
THE "CONWAY" CLUB.

ANNUAL GENERAL MEETING.

The Annual Meeting was held at the Exchange Station Hotel, Liverpool, on Wednesday, May 24th, immediately before the dinner.

The President, who came down from London on purpose to attend the meeting and dinner, was in the chair. Captain Murray (the Vice-President), the Hon. Treasurer, and Hon. Secretary and a good gathering of members were also present.

The Officers and Committee were re-elected *en bloc*, and the following gentlemen were elected as additional Members of the Committee:—Captains J. Massey Harvey, Wm. P. Lapage (resident in London), Captain H. L. Wilson (Glasgow), Commander T. A. L. de Berry, R.I.M., Lieut. E. J. Headlam, R.I.M., and Messrs. J. K. Chase, G. U. Mellard, C. H. Pinson, and A. G. Robertson (all in Indian services), Captain J. Shekleton (Wicklow), Mr. Valentine Willis (Sydney, N.S.W.), and Mr. W. Burrill, Lieut. J. W. Gracey, R.N.R., and Captain E. C. Roden, R.N.R. (Liverpool). Captains C. K. Browne and J. R. Peel were elected Hon. Auditors for the ensuing twelve months.

After some discussion it was unanimously agreed to alter Rule X. to read as follows:—
"The Committee shall be empowered to elect as Hon. Members persons who have at any time had intimate association with the 'Conway' or Old 'Conway' Boys."

Rule XII. to read:—"These Rules may be altered, amended, or added to at the Annual General Meeting on any motion to that effect, upon which due notice has been given to the Hon. Secretary in writing at least one clear month before the date of the Meeting."

The President, addressing the Meeting, commented on the growth of the Club in the short time of its existence, and expressed a strong hope that before very long the Club would be in possession of premises, and that the scope of the Club would go beyond the promotion of the Annual Dinner, which could

only bring Members together once a year. While the Club was founded for purely social objects, it was a good thing, especially for the Nautical Members who formed the great majority in the Club, to meet together occasionally and exchange views on professional as well as social matters.

FIRST ANNUAL DINNER.

"Conway" Old Boys and their friends met under the most pleasant circumstances at the Exchange Station Hotel on Wednesday evening, May 24th, on the occasion of the Club's First Annual Dinner.

The President, Major Sir Hamilton J. Goad-Adams, G.C.M.G. (High Commissioner of Cyprus) was in the chair, and the other Old Boys present were:—S. E. Dutton (1882-4), C. L. A. Lecoustre (1883-5), Wm. Burrill (1883-6), E. B. Cleaver (1886-8), H. L. Wilson (1860-2), J. D.

Hutchinson (1899-1901), E. C. Roden (1890-2), Chas. d'H. Bell (1875-7), E. R. McKinstrey (1876-8), P. D. Murray (1867-9), L. R. Peel (1885-7), J. W. Gracey (1889), W. F. Seattle (1879-81), S. C. Magrath (1881-3), C. Burland (1874-5), C. V. Daly (1870-2), C. Werner (1893-4), H. McNeill Dibb (1883-4), M. G. Douglas (1893-5), B. O. Daish (1867-9), D. W. Graham (1905-7), W. P. Thompson (1868-9), J. D. Keatinge (1887-90), H. W. Broadbent (1880-1), R. G. Emsley (1879-80), T. Nixson (1904-7), Rev. C. Tremayne (1898-1900), T. H. Spraggon (1905-6), F. Allender (1907-9), Warrington Baden-Powell, K.C. (1861-3).

In addition, the following were at the last moment prevented from attending, and sent letters or telegrams of regret:—Wm. P. Lapage (1859-61), G. H. Dodd (1880-2), C. K. Browne (1872-4), G. Gregory (1887-8), J. K. Chase (1885-7), G. U. Mellard (1882-4), S. S. Richardson (1891-3), G. L. Langborne (1865-7).

Amongst others present were:—Colonel H. Concanon (General Manager of the White Star Line), Arthur Preston, Esq., G. D. Killey, Esq., Rev. J. W. Smyth, Colonel Walker, Dr. Noble, Captains W. Corkhill, J. Keay, J. Trener, Turnbull, Messrs. Backhouse, Kershaw, Jas. Stuart, Wm. Akroyd, E. C. Green, Rev. J. F. Spink.

