

THE "CONWAY" CLUB ANNUAL DINNER.

SUCCESSFUL AND INTERESTING GATHERING.

The most successful and enjoyable function organised in connection with the "Conway" Club was the Annual Dinner, which was held at the Exchange Station Hotel, Liverpool, on Thursday evening, May 23rd.

Over one hundred of the "old boys" and their friends sat down to dinner, which was served in the excellent manner for which the Exchange Hotel is noted, and the after-dinner proceedings were of a very happy and congenial character. The speeches which were delivered by the many eminent professional gentlemen present, were highly eulogistic of the magnificent work the "Conway" is doing in training up young men to be Masters and Officers in the Merchant Service and the Royal Navy.

Commander C. K. Browne, R.D., R.N.R. (Vice-President of the Club) presided, and the others present included Mr. Arthur Balfour (The Master Cutler of Sheffield), Mr. G. D. Killey, J.P. (Chairman of the "Conway" Committee of Management), Professors W. S. Abell (Alexander Elder Professor of Naval Architecture at the Liverpool University), J. O. Arnold (Sheffield University); Colonels Geo. V. Allender, V.D., and Frank Walker, V.D.; Messrs. W. L. Roxburgh, R. J. McNally, Reginald Little, A. Strohm, A. T. Crawford, R. A. Crafter, David Jones (Messrs. Elder, Dempster & Co.), H. G. Carter, Jas. B. Wilkie, S. Turnbull, Wm. Backhouse, Edmund D. White (Treasurer, H.M.S. "Conway"), T. W. Moore (Secretary, Imperial Merchant Service Guild), J. R. Mewton, Matthew Beck, D. Ferguson (Provost of Renfrew), L. B. Newall, Alfred Chandler (Assistant Secretary, Mersey Docks and Harbour Board), H. Mason,

J. McLellan, J. G. Rodger (Member of the Mersey Docks and Harbour Board), C. P. Grylls (Secretary of The Mercantile Marine Service Association), D. D. F. Macintyre, S. Helm, R. B. Kershaw, S. M. Kelly, W. C. Hartley, W. R. Dibb, C. W. Cook, E. S. Hyslop, R. C. Rutherford, A. C. Perry, E. H. Banks, Malcolm G. Rollo, G. Biddulph Eaton, T. S. B. Williams, Commander H. Butterworth, R.N. (Training Ship "Indefatigable"), and Captains W. Corkhill (President, Mercantile Marine Service Association), W. H. Kidley, R.N.R., J. W. Batchelor, Jas. Geddes, John E. Essery, John Keay, J. Trenery; Lieut. F. W. Mace (Marine Surveyor and Water Bailiff, Mersey Docks and Harbour Board); Revs. F. S. Herman and J. F. Spink (Chaplain of "Conway"); J. Morgan (Senior

Master of the "Conway"), and the whole of the Scholastic Staff.

The Old "Conways" present were as follows:—Wm. P. Lapage (1859-61), H. L. Wilson (1860-2), Thos. E. Jameson (1865-6), B. O. Daish (1867-9), P. D. Murray (1867-9), W. P. Thompson (1869-70), C. N. Daly (1870-2), J. O. Hope (1872-4), C. K. Browne (1872-4), C. D. H. Bell (1875-7), J. O. Arnold (1875-6), C. Burland (1875-6), E. R. McKinstry (1876-8), B. Dowse (1878-80), R. G. Emsley (1879-80), E. Reddick (1879-80), W. Long (1879-81), W. F. Seattle (1879-81), H. W. Broadbent (1880-1), G. H. Dodd (1880-2), H. L. Barclay (1880-2), J. F. E. Dutton (1882-4), M. B. Wilson (1882-4), S. C. Magrath (1882-4), H. McNeile-Dibb (1883-4), C. L. A. Lecoustre (1883-5), G. Gregory (1887-8),

J. Johnston (1887-99), T. S. B. Williams (1892-4), A. K. B. Broadbent (1893-5), M. G. Douglas (1893-5), C. Wenner (1894-5), W. A. Hawkes (1895-8), B. Hartley (1898-1900), J. W. Gracey (1899-1901), J. D. Hutchinson (1899-1901), C. C. Roden (1900-2), E. P. Berkeley (1904-5), P. A. Mare (1905-7), R. J. Walmsley (1905-7), F. Allender (1906-9), R. F. Power (1907-8), D. Alsop (1907-9).

