

**THE
HARLOVIAN**



**The Magazine of
Harlow College,
Essex**

Vol. 9 No. 11

Winter, 1940-41

THE HARLOVIAN

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WINTER, 1940-41

ROLL OF HONOUR

G. L. DAYNES,
APPRENTICE, MERCHANT NAVY

H. MORGAN GRAY,
F/O., R.A.F.

J. H. HORSEY,
CAPTAIN, IMPERIAL AIRWAYS, ATTACHED R.A.F.

D. R. MALBERT,
SIGNALMAN, ROYAL CORPS OF SIGNALS

SCHOOL OFFICERS

Captain of the School: C. J. Ansell.

Prefects:

C. J. Ansell, J. H. Elphick, E. J. Forbes, W. D. Engeham,
D. L. Willmott, F. A. Whitby, A. J. Ritchie, G. E. Kelly.

Sub-Prefects:

T. Cullum, D. M. Williams, R. A. Spicer, J. R. Brazier,
F. Stephenson.

Football Captain: J. H. Elphick.

Vice-Captains: D. L. Willmott, C. J. Ansell.

Captain of Beatty House: J. H. Elphick.

Captain of Nelson House: A. J. Ritchie.

Captain of Keyes House: C. T. B. Hockley.

Captain of Rodney House: D. L. Willmott.

SCHOOL NOTES

Old Harlovians' War Memorial.—The War Memorial Literature prizes for the Autumn Term were awarded as follows: Vb (1) Valder, (2) Leever, (3) Stephenson; IV (1) Tickner, (2) Franklin, (3) Dawes; U.R. (1) Buist, (2) Warboys; (3) Anderson; L.R. No award; III (1) Forbes ii, (2) Harrison, II (1) Lack, (2) Margaret Laurie.

For the Spring Term the awards were:—Vb (1) Valder, (2) Cook, (3) Barham; IV (1) Graham ii, (2) Gardiner, (3) Dellow; U.R. (1) Maskell, (2) Hasler, (3) Congden; L.R. (1) Willats, (2) Marsh, (3) Chambers; III (1) Jefferies i, (2) Harrison, (3) Chaney; II (1) Williams, (2) Warr.

Staff Changes.—The following Masters left us at the end of the summer term, upon registering for military service: Mr. C. W. Butler, Mr. C. E. Hogarth, Mr. H. H. Morris. Mr. E. W. Edmonds left us to take up an appointment at Maidstone Grammar School, while Mr. F. S. Eldridge was appointed to an assistant mastership at Newark Grammar School.

In their places we welcomed in September, Rev. J. O. White, who is now School Chaplain and History Master, Mr. D. R. Lloyd, German Master, and Mr. R. H. Smith, Geography, Physical Training and Scouting. In the Junior School Miss Eaton, who originally joined the school staff during the last war, has returned once more to us, with no diminution of activities.

* * *

National Savings.—The School Savings Group has now been in action for over a year. On March 9th, the first anniversary, the total saved amounted to £320, and by the end of the term the figure had risen to £339. By the end of the summer it is hoped that £500 will have been reached.

Tuck Shop.—Pre-war customers of the tuck shop would be horrified at the bare shelves and counters now to be seen, and the chocolate "ration" is one of the hardships that the young have to bear. As we have not been able to get milk in chocolate we have introduced our own "milk bar," where daily "shakes" of various colours may be procured. The innovation has been a success and it is hoped that the powers that be will not find it necessary to cut down the amount of milk allowed to us. In spite of small stocks the tuck shop has done well, being able, as heretofore, to finance the various sports clubs, and to pay for repairs to the school radiogram after the swing fiends have played a few records.

Radiogram Concerts. The practice of holding Sunday evening "silent readings" to the accompaniment of the radiogram has been resumed, the venue now being the Dining Hall. The majority of the boarders are, it is to be admitted, not musically minded, but the minority are adding to their numbers rapidly. A small "recognition" competition was held on the last Sunday of the spring term, and won by Valder, who lost only two points from a possible thirty. Brazier and Spicer ii also won prizes.

The school received an extra half holiday at the end of the spring term to celebrate the award of an O.B.E. (Civil Division) to W. J. Avery for his part in the removal of a delayed action bomb.

A.T.C.

A flight of the A.T.C. (50 cadets) has been formed at Harlow. It is attached to No. 414 Squadron, and other flights are at Epping (where are the headquarters) and Ongar.

Classes are held in mathematics, engineering, navigation, Morse and aircraft recognition. So far no uniforms have come through but in spite of this the cadets have not lost their keenness and enthusiasm. The flight has had two games of football, winning both, and the squadron entered for the Saffron Walden Junior Cup. Six of the flight were represented in these games, namely Elphick, Engeham, Kelly, Hockley, Chapman and Gilbey. Unfortunately, they were knocked out in the semi-final by Bishop's Stortford Under 20 Club.

In addition to the classes and sport, weekly drills are held under Sgt. Davies.

The flight is much indebted to the instructors in Morse (Mr. Cook) and in engineering (Mr. Lincoln) for the excellent work they have put in.

Any Old Harlovian resident in the neighbourhood will be welcomed as a cadet. The commanding officer is present on Mondays, Wednesdays and Fridays from 7 p.m. to 9 p.m.