The Dinner was served in the Banqueting Hall, in the usual high-class manner for which the Exchange Hotel is well known.

The long table was laid for 19, and a T from the centre for 15. The remainder were accommodated at small tables to hold four and six round and square, scattered about the room, giving an excellent effect.

The Chairman, in proposing the toast of "The King," said:—It is customary to formally propose this toast, but on this occasion, in view of the day—Empire Day—kept in commemoration of the illustrious Queen Victoria, the King's glorious grandmother, and the fact that it is within a day or two of His Majesty's birthday, and further that the King having been brought up to the profession in which so many of those who are gathered here belong, I think it is very appropriate that in drinking His Majesty's health all these things are borne in mind. This evening it is your wish and the wish of the whole nation that the King will long be spared to reign over the Empire.

The toast was received with musical honours.

The Chairman proposed the toast of

"'Conways' Past and Present." He said:—Looking round here this evening I think there are several gentlemen who are far more fitted to propose this toast than myself.—(Voices, "No, no.") Well, gentlemen, I say so because perhaps I did not stick to the profession in which I started, while those who stuck to the profession know a great deal more about what has been done by the "Conway," past and present, than myself. Nevertheless, I will try and make up for this shortcoming on my part. With regard to the past, I remember when on board the ship hearing of those who had preceded me as Cadets of the difficulties they had to contend with, and the way in which they were brought up, and I know that my lot was probably very much better than theirs. The ship they had, in the first instance, was very much smaller than I was in. I think I am right, for my friend Mr. Baden-Powell, who was on the old ship, went this afternoon to try and find it, but did not succeed. I was on the "Winchester," and had the pleasure of serving as a Cadet under Captains Mowl and Franklin, and between that time and the present another change took place, and they have that palatial ship of which every "Conway" boy is justly proud. There is one thing that has been associated with every one of these ships, and that is a most excellent management on the part of those who had the care of the ship itself: a most excellent staff and a most excellent education, and a thorough training to send young fellows out into the world properly qualified for the task they are called upon to perform. I left the ship to go to sea with four or five others, and there are those ties which you cannot get away from—associations, with that old "Conway"—and I trust the present generation that are being brought up on the ship will leave her with the same feelings of love and regard which we in the past had when we left.—(Applause.) I think that those gentlemen in Liverpool who were associated with the management and associated with the original idea of establishing the ship deserved every credit for what they did. A good deal of time was given in looking after the welfare of the ship, and a good deal of money out of their own pockets was spent in the early days, and I think the Merchant Service and through the Merchant Service England itself owed to those gentlemen a deep debt of gratitude for what they did—(Hear, hear.) I was very pleased indeed to be asked to come to the ship last

year to present the prizes to the Cadets, and to hear from Captain Broadbent and others associated with the ship the high standard of efficiency and the high standard of moral character instilled into these boys, and the way in which they were being sent out into the world, and this redounds in the highest degree upon those gentlemen who took the pains and trouble to initiate the school ship, and had carried it through properly. I think it is very fitting that this first dinner of the "Conway" Club should take place on Empire

Day. Empire Day is a day set apart in all parts of the Empire for furthering the interests of the Empire, and encouraging the Imperial spirit. I think that the "Conway" boys as a whole are doing an enormous amount in furthering the interests of the Empire. At the present moment they are scattered all over the world doing their utmost in assisting in the development of commerce and trade; and what does more for the Empire than commerce and trade? It is what is drawing the Empire together at the present moment,

and no more fitting occasion can be taken of having a dinner such as this where all the "Conway" boys can meet together than this Empire Day, the 24th May. Some of you did not happen to be here in December when we started this Club, and I should like to say something to you about the aims and objects of this Club. It is to bring together the old boys and Cadets of the "Conway," so that the feeling of friendship and comradeship which we got on the "Conway" should not be lost when we get out and fight our battles in the

world in general. It is an excellent thing that boys as they grow to be men should have some tie which will enable them to remember that there are others who are taking an interest in them; that they are not altogether forgotten, that there is an association with the past which will do them good. We know the trials that young men, especially going to sea, have to go through, and I cannot help thinking that when these trials and temptations take place it is an excellent thing for these young men to feel that there are others who are taking an