After the Chairman had proposed the toast of "The King," which was enthusiastically and loyally honoured, Mr. Arthur Balfour, in proposing the toast of "The 'Conway,'" said: Mr. Chairman and Gentlemen, I have to thank my friend Captain Broadbent for bringing me here this evening, and enabling me to be present at this very interesting dinner. I always think on an occasion like

this it is not so much the menu as the "men you meet" (loud applause), and this evening we have commenced to have a pleasant evening. The toast I have to propose is "The 'Conway.'" The "Conway" has been in existence since 1859, and it follows that if it has been in existence all these years it must have been doing good work, or it would have died long ago. It also follows that there have been many eminent Liverpool gentlemen to take the chair of control of the "Conway," and Mr. Killey is no exception to that list (loud applause), and that is one of the chief reasons that the "Conway" continues to be so successful. I believe those four thousand boys who have passed through the "Conway" have become eminent in their profession, and have carried on the traditions of England to

all parts of the world, and have added many sailors to our Merchant Service and Navy. There never was a better time to train our boys, and the "Conway" is for that purpose. My friend Captain Broadbent is, I believe, the fifth Captain of the "Conway," and he has done excellent work in pushing the "Conway" forward, and it is probably due to his initiative that the "Conway" Club was formed. We are all delighted that he has been so successful during his term of office. I think one might describe the work he has done on the "Conway" in the same way as I have heard applied to American politics, in three short phrases—a long arm and a glad hand that he gives the boys when they arrive on board, and the swift kick in the pants they get if they do not behave themselves (loud laughter). I know we have an excellent musical programme waiting for us. We are all pleased with the work that the "Conway" has done, and we hope it will do the same work in the future as in the past, with Mr. Killey as Chairman and Captain Broadbent as Commander. I ask you to drink to the toast of "The 'Conway,'" and couple with it the names of Mr. Killey and Captain Broadbent. The toast was received with enthusiasm.

Mr. G. D. Killey, J.P. (Chairman of the "Conway" Committee of Management), who on rising to respond was warmly received, said: Mr. Chairman and Gentlemen, I feel it no small honour to stand up this evening to reply for the "Conway," and before doing so, with your permission, I will make a digression from the usual course, because I feel, meeting to-night as we all do, some more, some less, intimately connected with shipping, that an opportunity of this kind cannot be allowed to pass without a slight reference to the calamity that has recently occurred, which not only stunned us in Liverpool, but the whole civilised world. Our sympathy goes out to those who have lost friends; our sympathy goes out to the great shipowning firm of Ismay, Imrie & Co. (hear, hear), and incidently, and in connection with the "Conway," our sympathy goes out to the relatives of Mr. Moody, one of the Officers on that ill-fated ship. With those few remarks, gentlemen, I will now pass to respond to the toast of "The 'Conway,'" proposed in such flattering terms by the Master Cutler of Sheffield (Mr. Arthur Balfour). Some fifteen years ago, when I was invited to join the

Committee of the "Conway," and which I considered no small honour, seeing I have been connected with a family who have sailed out of Liverpool for something like one hundred years, a friend of mine met me and said, "I hear you have joined the 'Conway' Committee." I said "Yes," and he said, "They are dreadful ruffians, are they not?" I replied, "I do not know, not particularly." My friend said, "What sort of crimes have they committed?" I said, "My friend, I think you are on the wrong tack." He said, "It is a reformatory ship, is it not?" and I then told him that the "Conway" was a ship for training Captains and Officers for the merchant service.