SCOUT NOTES

The school troop has this year been recapturing some of the importance and virility of its older days.

Three patrols, the Owls, the Woodpeckers and Eagles, under P/Ls Franklin, Dawes and Hullett, have slowly increased their membership and their badge standard. The renovation of the scout hut has taken up some of our time but much work remains to be done and we should be grateful for assistance in the matter of wood. The scout gardens are once again under cultivation, this year mainly in vegetables.

Our scout work proper has been done on one troop night a week and a week-end outdoor meeting. Wide games have been popular especially one, a contest in interception of three dispatch carriers by a troop each member of which had a map of the area, about four square miles, and could then be independent. Badge work has been mostly tenderfoot and second class and in the summer term test cards are to be available.

At the time of going to press our latest corporate effort has been a part in the church parade of May 11th.

Future activities include short hikes, increasing in distance and pack load with midday bivouacs, in preparation for the summer camp we hope for. There will be more wide games, more patrol work and many badges passed. Perhaps we shall pull our vegetables for our now renowned scout salad which we sold at the tuck shop. In short, to use a B.P. phrase, we shall "look wide."

S. M.

FOOTBALL

School Games

A limited programme gave the XI very little chance to settle down as a team, and compared with the other years it has been a bad season. Nevertheless, all the games have been enjoyable and the team never got slack however bad was the situation. The season opened well with a win over Saffron Walden Friends School. This was too good a beginning and a very confident side went to Newport only to come back losers. The return game with our old opponents, however, proved a different matter. The ground was particularly hard and by first time football we soon ran up a big lead. Newport rallied, however, and the team had to play hard up to full time to hold on to their lead.

Against Bishop's Stortford Under 20 Club we were up against a much faster, heavier and more skilful team. At home we lost by 6 goals to 1, whilst away we were defeated by 8 goals to 2. Against Saffron Walden Junior Wanderers we were unlucky to lose by 2—1 at home. Our opponents, playing with a gale and a downpour of rain, got two snap goals. The second half produced normal weather and they managed to keep us out, although territorially we had 75 per cent. of the game. At Saffron Walden another close game resulted in another loss, this time by 2 goals to 0.

The team whilst containing several good individual players did not play together as a side. Far too often the backs were either wide open or too far up field and the right wing was far from strong. The halves played a fairly good attacking game but were not speedy enough to cope with a fast forward line. The best part of the team and the only part which showed combination was the left wing (Elphick and Kelly), and it was in those games in which Kelly was absent in which we had our heaviest defeats.

Owing to illness the XI was rarely of the same composition, and as out of our three games with schools we won two, it is perhaps unfair to criticise them too hardly. To a referee and spectator, however, the one big fault was over confidence, resulting in too much individualistic dribbling and not enough open play.

RESULTS

v. S.W.F.S. (A)	Won	6—0
v. Newport G.S. (A)	Lost	1—6
v. Newport G.S. (H)	Won	6—4
v. Bishop's Stortford Under 20 Club (H)	Lost	1—6
v. Bishop's Stortford Under 20 Club (A)	Lost	2—8
v. Saffron Walden Junior Wanderers (H)	Lost	1—2
v. Saffron Walden Junior Wanderers (A)	Lost	0—2

House Matches

The few school games were counteracted by more house games. Each house played the others twice and some very close matches resulted. There were no runaway wins, six of the twelve being decided by the odd goal.

The hard luck house was Rodney. Two or three times they held the lead until a quarter of an hour before the end, only to have the mortification of seeing their opponents score lucky goals against them. Beatty, on the other hand, were lucky at times, although by dint of sheer will and hard work they several times turned a one goal deficit into a one or two goal lead.

Following are the results and final table:—

Beatty	bt	Keyes	2—1 and 1—1
Keyes	bt	Rodney	2—0 and 1—0
Beatty	bt	Nelson	3—2 and drew 1—1
Beatty	bt	Rodney	2—1 and 2—0
Nelson	bt	Rodney	4—1 and 3—1
Nelson	bt	Keyes	2—0 and 1—0

	Played	Won	Drawn	Lost	Goals		Pts.
					For	Against	
Beatty	.. 6	5	1	0	13	6	11
Nelson	.. 6	4	1	1	13	6	9
Keyes	.. 6	2	0	4	5	8	4
Rodney	.. 6	0	0	6	3	14	0

BADMINTON

On Saturday, March 15th, the School VIII played an all-day match against a side brought by the Headmaster. The following are the results:

Miss B. Smith and Miss J. Elwell—

- beat Engeham i and Engeham ii 15—9, 15—9.
- beat Ansell and Spicer i 12—15, 15—3, 15—4.
- beat Elphick and Cox 15—11, 15—9.
- beat Rolstone and Cullum 15—7, 15—7.

Mr. and Mrs. Robertson—

- beat Ansell and Spicer i 15—4, 14—15, 15—5.
- beat Elphick and Cox 15—7, 13—15, 15—10.
- beat Rolstone and Cullum 15—3, 15—1.

Mr. Illingworth and Miss M. Hargreaves—

- beat Engeham i and Engeham ii 15—11, 15—13.
- lost to Ansell and Spicer i 14—15, 10—15.
- lost to Elphick and Cox 10—15, 15—11, 7—15.
- lost to Rolstone and Cullum 9—15, 5—15.