interest in them, and that if they go to the bad there will be someone who will be ashamed of them. It is one of the principal things in connection with an Association like our own that there should be such a friendship and comradeship, and they should feel there are others who take an interest in them. In addition to that, I think the "Conway" boys in such an Association as this might do some good to the service as a whole. It is one of the finest professions which any man can undertake—(applause)—for it brings out all the best qualities of character in a man, and the man who is steady, industrious, hard working and loyal to his employer is bound to get on. I think such an Association as this might do some good in drawing the attention of employers of these boys to their needs when they go to sea. I alluded to this last year; and without in any way wishing to tread upon the toes or corns of employers of Officers, I do think that a little more consideration might be paid to improving the lot of those Officers when they go to sea.—(Applause.) I do not in any way refer to the large liners where everything is done to provide accommodation of the finest character, but I do allude to the ships, in which very often young men have early got to go to sea, what is generally known as a "tramp." I do think in this class of steamer owners very often neglect the accommodation of the Officers to whom they commit these ships.—(Hear, hear.) I cannot believe that a man in charge of a watch on board one of these ships, if he is not provided with accommodation where he can take his rest with a certain amount of comfort, can do justice to the person who employs him.—(Hear, hear.) I quite understand that very little can be done to ships already built, but I throw out the hint to those merchant shipowners who are building ships, that, when plans of ships come before them for approval, they should occasionally cast their eyes over the accommodation to be provided for their Officers.—(Hear, hear.) That is one of the things that the "Conway" boy and such an Association as this can do a great deal of good by; and if in any way during my own official career I can assist in furthering the old "Conway" boys and the Merchant Service as a whole, I shall certainly do it.—(Hear, hear.) At the same time I do wish it to be understood that in assisting in the development of a Club of this nature it is not to be a thorn in the side of those merchants and shipowners who do so much for the

country. It is desirable we should do all we can to ameliorate their lot and make it as productive as possible.

Captain Warrington Baden-Powell, K.C., R.N.R., in responding, and addressing the company as "Old 'Conways,'" said:—With a training ship like the old "Conway," you did not forget it. "Once a sailor always a sailor." I believe I am the only old "Conway" who is a King's Counsel. I am extremely glad to hear that an institution has been started called the "Conway" Club, which will bring the old hands together to think of the young ones, and many of the Old Boys are in the position to help the young ones and bring them along. There are only two such Cadet Ships—"Conway" and "Worcester"—and they are providing Officers for the Mercantile Marine and the Royal Naval Reserve. At the same time, do not go to sleep over it, but go to your owners and ask them to get "Conway" and "Worcester" men for their Officers and give the Officers good accommodation, and make the life worth living. We want some change of life in the service, we want something like a substantial contract, something lasting; the profession of the Mercantile Marine is too jumpy, it ought to be made more secure. The old "Conways" can help to do it. In time of war the Navy will have to come to the Mercantile Marine to get Officers on the bridge, for they have the intuitive knowledge of the sailor. Take the sailor that has been brought up on the "Conway": he is at it all day in all weathers, and he gets a small amount of training with regard to electricity and the engine room, but he is a sailor, and that is what we want. Taking another story down, and it is a very important story, they have still to carry the food supply of this country, and who are the men to do this? Why, trained seamen.—(Hear, hear.) Men who are not afraid to run helter-skelter on a dark night without lights or buoys through a channel, and land that food into the country. Look at Liverpool, the crowds that are walking about the streets. If war is on they are going to rule the roost, and unless you carry into the country the food and the other commodities for manufactures, the commerce is stopped, and if that happens the country is done, and done in a very few hours; therefore the Mercantile Marine is of a much greater value than the country places upon it at the present moment—(hear, hear)—and I can only say that when you get such ignorance in

