

any monotonous and a change  
will be welcome.

Tuesday July 1st is  
my birthday, & I had in the  
face to come to the  
the 100 miles in  
a piece of shipboard  
the result a very interesting  
wonder where where my next will  
take place?

Orders now came out that we  
were now proper in the danger  
Luz, and that three bells and  
water bottles filled, must be  
at all ~~the~~ times, any man found  
without them, would be punished  
pretty solid, and alarms were  
sounded by the ship's whistle  
at my old time, on this some  
every man on the ship had to  
go to his life to his post on  
the ship, these were given on

land, senseless wiggles being  
the work, about 6 pm we prepared  
to continue our journey, the cruiser  
"Kent" that brought us safely from  
Cape Town, steamed away for the land  
Kueas where, by without any  
ceremony, I could not be but  
ing the heavy and it met to be  
just do it, and so fast, steamed  
very fast, and it was not long  
she passed out of sight, during  
the afternoon of the arrival  
in port from the port of a  
for port in British West Africa,  
she anchored very close to us,  
and we had a good yarn with  
some of the crew, who were  
were leaving the ship as a  
there, a French vessel was in  
in port, built quite different  
to our boat, it had a tall  
high out of the water.



and a strong wind blowing made the water very choppy, and we moved through a heavy fog all day - eight weeks out.

Saturday July 8<sup>th</sup> 1916.  
 About 7:30 am, the ships whistle blew the alarm, and on this, we all left our breakfast half finished, and rushed on. At some distance away were four torpedo destroyers coming straight for us at a terrific rate, these were sent to escort us for the remainder of our journey, they travel like lightning, having a speed of 40 knots, and they moved around and about us just as if we were stationary, one acts as escort to each boat, very shortly after they joined us, our former escort the <sup>submarine</sup> ~~submarine~~ turned about, and left us, and was

old jobs were done, we were dismissed, and had the rest of the day to ourselves, which was spent in the usual manner, on Sunday morning, Wednesday, about 11 am, our ship picked up something out of the when we drew closer we could distinguish what it was, it was a submarine or not, as soon as it was sighted, the cruiser went for it at top speed, and through the glasses we could pick out the ship, it was a submarine and hailed us, and after that at last she drew up close and a boat came out, and what it really was, it was a submarine and a submarine



89  
out to win personally I don't  
think we have a possibility of  
beating the Marathan, but I hope  
my ideas will prove wrong,  
we are now right in the danger  
zone, and a very careful watch  
is kept for submarines, there is  
no doubt a risk for us, but I  
can't bring myself to believe  
that anything could happen to  
us, everything seems so peaceful  
and it is hard to believe that  
such a large ship as ours could  
come to harm

I fear my guess was not far  
wrong about the Marathan leading  
us, she is now almost out of  
sight, must be at least 15 miles  
ahead, the rest of the ship  
also lead us, but by not  
nearly so much, the past few  
hours attacks have been

91.  
Lads morning, I concluded that  
their mind was easy on the subject.  
Early in the afternoon the  
finals of the boxing tournament  
took place, first contest  
W. MACK V. C. CULLEN  
Mack won on points after a  
good contest (Lightweight 13)  
F. GODDARD V. McMILLAN  
McMillan won after a very  
strenuous struggle (WELTERWEIGHTS)  
The third contest - between  
O'Neill & ? Middleweights  
ended very unsatisfactorily  
in the first round, after a  
few wild exchanges, O'Neill  
went down without being hit,  
and the referee awarded the con-  
test against him.  
A fourth contest followed  
afterwards, but very little  
interest was taken in it.

92 Sunday July 9th, 1916  
at 10 AM, after a most successful  
day on board and so far we have  
dodged the submarine. Attended church  
service at 10 AM and about 10.30 we  
got our first glimpse of England  
and needless to say our spirits  
ran high, the coast land was  
very low, and continued so all the  
way, we now passed several  
torpedo destroyers dashing  
here and there at a wonderful  
speed I believe the speed of the latest  
destroyers runs just about 50  
knots, it is a wonderful sight  
to see them manœuvring, they  
turn in an instant, and are  
off in a different direction,  
about 4 PM we sighted the town of  
Hymouth, and we also passed  
Eddystone lighthouse, as we drew  
near the town, we obtained a good

90 very busy around us, a school  
of porpoises, must have been five  
or six altogether, we now met  
a great number of ships, and  
at no time there are less than one  
or two about.  
7.30 PM, the sun is only just going  
down, and it will not be dark  
until well after 8, and could  
play cricket or tennis at this  
time quite easily, at 8 PM we  
received orders that every light  
on the ship must be put out, both  
on deck and below, this meant  
an early night in bed, this is  
our last night (bar accidents)  
at sea, and they are quite right  
in taking all precautions.  
I went to bed, and was hardly  
remark that I slept well, the  
old tin fish did not worry me  
and on hearing several of the other