Mr. Dames and Miss M. Field—

- beat Engeham i and Engeham ii 12—15, 15—12, 15—12.
- beat Ansell and Spicer i 15—8, 15—8.
- beat Elphick and Cox 15—6, 15—5.

Result—Headmaster's VIII: 11—School VIII: 3.

The result would have been far closer had the boys given due attention to practice. This could be seen from the vast improvement in their play as the match went on. During the morning they lost the first six matches, and of the last eight they won three fairly comfortably, fighting hard all the way in those which they lost. It is hoped that this match, the first to be played in the Gymnasium, will be the first of many, and that the senior boys will become "badminton minded."

It is not every school that has such an opportunity for playing badminton as we have. The gymnasium is ideal for the purpose, and is the best in Harlow and the surrounding districts, so we need have no fear in inviting visiting sides to play on "our ground" in the days to come when such things are more possible. In the meanwhile, middle and senior boys should make use of their opportunities, and practise hard, for there is no doubt that a return of this match might well have showed a different result.

Career for Boys.

Fuel Technology.

THE CINDERELLA OF MODERN INDUSTRY.

Extracting Power from the Bowels of the Earth.

Petroleum is so closely associated in our minds with such modern things as motor cars and aeroplanes that we find it difficult to realize that this immensely important fuel was in the earth before the time of Adam and Eve.

Throughout history we find its curious properties puzzling the mind of primitive man. There is evidence that Petroleum and natural gas supplied fuel for the devotions that prehistoric man paid to fire as a sacred element. Even such wise people as the Zoroastrians, a religious sect of early Persia, centred their worship around the burning gas of Baku in the Caspian Sea. They regarded it as the manifestations of a great imprisoned spirit.

We find it in legend and history in almost every corner of the Far and Middle East—in China, Japan, Judea and Persia, where it was used in a primitive way many centuries before the Birth of Christ.

There is a famous Greek legend to the effect that they once destroyed a Scythian fleet by pouring "burning water" on the sea. This was obviously blazing Petroleum. Then, too, Belarius, the famous general of the Roman Empire, is said to have taught the Vandals about oil by smearing it on swine, lighting it, and driving the blazing and doubtless squealing porkers against them in his attack on the Vandal kingdom of North Africa.

In this story of oil and primitive man we must not omit the several allusions to it in the Bible. We read, for example, that Noah caulked the ark with a form of petroleum gathered from the shores of the Dead Sea. In Job we hear of a rock which "poured me out rivers of oil"; and it is probable that the slime used as mortar for the Tower of Babel was a by-product of this material.

But it is as a means of healing our ills that Petroleum principally appears in legend and in early history. This was particularly true in America, where, when Europeans first arrived, they found the Indians using crude oil for a large number of ailments.

The Beginning of Oil as an Industry.

The industrial importance of oil was early realized by the astute George Washington. From 1753, when he first saw its great and varied uses, onwards to the end of his life he bought up large tracts of oil-producing land, and

even remarked on its great value for burning purposes in his will. It was not, however, until many years later that the use of oil purely for its medicine value gave place to its use for lighting, and for power. It was really in seeking for salt or brine deposits in America that the first oil wells were bored, and not for the purpose of obtaining petroleum. At that time nobody wanted oil. It was only brought to the surface because it was mixed up with desirable salt and brine deposits. It was, in fact, a nuisance. Often in Ohio or Kentucky, when operators had bored for salt and petroleum appeared, they would desert the wells altogether and bore in a new district.

The first man to put this petroleum to commercial uses was Samuel M. Kier, who sold it as a medicine under the name of "Kier's Rock Oil."

From Medicine to Lighting.

The advertisements for this "Kier's Rock Oil," in 1857, gave a New York business man, who owned 100 acres of land in Pennsylvania, an idea for exploiting his property. He had heard from a Professor Silliman, of Yale University, that petroleum could be used for lighting purposes. The pictures of Kier's derricks gave him the idea of developing his own property by boring and pumping. The man he engaged to carry out the work, Colonel Drake, became the founder of the modern petroleum industry.

Drake's Folly.