Continuing, Mr. Killey said: I am afraid there are a great many outside the shipping circle of Liverpool who have heard about the "Conway," but have not taken the trouble to find out the work we are doing. I venture to say the "Conway" is doing a great national work (loud applause), for we are training on board the "Conway" young gentlemen to take the position of Officers on board the steamers sailing out of the Mersey. After dilating upon the important work that the "Conway" was doing, I lost sight of my friend, and quite a number of years afterwards he said he should like to have a ticket to go on board the "Conway." A few days later I met him, after his visit to the "Conway," and he said, "What an ass I was!" and he said he then knew what the "Conway" was and what a splendid work she was doing.

Continuing, Mr. Killey said: You have entrusted to us the work of bringing these young men up to be officers on these splendid ships which are sailing from all parts of the United Kingdom, and the Committee believe they are doing the work in a satisfactory manner. We believe that the "Conway" to-day is in a better position than ever it was. They have developed the work on board in such a manner that I venture to say she stands in a premier position for the training of gentlemen for the merchant service. There is another very important branch attached to our work, and that is the Cadetships that the Admiralty grant us, and I am glad to say that at a recent examination the Admiralty increased the number by three, and gave us five Cadetships. I may say without egotism the Admiralty like "Conway" boys, and as our large shipowners like "Conway" boys, it seems to me there is going

to be a fight between the Navy and the Merchant Service.

Gentlemen, if our dear Liverpool is going to hold its own in the future—and she will hold her own (hear, hear)—we have the enterprising shipowners, and they are represented on the right, left, and front of me, and the Dock Board, which is represented by several gentlemen in this room to-night; they are progressive, and it is the duty of the "Conway" to be up to date, so that we may ever have a continuous flow of young men prepared to go into these large shipping concerns and be the future Officers and Masters. I do feel, seeing so many old "Conway" boys before me to-night, the responsibility of the position of myself and my esteemed colleagues on the right and left occupy; but I venture to say for

these gentlemen that there shall be nothing wanting on our part as far as development, equipment, and forethought goes, so that the "Conway" of the future may be up to and equal to the "Conway" of your day. It is for you, gentlemen, to support us. There are so many opportunities when you may support us. We are now taking the grandsons of old "Conway" boys, and although I have had no son to be trained on the "Conway," it is quite possible I may see a grandson on the "Conway" (loud applause). I hope it may be so. It is for you, gentlemen, to bear in mind the "Conway"; you know what the "Conway" is doing, and what we are striving to do, and in your hands we leave the possi-

bility of a large supply of Cadets. In our hands rests the responsibility that the "Conway" never falls short of your ideal. I thank you for coupling my name with the toast you have proposed and received (loud applause).

Commander H. W. Broadbent, R.D., R.N.R., also responding, said: Mr. Chairman and Gentlemen, before I say anything in reply to the toast my friend Mr. Arthur Balfour, the Master Cutler of Sheffield, has so kindly proposed, I should like to give an account of my stewardship in a small matter that was entrusted to me at a meeting held before the dinner, that a cable be dispatched to our President, the Governor-General of Cyprus, sending greetings from the "Conway" Club (loud applause). I wrote the cable out, and the young lady promised to send it off, and a

boy was sent to the Post Office with it. He, however, came back, with the request to know where Cyprus was. We told him it was an island in the Mediterranean, and he came back again, for they wanted to know what town Mr. Goold-Adams lived in. We told him that "Goold-Adams, Cyprus" should be enough, or "Goold-Adams, British Empire," and we changed it from Goold-Adams to Governor, and we hope it is now in his hands. I am sure he is with us in the spirit if not in the flesh, as he was this time last year. Mr. Killey has alluded to the "Titanic"; may I allude to the more cheerful aspect of that great disaster, and mention the "Carpathia"? The Captain of the "Carpathia"

