, and application for entry forms and full particulars of the competitive examination should be made at once by letter to the Headmaster, H.M.S. (School Ship) *Conway*, Llanfair P.G., Anglesey.

The total school fees are £215 per annum, and include the cost of uniform. Candidates must be between the ages of 15 and 16 on joining the ship about the middle of September, 1952.

LIGHT & LIGHTING
March 1952

Lighting in Public Buildings — Recent Installations

The two installations described below are both of tungsten lighting, and in each case a combination of indirect lighting and direct lighting through the ceiling has been used.

Fishmongers' Hall

The restoration of this fine building at London Bridge has been carried out under the direction of Messrs. Whinney, Son and Austen Hall, architects. The accompanying photograph illustrates the banqueting hall, which measures 73 ft. long, 37 ft. wide, and 33 ft. high.

The indirect component of the scheme is

made up of 12 500-watt wall brackets and four 500-watt floor standards. Provision for the direct lighting was made by removing the centre from 16 of the decorative patera on the ceiling, thus leaving holes about 8 in. in diameter. One 200-watt reflector with concentric louvres lights downwards through each hole, while access to the reflectors is obtained from above the ceiling. An average level of illumination of 6.7 lm./ft.² is given by the indirect lighting with an additional 4 lm./ft.² from the ceiling lights.

The real beauty of the scheme is appreciated on those occasions when the tables are



Fishmongers' Hall. (By courtesy of the Fishmongers' Company.)

laid for a banquet. Whilst the indirect lighting shows to the full the magnificence of the decorations, the direct light gives a sparkle to the silver on the tables which is very striking.

The brackets and standards, incorporating Allom reflectors, were designed and manufactured by Messrs. Starkie Gardner, Ltd. The installation was carried out by Messrs. Tyler and Freeman, Ltd., electrical contractors.

SCULLING

DOGGETT'S COAT AND
BADGE

FROM OUR ROWING CORRESPONDENT

The 238th race for Doggett's Coat and Badge took place yesterday in fine weather, but against a fresh head wind which made the water rough for most of the distance.

For the first mile there was a good race between G. Green, of Putney, and D. Powell, of Greenwich, but, thereafter, Green had it all his own way, and finally won by a margin of 50 seconds. For a short time R. Watkins of Barking held on to the leaders, but by Blackfriars Bridge Green, at 24, and Powell, at 28, were already forging ahead. Green reached Waterloo Bridge in 8min. 5sec. with a lead of five lengths. He was sculling rather wide of the corner, and it looked as though both Powell and Watkins were closing the gap, but the leaders were already getting a long way ahead of the launches, and by Westminster Bridge (12min. 10sec.) Green, sculling steadily, had, in fact, increased his advantage to 12sec. Powell was still striking 26, and continued to scull at the higher rate all the way, but he was unable to enforce his advantage on the Middlesex bend, and Green continued to draw away all the way to the finish. He passed Lambeth Bridge in 18min. 20sec., leading Powell by 25sec., and reached the finish in 30min. 10sec.

Earlier this year Green showed up well in a heat of the Wingfield Sculls, when he held T. A. Fox for half the distance. Having undertaken not to accept the Doggett's prize money, he remains an amateur sculler. The result was:—

G. E. Green (Putney), 30min. 10sec.; D. W. Powell (Greenwich), 31min.; D. T. Miller (Dagenham), 3; R. A. Watkins (Barking), 4.

THE TIMES
31/10/52

MR. C. N. HOOPER

The funeral of Mr. Cyril Noel Hooper took place at Christ Church, Chelsea, yesterday. The Rev. F. A. Piachaud officiated, and the congregation included:—

Mrs. C. N. Hooper, Dr. and Mrs. Hugh Walker and Mr. and Mrs. Anthony Street (sons-in-law and daughters), Miss Lois Hooper (daughter), Colonel G. M. Hooper (brother), Mrs. C. Peard (sister-in-law), Robert and Judith Walker (grandchildren), Mrs. Luke Parsons, Miss M. P. Hooper, Miss R. Hooper, Mrs. Russell Walker, Mrs. P. Meredith, Mr. and Mrs. H. G. Strawson, Mrs. David Stow, Mr. John Stow, Miss K. Campbell.