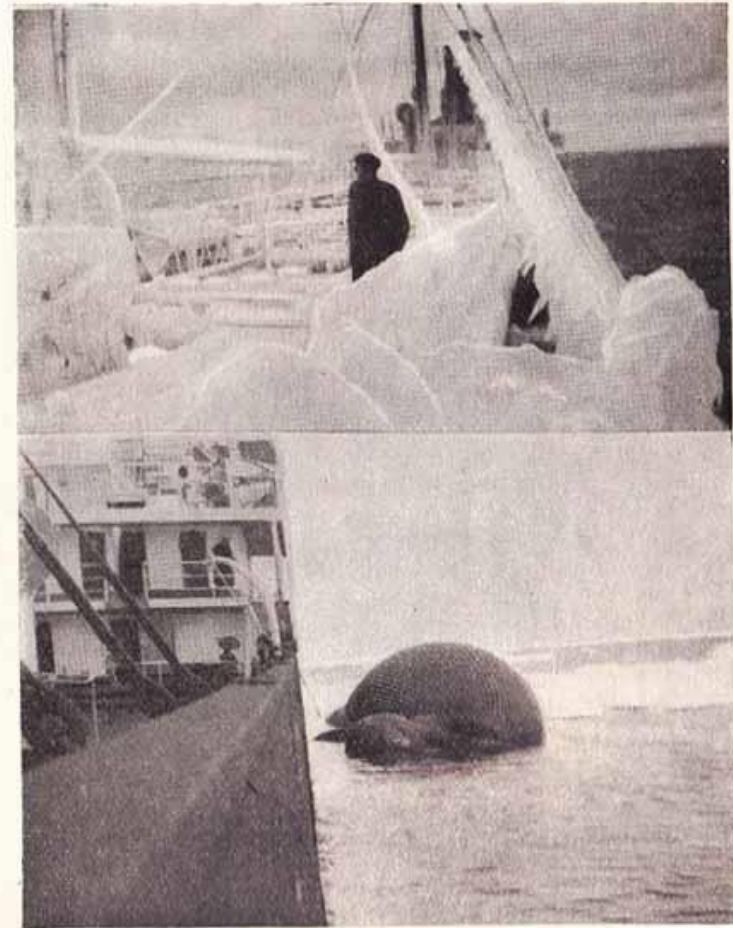
Colonel Drake had been a railway guard, and knew nothing of the drilling of oil wells. The difficulties he had to face in bringing the petroleum to the surface would have discouraged a less courageous man. People came from miles away to chaff this hardworking railway guard, and the whole experiment became known as "Drake's Folly." It was little thought by those who watched his efforts that he, with the help only of an old man and a boy, was signaling a new era. The well that he bored with makeshift machines—the steam engine for motive power, the hemp rope attached to the drill, and a crude wooden windlass—was the forerunner of modern drilling and made it possible for man to recover oil in vast quantities from the bowels of the earth.

He discovered a means of obtaining petroleum just in time.

Up to this time the great Sperm Whale had provided man with oil for lighting purposes. But the demand was rapidly exceeding the supply.

It was a Scot of the name of James H. Young who, in 1847, first refined petroleum into a very good illumination oil. He obtained his petroleum from Scottish coal and shale.

These two started a great new industry. In Pennsylvania mushroom cities sprang up in a night. Within six months the district round "Drake's Folly" housed an additional 50,000 people seeking fortunes from these new wells.



Top: Into the Frozen North in search of fuel from the Sperm Whale.
Bottom: A Sperm Whale alongside the Whaler preparatory to its valuable fuel being taken on board.

(Reproduced by courtesy of the Editor of "The Pipe Line.")

From Lighting to Power.

The first suggestions for the use of petroleum oil as a fuel came from an admiral of the British Fleet. In 1870 Admiral Selwyn launched a vigorous campaign on its behalf. At his own expense he had a small boiler installation erected near Charing Cross for demonstration purposes, and invited everyone who might be interested in the matter to see it at work. They came—and smiled. Such is the lot of pioneers that he failed to interest either the Navy, the Mercantile Marine, or the railways. He died a disappointed man.

The main difficulty these early pioneers had to face was the question of supply—and this was not solved until enormous quantities were found in Baku in Russia, and later in Borneo. These two important oil-bearing lands solved the problem as to where it could be obtained. But there remained the difficulty of finding a cheap means of conveying the oil from the wells to their possible European market. It was easy to get it from the wells to the seaboard. Pipe lines had been in use for this purpose for a number of years. But how to carry large quantities of liquid over often turbulent seas was a problem of considerable magnitude. Oil is a very risky material to transport by sea. Not only is there the danger of “gas-lurks” between the sides of the tanks and those of the ship, but a cargo that with every roll of a vessel moves from one side to another is very difficult to manage. Many lives were lost before Sir Marcus Samuel (now Lord Bearsted) introduced a fleet of specially built oil-tankers capable of carrying some 3,000 tons. Nowadays they carry anything up to 16,000 tons.

Thus the supply and the distribution problems were solved. The next step for these early pioneers was to create a demand for the oil. Where Selwyn had failed, Sir Marcus Samuel succeeded. He and his associates succeeded in demonstrating the possibilities of petroleum as a fuel for boiler-furnaces.

The First Oil Power Plants.

The method adopted was on the lines of the experiments carried out by Admiral Selwyn in 1870, viz., the injection into boiler-furnaces of petroleum desiccated by spraying; this time, however, the desiccation was achieved by an improved steam-driven system which converted the petroleum into the form of very fine rain, instantly convertible into

flame. The Royal Navy slowly changed its views about the material, and, after the late Lord Fisher had seen it in use on the s.s. “Cardurin,” he gave instructions for its use.

It has been said that, were it not for the existence of petroleum, there would be no motor cars or aeroplanes. This is true. Coal is much too heavy for such vehicles.

Petroleum makes Motoring and Flying Possible.

Petroleum is light and occupies very little space. The invention of a means whereby the explosion of gasified petroleum and air, ignited by an electric spark, could be made to move a piston and so turn a shaft was the final justification for all the fine pioneering work done by British and American technicians. The internal combustion engine had been made possible; a thousand men, each working at his own problem, had between them launched a new era in road, sea and air transport. And the uses of this oil are still only partly known. From the crude petroleum comes many hundreds of valuable by-products—lubricating oil, pitch, dyes, paraffin are but a few. There is still room for the pioneering spirit in this great industry.