(Rostron) is an enthusiastic member of our Club, and one or more of his Officers also. I think we can congratulate our fellow member, Captain Rostron, on the way he did his part of the job (hear, hear). Continuing, Commander Broadbent said: I feel that I have a very responsible position as Captain of the "Conway." It is always with me, but never more so than on the evening of the annual dinner, because I find myself by right of succession *in loco parentis* to men like Captain Lapage, Dr. Burland, Captain Murray, Captain Bell, Captain Dodd, Captain Thompson, and others I see round the tables here. Gentlemen, the weight of years on an occasion like this oppresses me mightily. Times have changed since those gentlemen were on the "Conway," and I think we live in softer times, but I do not know that we breed better men. My old Captain—Captain Franklin—had a great belief in the virtue of the cane as wielded by the mighty arm of Quack (a voice: "good old Quack"), but I think there was a great deal of virtue in Quack's cane, or else so many of my time and before would not have risen to such eminent positions that they have attained in the nautical and other worlds (hear, hear). We endeavour nowadays to replace these little persuasions with other matters; and I think when I look round and see the number of young men here whom I have had the honour of starting in the world, that perhaps we have solved the problem, because they are evidently on the way to equal success (hear, hear). My endeavour has been, and I have always had it in my mind, to be able on an occasion like this to meet old "Conway" boys of my time and before, and tell them that the traditions they made are being upheld and improved upon. I think I can look you, gentlemen, in the face with a clear conscience. I am much obliged to my friend Mr. Balfour for proposing the toast of "The 'Conway'" so kindly, and you, gentlemen, for receiving it in such an enthusiastic manner (loud applause).

Captain H. Lyle P. Leitch, in proposing the toast of "The 'Conway' Club," said it was indeed a happy inspiration which prompted, though tardily, the formation of this excellent institution for the purpose of annually bringing together those who were once messmates and comrades in the well-known training ship, and there seems no doubt but that it has come to stay, for its destiny is in the best of hands. Its members, I understand, were all "Conway"

Cadets, many of whom now occupy positions of eminence in various spheres. Its distinguished President, Sir Hamilton Goold-Adams, Governor and High Commissioner of Cyprus, is an old "Conway" boy, and so are some of our judges, admirals, physicians, barristers, nautical assessors, marine superintendents, and Commanders in leading British shipping companies (hear, hear). The Peerage was represented by the late Earl of Egmont, and the Church is not left outside, for a Bishop can claim the honour of having received a nautical education within her wooden walls. Some members of the Club are motor experts, land agents, farmers, pilots, and French gardeners (laughter). These facts, Mr. Chairman, impress me with the wonderfully comprehensive character of the school curriculum, the chief aim of the teachers apparently being to impart wisdom sufficient to enable the scholars, after a brief period afloat, to obtain more important or more lucrative positions on shore. I was once a shipmate of a "Conway" boy who is now in command of a Liverpool liner, and if he may be taken as a fair specimen of the rest, they must be a smart lot, for he seemed to excel in everything, whether on or off duty. In his element at a weather earing, or when showing (I should say making) his "dog's body," which always looked tempting, he was an epicure, and quite an authority on "cracker hash" and "dandy funk." No wonder that such men should form themselves into a Club, and have an annual sumptuous repast such as this, to remind them by contrast of the time when "lobscouce," "slamgullion," and "sancta punkus" were considered delicacies (laughter). It is also my privilege to be now associated officially with one of the Club, Dr. Burland, who is largely responsible for the new edition of the "Ship Captain's Medical Guide," and is still proud to be known as a "Conway" lad and a sailor. Let us drink to the "Conway" Club, the toast being coupled with the name of Commander C. K. Browne.

The toast was received with musical honours.

In responding, the Chairman said: Gentlemen, I must thank you first of all for the very enthusiastic manner in which you drank the health of "The 'Conway' Club." As you were told, the "Conway" was started about the year 1859, but it was 1909 before we had our first annual "Conway" Old Boys' Dinner. There were a few in Liverpool who started it in 1909, and afterwards we formed

the "Conway" Club. It has been formed for the purpose of bringing old "Conway" boys together, generally and principally for the purpose of carrying on our annual dinner, which up to the present has been a very great success. This year we have a more distinguished company than we have had any year before. In the old days, when I was on the "Conway," there was always a certain amount of jealousy between the "Conway" and the "Worcester." We do not hear much about the "Worcester" in Liverpool, but we used to hear a great deal about it at that time. The London boys used to think the "Worcester" was a great ship, and we in Liverpool naturally thought the "Conway" was a great ship, and at the present time out of Liverpool we have