Parliament as we have—(laughter)—you do not get the right laws passed for the Mercantile Marine that ought to be passed, but you get legislation that worries the owner to such an extent that he in turn does not care about his Officers and crews. There is no Board of Trade, but a Marine Department, and we ought to have a Mercantile Admiralty in this great country, composed of the best shipowners and ship captains, instead of as at present, when a skipper has to appear before a Police Magistrate and obsolete skippers. I am not talking “tommy rot” of the book, for I have

defended myself in my profession, skipper after skipper, and I know how badly they are treated. I have had a jolly hard fight to get a first class Extra-Master off before a Court, which was asking questions which had been exploded thirty years ago. The profession is not up-to-date. I am putting this strong to you as old “Conways.” I do strongly advocate that the cat-like nature is ingrained in a boy when he is serving on a sailing ship.—(Hear, hear.) The men who are on the bridge now are men trained in sailing ships, and some lines are carrying—I believe the White Star

Line, with one or two other lines—sail-trained Officers, and I think it is a thing that should be advocated all round. I do not say that steamers should be given up for the training of the boys, but there should be a certain number of training ships in which boys can receive a training that will last their lives. “Conways,” stick to it, and when you get into power make your owners carry “Conways.”—(Loud applause.)

Commander H. W. Broadbent, R.N.R., in proposing the toast of “The Guests,” said:—I want in the first place to congratulate our

Chairman on his forthcoming marriage, and to wish him every happiness.—(Loud applause). Our guests have been very kind to us, and I would like to thank the *Journal of Commerce*, which has given us a lift on the road; and as a direct result of the publication of the list of the Members of the Club, I have been able to put into communication two men who have not met one another for thirty years. One of these is the Harbour Master in Plymouth, who saw the announcement in the *Journal of Commerce*, and wrote to me and asked if I could put him in touch

with Captain Berry, who is the Port Officer in Madras. We are a very young organisation, not quite six months old, but I am glad to say that in that short time we have been able to collect 170 members—(applause)—and I hope before this time next year it will possibly be two or three times more than that number. I should like to see all old "Conway" boys coming into the Club. We are very glad to have Col. Concanon with us to-night, and it is a very great honour for the "Conway" Club. Col. Concanon has been trying his hand at training-ship management, and I am glad to congratulate him on his conspicuous success in that direction. I ask you to drink to the health of "Our Guests," and I couple with it the names of Col. H. Concanon, who is one of the Managers of the White Star Line, and Mr. Turner.

The toast was received with applause.

Col. Concanon, in responding said:—I thought I should meet a number of old friends, and many who are interested in the great industry of shipping. I may say that my expectations have been fully realised, because I have had the very great pleasure of listening to your distinguished old boy, Sir Hamilton Goold-Adams, in his very practical speech, and one which I can assure him will appeal to ship-owners, because when plans of new steamers are submitted to us to-day we undoubtedly look to the accommodation of the Navigating Officers; and if we for one moment overlooked it, the Marine Superintendent who looks after the interests of owners and officers alike, would call our attention to it. In Captain Baden-Powell's humorous and racy speech there was a good deal of practical advice, and much that we have borne in mind; for instance, the practical training of our young Officers in sail. I appear before you in a treble capacity. In the first place my connection with the "Conway" is a family one, for I think that three cousins have been educated on your excellent ship, and one, about ten years ago, was a King's Medallist. Only one has gone in for shipping, but all had a good practical education, which I venture to say has benefited them in a commercial life just as much as it would in the mercantile marine. I appear before you as a shipping manager, and we value very highly the Officers in our service who have been trained on the "Conway"—(loud applause)—and the more of them we can get the better. I also appear before you as the registered manager of the

Training Ship "Mersey," a scheme which was started by my Chairman, Mr. Ismay, not with any idea of financial success, but with the idea of bringing boys up from the "Conway" and "Worcester" to produce the very best material that we can possibly get to officer our steamers in the future.—(Loud applause.) When Mr. Ismay launched that scheme he formed a Committee, of which he asked me to be Chairman, and we had our excellent friends, Captain Murray, Captain Corkhill, and Captain Broadbent, of the School Ship "Conway." We are deeply indebted to Captain Broadbent for the advice he gave us, and we evolved a scheme which I think has made a mark in the history of the mercantile marine. It has not been started with the idea of trading for financial success, but simply to produce the best Officers for the mercantile marine. Shareholders at annual meetings of steamship companies are very apt to compliment the management when they have had a successful year, but the managers in turn always desire to appreciate the work which is done by their superintendents and the navigating staff afloat.—(Loud applause.) The late Mr. Ismay, who I suppose was foremost in the shipping of this town, never let an annual meeting pass without thanking those who took care of the ships of the Company. The successes are not alone made by those in the offices, but also by those afloat, and as steamers become more valuable—worth half a million, a million, and even reaching one and a half million pounds—it is a most important matter to have the very best material that can be supplied, and without detaining you any further, we feel the "Conway" under Captain Broadbent, is doing its best to provide what the Army has and the Navy has, an officer and a gentleman. With well-trained men you are bound to further the interests of the mercantile marine, which is the life and soul of this great nation.—(Loud applause.)