Fuel from Coal.

We have given a brief account of the development of petroleum as a means of driving the internal combustion engine; but an account of petroleum technology would not be complete without a few words on its sister industry, coal and gas. A very large part of the fuel that drives modern engines is nowadays obtained from coal, and the day is not far distant when petroleum itself will be obtained from this source. There are already fleets of road vehicles, and not a few sea vessels, deriving their power from petroleum produced from coal. As soon as it can be produced with greater economy it may be assumed that a further great step forward will be made in this fascinating pursuit of cheap fuel. Should it develop it will be to the gas companies and corporations that the fuel technologists must turn for a lucrative career. Watch your daily papers!

Gas manufacture is of two distinct kinds, (a) the production of the gas you use in your ovens and for illumination at home, known as town's gas; and (b) the manufacture of what is known as producer gas, or of a somewhat similar gas called water gas. It is the two latter that are used for driving gas engines.

At all the Universities that specialize in Fuel Technology, the study of fuel from coal is part of the general work. Where it is intended to enter the laboratory of a gas company, a youth should under no circumstances fail to obtain the qualification of the Institute of Chemistry (A.I.C.) or a degree in Science at a University. The work of an unqualified assistant in a gas works laboratory is very poorly paid, and leads nowhere. Only with a degree or the A.I.C. can he hope to become manager in any large gas works.

The Work of the Fuel Technologist.

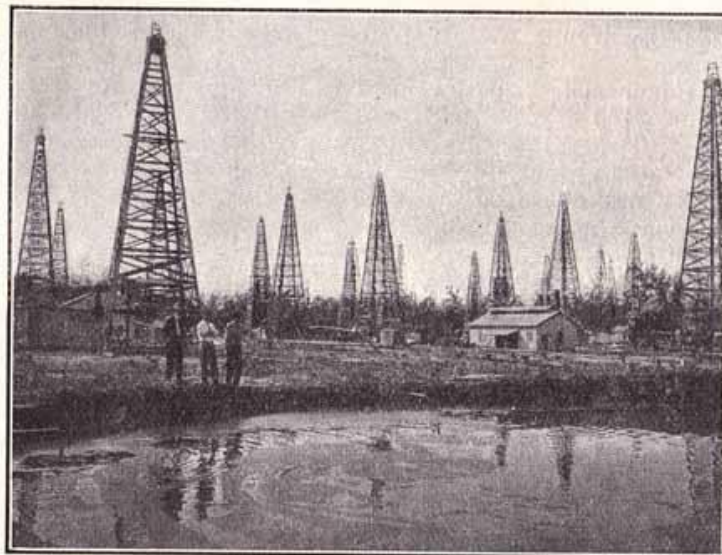
These are the most important jobs performed by the expert in Fuel Technology :—

- (1) University lectures. Of these there are about four professorships and approximately a dozen lectureships. The latter are poorly paid and should be regarded as stepping-stones to other activities.
- (2) Consulting chemists who specialize in the production and use of fuel. This work requires considerable experience, and may be regarded as the kind of job one drifts into rather than work to be taken up with deliberate intent.
- (3) Technologists engaged in the manufacture of gas.
- (4) Technologists engaged in the manufacture of coke.
- (5) Technologists and chemists engaged in the refining of petroleum and similar materials for use in motor cars, aeroplane engines, oil-driven sea vessels and oil-fired furnaces. An important branch of this work is the adaptation of the by-products of petroleum to other industrial purposes.

These are but a few of the functions of the Fuel Technologist, and indicate the range and interest of the work.

The youth who is able to study Fuel at a University will be well advised to reserve his decision as to which side of the profession he adopts, *i.e.* coal and gas or oil, until the later stages of his training.

We have seen that in the coal and gas side of our subject a University degree is of some importance. We will now discuss the Oil industry, in which there is at the moment less need for an expensive technical training.



(By courtesy of The Texas Oil Co., Ltd.)

View of a typical oil field showing the proximity to which the wells can be put down with relation to each other, and means of storage in earthen pools.

How to Begin in the Oil Industry.

The Oil Industry in this country is controlled by a small group of companies employing many thousands of men. While most of these companies are very closely related to each other, each has its own method and organization for recruiting its staff. There is one thing, however, which is common to them all. *They will not consider any youth who has not matriculated.* This insistence on the matriculation certificate is becoming very common in business at the present day. Large commercial houses, banks, insurance offices, etc., though not always insisting on this qualification, will always give preference to the youth who has it.

We give below a list of the principal oil companies operating in this country. Positions on their staffs are obtained either through influence or by direct application to their secretaries. Since they all have important connections abroad, it is important to state in the letter requesting an interview whether or not the applicant wishes to remain in this country.

Usually a higher salary is offered to the youth willing to spend some years abroad, and to ask for such posts increases the prospects of success. In most cases the period

abroad is not longer than four years, and, provided satisfaction is given, a post is found in the London Office on return.

Commencing salaries for the London staffs are from £75 to £100 a year, and for those prepared to go abroad from £100 to £125. In all cases a period of three to four years is served in England before going abroad, as it is thought desirable to give recruits some knowledge of head-office work before travelling overseas. Generally speaking, the oil companies do not send men abroad until they have reached the age of twenty.