got the biggest and fastest ships in the world (hear, hear). Then we used to have our "Conway" and "Worcester" boat race, and it was going on for many years, and I think the "Conway" knocked the "Worcester" altogether, and now they do not come up to the scratch, because the "Worcester" boys will not come up. Is that not so? (A voice: "It is their fault.") When I was an apprentice, a London boy always looked with great contempt upon the Liverpool boy. I do not know why, but the Liverpool boys have always managed to hold their own, and now out of Liverpool we have the best and fastest ships, and London is nowhere at all (laughter). I thank you for drinking the health of the

"Conway" Club, and I hope it will go on very well. It started very well, and I hope the next annual dinner will be just as great a success as this one is (loud applause).

In proposing the toast of "The Guests," Dr. Burland said: Mr. Chairman and gentlemen, one of the many advantages to a medical man belonging to the public service—there are disadvantages which we need not go into at present—is that you can get up and you can attempt without the slightest compunction or misgivings to propose the health of anybody you please. Of course, I say it is an advantage of being in the public service, because if you are a hardworking practitioner there is something incongruous in proposing people's health (laughter). You do it in a sort of half-hearted

way. You have got to do it, but you do not feel exactly that it is good for trade; but situated as I am, I can do it with a free mind and whole heart, and it gives me great pleasure to propose the health of our guests to-night. I would like to point out that this Club of ours started in 1909, and our first annual dinner took place on the fiftieth anniversary of the starting of the "Conway" as a school. Since then we have largely augmented our numbers, and in an all too hurried few words one appreciates the fact that many have taken a great deal of trouble to get here. They have come from a long distance. Captain Gregory, of the Royal Line, has come from Bristol, and is going back to-night. On

my left is the oldest "Conway" boy alive, Captain Lapage, and more power to him (loud applause). He has come from London to attend our dinner (loud applause). Another veteran in reality—although he does not look it—is Captain Wilson of the Clan Line. He has come from Glasgow, and has brought an old friend, Provost Ferguson, of Renfrew. I should like incidentally to say that in a long and chequered career, commenced on the "Conway," through the Mercantile Marine, and then into the realms of medicine, I consider the greatest honour in my life was to be elected on the Board of Management of my old ship, and when I think of the men with whom I have the honour to be associated on this Committee of Management, really one's heart warms and glows towards the school, and everything connected with it. I might mention one name only—there are many others I can mention—Captain Murray, a man who is honoured, beloved, and respected by all (loud applause). Gentlemen, I am glad and proud to see that appeals to you, as it does to me. We have amongst our guests to-night the great pleasure of welcoming Professor Abell, of the Liverpool University; Mr. Arthur Balfour, the Master Cutler of Sheffield, to whom we are indebted for a charming speech (loud applause); Captain Leitch, the Principal Officer of the Board of Trade for the district; and many others. All I can say in proposing your health, and I do so with the greatest pleasure and delight, is that we as old "Conways" greatly appreciate your presence amongst us, and we only hope that you will come along another year. We have a Queen's Medallist present. I may mention that many years ago I was returning from the land of eternal snows on the "Oceana," over which the waters have unfortunately closed, and sitting at my table were two old "Conways." I said, "Excuse me, I think you are a Queen's Gold Medallist of the 'Conway.'" He replied, "Oh, yes, I am, and this chap on my left is another Gold Medallist." It gives you an idea that it is a proud thing to be a Gold Medallist on the "Conway." Then there is the Mercantile Marine Service Association's Medal; and we have in Captain Dodd, the Superintendent of the Cunard Line, a holder of that gold medal. I have the greatest pleasure in proposing the health of the guests, coupling with it the names of the gentlemen I have mentioned.