75  
a good view of the town could be  
obtained from the ship, it is wonder-  
fully well fortified, guns could  
be seen looking out all over the  
ground. There were some  
small boats in the bay, and there  
were any amount of destroyers  
cruising around, the station  
master was on the hill,  
this is where he played bowls  
when the Spanish Armada was  
seen, he then said "It is just my  
game and then I'll finish them"  
but history says he was his  
own man, however he played  
the game some years, and while  
we were there, the game was in progress  
and a crowd of people could be seen  
watching the game, the towers of  
St. Mary's, the tower and Stonehouse  
are prominent at evening, they are closely  
built upon, and have I believe a

76  
and was embarked at 5 o'clock  
to leave the ship, we had to carry  
two kit bags with us, and they were  
no light load, the tug boat came  
on the side of the ship to take us off  
and about 8.30 we all left the ship.  
The Captain of the Argentinian stood  
at the head of the gangway and  
wished us a good luck, he had  
five men, and was very friendly with  
all the boys, I was not sorry to leave  
the ship for the trip had been  
very pleasant, and the weather was  
last of it we absolutely beat, I was  
all the time, and after we were  
of it, twice a day, it rained in  
sometimes it was varied a bit  
for breakfast we might get some  
beef and for dinner stewed mutton  
but taking everything into considera-  
tion I had a good trip, was very  
comfortable, and taking it all from

Had a pleasant trip, leaving the  
 Wiltshire was proceeding for the  
 into Swenport and were disembarked  
 at Millers Dock, the Railway Station  
 runs right in and we were marched  
 straight on to the train, the Company  
 who own this line are the London  
 and South Western Railway, a  
 special train was waiting, a first  
 class carriage, and its appearance  
 from the outside was not very inviting,  
 they had the look as if they were  
 resurrected after lying disused for many  
 years, but inside they were not too  
 bad, the seats were fairly good but  
 they were certainly not nearly so  
 good as our 1st class in W.S.W.  
 we left Swenport about 10.30 am  
 and as soon as we left the town  
 behind, we passed some beautiful  
 scenery, I have often heard of the  
 scenery, but I had no idea it

large junction station called  
 Exeter, here we left the train for  
 about 10 minutes, here a local  
 committee supplies us with  
 nice hot tea and also buses,  
 and needless to say they were very  
 acceptable, we filled our water  
 bottles with tea and ~~water~~ <sup>colas</sup>  
 for the rest of the journey, alto-  
 gether we passed through three counties  
 Wiltshire, Hampshire and Dorset  
 and in each of these the view  
 was splendid, finally we came  
 into Wiltshire and arrived at  
 Salisbury Station about 4 pm,  
 we left the main line there  
 and proceeded to a small place  
 called Amesbury, this was the end  
 of our train journey, we got  
 up here, and marched through the  
 village towards our camp which  
 was three to four miles away.

97  
we were now right in Salisbury  
plains, and it is very large, being  
30 miles square, the camp on  
it is a tremendous size, and  
could I believe accommodate 500,000  
soldiers, by the time we arrived  
at our camp to night. We were very  
tired, we were not in good condition  
to march, after being so long on  
the boat, and a great many of the  
boys felt the strain very much,  
upon our arrival, we were shown  
our huts and told to make ourselves  
as comfortable as possible, we made  
our tea off Indian beef and biscuit,  
at night we were given three blankets  
and shortly afterwards I turned  
in, just about weary.

Tuesday July 11<sup>th</sup> 1916.  
we were allowed to sleep in, and  
did not get up till dawn, we did not  
get any breakfast, and I was

98  
could be so lovely, it is almost  
impossible for me to describe it.  
we saw it at its best, and what  
every prospect pleased, I remember  
hearing about the Devon Downs, we  
passed through these, and we also  
saw some fine Devonshire cattle.  
I thought how foolish I could  
make a plate of strawberries and  
Devonshire cream look, but how  
luck, I had no opportunity to  
obtain it, the fields were mostly  
cultivated, and were splendidly  
tilled, it seems that they are used  
to yield ~~very~~ to their utmost  
in Devon the farms seem to be  
very small, and seldom a farm  
of more than 20 acres was seen.  
There are no fences, hedges, or  
trees in their place, and they look fine.  
When we had travelled some  
fifty miles we arrived at a