Training.

The great majority of those who are taken on to the staffs of oil companies have no experience of oil technology. The companies help to maintain Technical Training Colleges—such as the Sir John Cass Institute in Jewry Street, London—where they send members of their staffs for specialized training.

There is a tendency to give preference to young men with University degrees. It is obvious that in an industry in which much of the experimental work is done in laboratories preference would be given to graduates with degrees in science such as the B.Sc. or A.R.C.S. After obtaining these degrees The Imperial College of Science and Technology at South Kensington, London, offers a post-graduate course of two years in Oil Technology. This is treated as part of their geological course. The Universities of Birmingham, Leeds and Sheffield also offer specialized courses in Fuel Technology which embrace a study of oil. At all these Universities a number of scholarships are available.

Some Important Oil Companies.

It is wise when applying for interviews to address letters to the Secretary, and to make application at least a year before school days are over.

The largest of the oil companies are the following:—

Asiatic Petroleum Co, Ltd., St. Helen's Court, London, E.C.3.

Anglo-American Oil Co., Ltd., 35 Queen Anne's Gate, S.W.1.

Shell Mex, Ltd., Shell Corner, Kingsway, W.C.2.

Vacuum Oil Co., Ltd., Caxton House, S.W.1.

Anglo-Persian Oil Co., Ltd., Britannic House, E.C.2.

SALVETE

Brown, E. W. (Sept.), Crouch, J. M. (Sept.), Meade, G. N. (Sept.), Davies, J. F. (Sept.), Robson, P. W., Willats, B. J., Payton, P. A. (left Mar. 1941), Payton, Diana J. (left Mar. 1941), Porritt, N. W. (Sept.), Cox, T. A. (Sept.), Parke, M. J., Leech, J., Beasley, N., Drake, P. C., Drake, P. J., Dutton, P. E., Edwards, R. W., Herman, R. E., James, A. J., Seaward, P., Sutton, J. W., Box, G. R., Rudd, A. J. (left Dec.), Bondon, R. M., Pollitt, A. D., Morley, I. C., Markwitch, R. B., Stephens, A. W., Stuchbery, I., Jefferis, P. M., Jefferis, R., Ruggles, I. D. (Jan. 1941), Foulkes, T. J., Marriott, M. B., Ballard, P. A. W., Clarke, P. A., Darlington, F., Grabham, P. F. (Jan. 1941), Hammond, R., North, D. J., Parks, S., Radford, G. W., Robbins, P. E., Robinson, N. F., Simmonds, G., Thomas, R. G., White, G. H., Summers, D. W. B. (left for duration, Apr.), Mitchell, W. J., Inman, A. L., Ball, D. F.

VALETE

Barrow, J. M. D., Copleston, C. F., Dixon, R., Elwell, J. P., Emery, R. I., Grundy, R. N., Jackson, J. M. S., Phillips, G. M., Rees, D. N., Ritchie, A. J., Seif, G., Tilley, A. J., Ward, N. R. W. M., Willy, M. F., Bruck, L. C., Bruck, P. J., Camp, D. M., Carey, R. H., Clarke, K. C., Chapman, N. D., Filby, D. J., Gilbert, A. C., Hahn, P. V., Manshar, D. G., Hannah, A. R., Hunt, A. G., Menhinnick, J. R., Moses, G., Overton, J. F. A., Bradshaw, D. M. A., Holloway, J. H., Muffett, J. H., Gemmill, J. O., Bernie, H. L., Cowie, E. W. L. H. S., Furze, D., Perring, F. H., Perring, M. S., Chivers, P. C., Smith, D. J., Willmott, D. L., Channon, D. H., Dellow, J. H., Dutton, P. E., Forbes, E. J., Glasse, T. G., Koch, H. A., Laurie, Margaret W. L., Laurie, D. S., Mynott, E. C., Stephenson, G. F. C., Vaughan, M. J.

OLD HARLOVIANS

NEWS AND EXTRACTS FROM LETTERS

Northcote H. Caesar, Sundial, Okanagan Centre, British Columbia. "I heard over the radio that a bomb had fallen near the Tectum or gymnasium, and that you were housing refugees there; and, as Harlow College is my old school, I thought I would like to hear something about it." [What really happened was that a dud English shell fell not far from the gymnasium and gave us a bad fright. Harlow has been singularly lucky during the war.—E. P. H.] "I began at Harlow College in 1872 and left in 1882, being captain in my last year. I should much like to know how you get on at cricket against Moor Hall and other teams. We get a programme entitled "Old Country Mail." We always listen to the B.B.C. news, and most days it is very clear. We do not like to listen to too much, as it is depressing to think that this wholesale murder is going on, and will be far worse before the end. I have no doubt what that end will be; but the interval is not pleasant to think about."

* * *

K. Studdart (189--1896), 73 Marsham Court, Westminster, S.W.1. "It is very kind of you to write and send me the prospectus and views of the old school. They revived very happy memories. I left Harlow, I believe, in 1896. The Headmaster was then the Rev. —. Joel, a splendid man, in my opinion. I am so glad you have given me the address of the Old Harlovians' Club. I will get into touch with the Secretary. I will certainly take advantage of your kind invitation to visit the school when peace comes."