In reply to the toast, Professor W. S. Abell said: I must express, on behalf of the other guests, as well as for myself, our great appreciation of your hospitality, and say how much we shall look forward to coming again—if we are asked. A gathering of this nature is necessarily a personal one, and provides opportunities for the re-union of old friends, who, apart from such an occasion as this, would have little opportunity of meeting. This furnishes the keynote of the speeches—that they must not be serious, which makes it very difficult for me, because, since I have been in Liverpool, I find myself becoming more serious every day. If, therefore, I should say anything serious, I would appreciate your kindness if you would take it humorously, and if, on the contrary, I fully expect you will regard it as humorous. I must admit my rashness in agreeing to speak before such an assembly, because, judging from the many remarks I have heard regarding the *cuparius* of naval architects, I saw on reflection that I was entering the lion's den. That it might be said "Here is a naval architect. Let us remove one of that order at least, particularly one who is encouraging and developing such an iniquitous practice." Although I have thus far survived, yet I must plead guilty, and admit that I have never yet heard of a case in which a ship designer had by any means met the desires of those who had to control the vessel. Perhaps this is because many of those who design ships never see the sea, and contend—rightly enough in their case—that they do better without doing so. They avoid the sea and the ships, so that they need not meet those who have charge of them, or, perhaps, because they do not like the sea, nor it them. As a fact, the reason I am here now is only because I did not want to go to sea. On the other hand, it is desirable that a naval architect should go to sea for some little time to ascertain the behaviour of a ship under working conditions; to see not only what is necessary, but what can be done without—to see what provision made is never used. It was quite common in the Navy for complaints to be received that the ventilation of the officers' cabins was defective. It was found, however, by sending naval architects to sea, that the first thing that occurred on leaving port was to remove the elaborate and beautiful spiral ventilating cowls fitted to each cabin, and to close the openings with deck plates, because

of the damp air which came in. There have been many cases on record where shipmasters have designed vessels with more or less—many less—satisfactory results. Many people are greatly fascinated with this subject, and such a pastime grows rapidly on them, with corresponding trouble—I think in all cases—for the naval architect at some later stage. There is, however, one particular case on record in which the naval architect was also the builder, and later, the Master. You may perhaps have read it, but it will bear repetition. It was in the old wood shipbuilding days that this man designed a vessel to engage in the live cattle trade. He produced a ship whose dimensions, as far as I am able to discover, were some 350 feet long, 55 feet wide, and 35 feet deep. She had three decks, and

was well equipped with stalls for the cattle and the necessary crew. Moreover, provision was made to carry food supplies for something like 300 days (laughter). I have looked very carefully into this design, which was actually carried out, and I have not yet learnt how he managed to stow all the fodder and to carry two of every living creature on the face of the earth in a vessel whose length could not possibly have been greater than 350 feet. Joking aside, it is certainly remarkable, whatever the actual dimensions of the Ark may have been, that the proportions of length to depth, which is necessary for strength, and the proportion of beam to depth, which is necessary for safety, are very much in agreement with the best modern practice. Noah, we may say,

was therefore a good naval architect, although he had not the advantages of a University training. Moreover, any man who loaded with safety a cargo of such a character as this, and arranged for heavy moving deckloads of some ten to twenty tons, which were common in the live-cattle trade of those days, and who further navigated such a vessel through forty days of tempest, bringing her at last to a safe anchorage on the top of a mountain, must, you will agree, have been a shipmaster of no mean capacity (applause). It is therefore possible to combine in one man the two professions, which, after all, is not remarkable, seeing that there are many points common to both. I was comparing the other day the virtues of the doctor and the engineer. They are both striving with the forces of nature—

I forgot at that time the shipmaster who obviously has the same task. They who go down to the sea in ships, as well as those who harness the power of the world, and those who improve the conditions of the body, have at least to be men, for Nature is a hard master, only permitting man under very special circumstances to do anything. On occasions he has to recognise that there is something greater, something more powerful than the wit of man can devise. Further, although the doctor can bury his mistakes (laughter), his reputation may go with it, whilst for the engineer and shipmaster, their mistakes—or rather, shall it be said their errors of judgment—often cost them not only their reputation, but their lives. It follows therefore that with the hard wall of nature

was well equipped with stalls for the cattle

I forgot at that time the shipmaster who