Mr. Turner also responded.

Mr. G. D. Killey, J.P. (Chairman of H.M.S. "Conway" Committee) in proposing the toast of "The Chairman," said:—It is a very happy augury for the Club that the first dinner should be under the Presidency of such a distinguished gentleman as Sir Hamilton Goold-Adams, who is an old "Conway" boy. There has always been among old "Conway" boys a very fine *esprit de corps*, and this Club will undoubtedly tend to increase it, and I

hope the day will not be very far distant when the "Conway" Club will have a habitation of its own. I think that what ought to be the goal of their desires is not a Club that simply gives an annual dinner, but a reality. I can say this honestly: I believe the "Conway" was never more thorough than it is now.—(Hear, hear.) The Committee of Management have always held this before them, that no money should be spared, no pains or trouble is too great to keep up the position of the "Conway" as it has always been, and we shall feel a great inspiration from the dinner to-night to go forward with the work. We feel we are responsible to you, and we look to you to send us more Cadets. We are extremely fortunate in having in Captain Broadbent, Chief Officer Dibb, and Second Officer Douglas old "Conway" boys. There is one point that rests heavily upon us, and that is that the charming race which we had year by year between crews from the "Conway" and "Worcester," one year on the Mersey and the other year on the Thames, has been discontinued. We have two eminent gentlemen here to-night from London, and we send them back with a mission to use their influence so that the races which characterised the life on the "Conway" and the "Worcester" might be continued in the future.—(Loud applause.) I believe there is a great possibility we might see the races continued in the future.—(Applause.) Musical honours accompanied the toast.

In response the Chairman said:—It is a great honour and pleasure to be here amongst you. It was a great honour when you asked me to become your President last year, and I gladly did so. To-night I came down, although I had an engagement in London, which I threw over, which was to meet the Dominion Premiers at the Colonial Institute, and dine with them, but I thought I would be doing more good to the country as a whole by participating in the old "Conway" dinner.—(Loud applause.) I want to allude to-night to my own career, for I attribute the whole of my success in life to the training I received on board the "Conway." When other people who were employed with myself in South Africa were called upon to undertake certain tasks in Central Africa, none of them were able to do them but myself, owing to the nautical training I had received, which included taking observations. I feel perfectly

certain that the training received on board the "Conway" is not only of the greatest use to those who are going to pursue the seafaring profession, but there can be no better training for a young man going out into the world. I quite agree with Mr. Killely that the aim and object of this Club should be the owning of premises of their own. To fully carry out the aims of the Club it is not sufficient that they should meet once a year, but have premises of their own, and I hope you may get sufficient members to justify you securing premises of your own. I shall not be able to be with you next year, as I shall be engaged in the work as Governor of Cyprus, but I hope that when I do return the "Conway" Club will be going strong.—(Applause.)

The remainder of the evening was taken up with a musical programme, the artistes being Messrs. Tom Barlow (tenor), W. H. Atkinson (baritone), Geo. Rowlands (baritone) Sam Wright (violin), Howard Innes (humourist), and A. W. Locke, F.R.C.O. (pianist).

The success of the function was in a great measure due to the admirable arrangements made by the Dinner Committee, which consisted of:—Commander C. K. Browne, R.N.R., Dr. C. Burland, Captain J. D. Hutchinson, Lieut. H. McNeile Dibb, R.N.R., Lieut. J. D. Keatinge, R.N.R., Captain P. D. Murray, Lieut. W. F. Seatle, R.N.R., Lieut. W. C. Thompson, R.N.R., and Commander H. W. Broadbent, R.N.R.