The Bishop of Norwich, Lord Hollenden, Lord Cozens-Hardy, the Hon. Arthur Villiers, the Hon. Lady Napier, Sir Dykes Spicer, General Sir Hubert Gough, Miss J. Gough, Sir Percy and Lady Simner, Sir Vincent Baddley, Admiral Sir Aubrey Smith, Colonel Sir Frank Watney, Mr. H. Bryce-Smith, Mr. H. Wilson, Mr. and Mrs. E. G. Wallis Stephens, Major W. Longueville Giffard (Association of Governing Bodies of Public Schools), Dr. Irwin Moore, Mr. C. W. Smith (Mercers' Company), Mr. Harry Watney, Major W. F. Polheary (Master of the Clothworkers' Company), Mr. E. W. Fordham, Mr. G. F. Stringer, Mr. A. G. Chiffeliet, Mr. D. R. Allen, Mr. G. C. Stephenson (City and Guilds of London Institute), Mr. E. R. Smith (clerk, Skinners' Company), Mr. A. E. D. Anderson (chairman, Gresham's School), Mr. A. Backhouse (deputy chairman), Major G. Howard, Mr. M. J. Olivier (head master, Gresham's School), Mrs. F. A. Piachaud, Mr. Carlos Hesketh Smith (Prime Warden, Fishmongers' Company), Mr. J. S. Barclay (clerk), Mr. Benjamin Travers, Mr. K. P. Keywood, Mr. A. Cozens-Hardy, and Colonel J. H. Foster.

MR. C. N. HOOPER

A NOTABLE ADMINISTRATOR

Mr. C. N. Hooper, C.B.E., for 26 years clerk to the Fishmongers' Company and to the Governors of Gresham's School, Holt, died on Tuesday at his home in London at the age of 67.

Cyril Noel Hooper, who was born on Christmas Day, 1884, was the eldest son of the late Miller Hooper. He was educated at St. Paul's School where he was Public Schools' feather-weight boxing champion. After having been called to the Bar, and having served in the European War from 1915 to 1919, he was appointed clerk to the Fishmongers' Company in 1922, a post he filled with great distinction until his retirement in 1948, when he was elected to the Court of the company. He was also, *inter alia*, chairman of the executive committee of the Public Schools Appointments Bureau; honorary secretary of the Association of Governing Bodies of Public Schools; and a member of the Colonial Fisheries Advisory Committee.

He married in 1914 Miss Winifred Leslie Gibson, who survives him, together with three daughters of the marriage.

A former Prime Warden of the Fishmongers' Company, and chairman of the Governors of Gresham's School for 16 years, writes:—

The 26 years during which Cyril Hooper was clerk to the Fishmongers' Company, and at the same time clerk to the Governors of Gresham's School, were not only eventful but were also, in some respects, critical in the history of both institutions. It is not too much to say that throughout those years Hooper carried out his manifold duties supremely well.

Successive Prime Wardens of the Fishmongers' Company and chairmen of Gresham's School Governors relied upon his help, his judgment, and his industry, and never found them fail. Never did he shirk any task however difficult or laborious, whether connected with the company's rights and duties relating to the sale of fish at Billingsgate Market, or to ensuring the purity of shell fish, or when necessary to the institution of legal proceedings. He was always ready to let others have the credit for work he himself had done. It was largely due to Hooper's ability and persistence that the highly valuable provisions of the River Boards Act and the Rivers (Prevention of Pollution) Act became law.

When, in one of the early enemy raids Fishmongers' Hall was severely damaged by fire, Hooper's office and its records were, through the courtesy of the Clothworkers' Company, transferred to their hall. It was, therefore, a cruel blow to all concerned that, shortly afterwards, that hall, and most of the records referred to, were completely destroyed. Hooper faced, and indeed overcame every resulting difficulty with notable and dogged resolution. He showed the same characteristics when, early in the war, Gresham's School was transferred from Holt, in Norfolk, to two hotels in Newquay, and was subsequently brought back to Holt. Few men would have tackled as Hooper did the intricate complications that inevitably arose. The conception and original constitution of the Governing Bodies' Association—that friend and helper of all public school authorities—owed more to Hooper than to any other man.

Nowhere will his clear mind and foresight be missed more than in the counsels of the 12 major livery companies, where his unflinching sense of proportion and his charm of manner brought him both a place of honour in their joint deliberations and the affectionate regard of all his colleagues. When early this year his health broke down he faced an ominous medical report with splendid fortitude, and, to the end, retained the keenest interest in the affairs both of the Fishmongers' Company and of Gresham's School, to which he had rendered such devoted service.

DOGGETT'S COAST BADGE RACE

JULY 1952





DOGGETT'S CONTY BADGE RACE
1953