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Douglas de Lisle (1901-1906), Harlow Estate Post Bag, Gingindhlovu, Zululand. "We do not know there is a war on here, except that we see a lot of men and women in khaki about in the towns; in the country there is not even that, and nowhere is there any rationing or black-out . . . Our second son, Norman, sailed for North Africa on active service on March 6th; he is in the S.A. Artillery; we had his first letter recently, but cannot say where he is . . . I must tell you about the farm. Last year was a bad one. We started off with millions of locusts eating our crops, followed by drought; then came the accident to my leg and three months in hospital. The result was a heavy loss to our crops. However, this year has started well; we have had no trouble with locusts,

and there is the prospect of a good crop. I spend a lot of time in my garden, and although I cannot do a great deal now that my leg is all tied up, I can manage a certain amount of the easier work. I always have one or two natives working in the garden, and I can get them to do things under my direction. I built an arch, put up a fence, grew a creeper and things like that. We get some of our native labour from the local gaol! That must sound strange to you, but natives, who have been convicted for three months or under for minor offences, can be bought out for the period of their imprisonment, so that, if a native has, say, 42 days, he would cost me 21s. They are still considered prisoners, and if they run away, they are arrested and severely punished. I have fifteen of them at present, and they are all pleased to be taken out of prison, as they have their freedom provided they do their work. It is a great help to me especially at times when labour is very scarce."

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J. Walford, 26 Wilmot Way, Banstead, Surrey. "With sincere regret I read in the papers of the death of Captain J. H. Horsey, and feel that I should like to offer my deep sympathy. I was always interested, as most of the old boys of our time were, in his exploits, and I know how the family and service will miss him. It is such a tragic and sad end to a splendid record, and I venture to add my tribute to the many others."

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Kemp Killerby (1909-1912), 44th Battalion, Melville Camp, Western Australia. "I read in the *Sunday Times* (West Australia) of the death of poor old John Horsey, on active service again. It stated that he had done 1,690,000 miles as Captain in the Imperial Airways, without a serious accident and without an injury to any passenger. I certainly felt proud of him. The *Sunday Times* also stated that his son Michael was a pilot in the R.A.F. I had read in 'Tit Bits' some months ago an episode about him when he was taking the King of Iraq as a passenger. I did not know John had a family and certainly was surprised to read he had a son 18 years old. I well remember spending three months in isolation with him when a few of us had chickenpox. We used to spend a lot of our isolation period watching trains and engines in which he was very interested . . . I spent 4½ months in the army last year, and I am doing at least 3 months this year. I got my commission last January, but I do not expect to be going overseas as I am over the age limit."

Tom Le Cren (1915-1926), 16 St. Mary's, Bootham, York. "I have applied for a commission in the Intelligence Corps, and have passed all my interviews, language tests and medical exam. I have to mention two references, and I took the liberty of mentioning you, Mr. Horsey. The list of persons from whom I have to choose was, for a schoolmaster at any rate, a very limited one, for people with scholastic or educational qualifications were not included in the list. Members of County Councils, however, were mentioned, so I put this after your name. Would you mind doing the same? We have lost several men from _____ School already, and when the schedule of reserved occupations is altered, those of us between 30 and 35 fully expect to go. Probably because of this, the Governors agreed to let me make my application as a volunteer. I'm looking forward to it, and am very pleased to be able to get into a branch where I can use my knowledge of languages. Possibly you may remember some twelve years ago, recommending me to take an Arts Degree in languages rather than a B.Com. as it was likely to be of more use? You have probably heard elsewhere that both Alfred and Fred are in the Army and have been since the outbreak of war, and that Alfred has a commission and Fred is a bombardier. Fred is getting married next month."

[He has been given the commission.—E. P. H.]

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Mrs. Nancy Harrison (nee Gibson), 130 Leamington Road, Coventry, was on the staff 1929 to 1930, and, on leaving Harlow, started a tea room with a friend in Coventry. Her letter is specially interesting as a proof of the dauntless way in which the people of Coventry reacted to the appalling disaster which befell their city.

"Our tea room, the 'Pepper Pot', was completely burnt out on the fatal 14th of November. There was nothing of it left. We dug under bricks and rubbish, but got hardly a thing out. Fortunately the cake shop only had its windows blown out, so we started up again there, first of all as a soup kitchen and then as a canteen. We have been fearfully busy from the very beginning, as there was only one café left in Coventry, and not one hotel, so you can imagine how terrific was the rush for food. Of course the mobile canteens went on operating for about two or three weeks, and then the feeding centres got going. But even so we feed about 200 people a day, and if you could only see the size of the place you would realise that it does mean an awful lot. As we can only seat about 15 people,

they have to queue up at lunch; but they are very good about it and nearly always stand up to drink their coffee so that others may sit down. We have been very dull lately; no raids (!) or anything except in daytime, when they have shots at the factories, but generally do no damage at all." [What a pity Hitler won't read that last sentence! It would show him what a hopeless job he took on, when he decided that he would break down England's morale.—E. P. H.]

