

any monotonous and a change
will be welcome.

Tuesday July 1st is
my birthday, & I had in the
face to come to the
the 1000 miles, & a
a piece of shipboard life
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
Zone, and that life belts and
water bottles filled, must be worn
at all ~~the~~ times, any man found
without them, would be punished
pretty solid, and alarms were
sounded by the ships 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
Kudus where, by without any
ceremony, I could not be without
my the heavy and it met to the
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 warship was in
in port, built quite a distance
to our harbor, the ship was
high out of the water, and

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

Saturday July 8th 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 ^{submarine} ~~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 water, when we drew closer we could see it was a submarine or not, as soon as it was sighted, the cruiser went for it at top speed, and the rest of the glasses we could pick out the ship, it was a submarine and it was a submarine at last she drew up close and a boat came out of the water, what it really was I don't know, but it was a submarine.

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out to win personally I don't
think we have a possibility of
beating the Maratha, 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 Maratha 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

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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

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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
was on the hill,
this is where he played bowls
when the Spanish Armada was
seen, he then said "It is a pity my
game and then he finished them"
and then he crossed his
arms, he then played
the game, 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

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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 well with
all the boys, I was not sorry to leave
the ship for the trip had been
very pleasant, and the weather was
not so hot as we absolutely had, it 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 in

Had a pleasant trip, leaving the
 Wiltshire was proceeding for the
 into Swenport and were disembarked
 at Wilton Docks, 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} ~~tea~~
 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 climbed
 up here, and marched through the
 village towards our camp which
 was three to four miles away.

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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 11th 1916.
we were allowed to sleep in, and
did not get up till dawn, we did not
get any breakfast, and I was

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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
their place, and they look fine.
when we had travelled some
fifty miles we arrived at a