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Gerhard Moses (1938-1940), Internee No. 51,124, Hut 35, Compound 1, Camp 7, Eastern Command, c/o District Censor, 45 Reservoir Street, Sydney, Australia. "Have you had any kind of news from my parents? If so, I would be very grateful if you would let me know immediately. I am feeling fit, and have had many sporting successes in the camp. We play football and other games; we have variety shows, theatrical performances, lectures and other entertainments to occupy our spare time. I have a very busy day here. In the morning and afternoon I do road work outside the camp, and two or three times a week I do baking at night. I learnt baking from a real baker, and I enjoy the work very much." [What a contrast between the British concentration camp and the German!] "It is getting hot, and the flies are rather a nuisance. If you kill ten of the blighters, another twenty come and sit on your face to revenge them. All the same, we are making the best of it, and keep our thumbs up. Let's hope we will soon be released. I hope everything runs smoothly at school. I am longing to hear all the news. You can't believe, and I only realise now, how very much attached I am to England, to you, and to the school. Practically every day I recall some or other pleasant memory connected with Harlow."

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J. E. Bradbury (1933-1937). "As you probably know I have been in Iceland since last year, and we are all getting a little tired of it. The place is very pretty in its special way. There are very few trees in the land; I have not seen one yet, but the fiords, the lakes and the mountains of bare rock are very picturesque; at the moment they are all white. Up to a few weeks ago I was stationed at a large camp away from any village or town; but now I have been sent to an outpost quite a fair distance away. There is a village here, and the inhabitants are very friendly. They are very keen to learn English, and in consequence all the boys are invited to various houses for coffee in the evening. I am not doing badly myself. I play bridge about twice a week with the doctor, the co-op.

manager and the accountant. They are not very good at bidding, but they can play the cards well. The weather is very bad at the moment and the wind bitterly cold. The temperature was about 20 C. below zero about an hour ago. When we go outside the snow seems to get in everywhere: eyes, ears and nose, and it causes much pain. We are hoping to return home some time this year."

[Lieutenant Crofton Maynard and Tustin I. are also in Iceland.—E. P. H.]

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Alan J. Ritchie (1931-1940), 66 Depot Road, Horsham. "I am working in Lloyd's Bank, Crawley, and I think it is an extremely interesting job. To make it more pleasant, I have never known a nicer crowd of people than we have at Crawley. Everybody is so cheery and willing to help me in everything. One evening in November, the Nazis were pretty active overhead. We counted sixteen heavy thuds one after the other. We suddenly felt a tremendous jar, and the room immediately filled with clouds of dust and soot, and the ceiling started to fall. Two heavy bombs had fallen three doors away. We made for a safe place and were unharmed. Now, after nine weeks, we are back in our house, and most of the damage is repaired. We heard nothing of the bombs falling or exploding but we certainly felt them. It was a horrible experience and the wrecked houses near ours are a piteous sight."

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7598568 *Sgt. Radford* (1931-1937). "On leaving school I went to work at Barclay's Bank. I have suddenly turned to writing, because just lately I have been thinking a lot of the school, and wondering what effect the war has had on it. Myself I am doing very well indeed. I joined the Terriers two years ago and have now got myself well and truly into army life and routine. When I first enlisted I joined the Ordnance, but got thoroughly bored, so, when during this year the War Office asked for volunteers to form a new command, I went with that force. I'm afraid I can't tell you much about it in a letter, but I intend visiting the school on my next leave, and I can tell you about it then. My family and home, I am pleased to say, have not suffered from the 'blitz' but as they are in W. they appear to be fairly well in the centre of it all. As a matter of fact, I feel rather ashamed of myself, because, where I am now, it is very peaceful, and I feel I am dodging it all."

G. H. Richmond, Etchingam, Sussex. "We hope you all keep well and that the war has not affected you too badly. It is dislocating the usual run of life, but taking things all round we might be in a much worse position. John is in H.A.C. now and has been on oversea leave; his tropical outfit was issued out about six weeks ago. We all keep well and cheerful and optimism is the prevailing feeling in our household."

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Gerald Phelps (1937-1940), 79 High Street, Winslow, Bucks. "I ought to have written to you before this. I unfortunately had to go into hospital in August last to undergo an operation on my leg which was kept in plaster until January; since then I have been walking much better. I am pleased to tell you I have started as junior in Lloyd's Bank, Aylesbury. I like the work very much and find it most interesting. I have a 20 miles journey every day, but luckily the bus service is very good. I often think of the boys at school and the happy days I spent at Harlow. I only wish they had been longer."

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Graham Guinn (1938-1939), 1 Collings Park, Hartley, Plymouth. "For the past seven months I have been on the temporary staff of the Bank of England and have been recommended for the permanent staff. If I am accepted, it will ensure my having a post to return to after my military service is over."

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Geoffrey R. G. Marshallsay (1912-1916), Coppice, 4 Erith Grove, Norbrick, Blackpool. "I am an instructor in the R.A.F. and am helping to teach young fellows Morse and procedure for the wireless course for air gunners. I am hoping to have an opportunity of seeing the old school once again."

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News is much appreciated about all Old Harlovians, particularly those serving in the Forces. Letters will be gratefully received at the College by Mr. Dames, or at Baythorn House, Harlow, by the Old Harlovians' Sub-Editor, E. Percival Horsey.

It is hoped to include in the next number a list of all those serving in the Forces. Will all such Old Harlovians please help by sending a card with details of rank and branch of service, before the end of September.