

WRIGHT AHEAD

THE HEAD-WRIGHTSON NEWS LETTER

Vol. 3

MARCH 1952

No. 1



TEESDALE STEEL FOUNDRY INTERDEPARTMENTAL CUP WINNERS 1924.

CHAIRMAN & MANAGING DIRECTOR'S LETTER

My Friends,

Some days ago, the photograph that is reproduced on this page, was put on my desk. If you look carefully on the football you will see the date 1924. It shows the Steel Foundry team who won the departmental cup that year. Many of you will recognise that it is Mr. Mercer who is holding the cup. Twenty eight years are not long in the history of Head, Wrightson. For example, on the back page you will find a sketch of Mr. Israel Smith, who has actually been working with us for sixty five years. More than half the people in the photograph are still with us. We have, in fact, some three hundred and fifty men with over twenty five years service, and twenty with over fifty years service. For the latter, a memento is being prepared.

Sir Guy used to emphasise "continuity." As an industrial community, we can only maintain continuity of being for ourselves and our children if we are successful. As a nation we have to ensure that we can buy our food

and raw materials. As a Company we have to see that we have sufficient margin to get better machinery, better buildings, more amenities something for research, general progress, and to bridge variations in trade, and an adequate return to give the confidence necessary should we require more money.

As a Company, we cannot over-ride international and national trends, but we can be alive to our own responsibilities, and do what we conscientiously know is the right thing, in our own way.

"Give us the light that we may tread safely into the unknown."

It is the duty of our leaders to show us the light, but in a democracy it will be found to be a reflection of that which comes from ourselves.

"Let your light so shine before men that they may see your good work."

Richard Miles



MR. DENNIS KIRKPATRICK AND MISS MARGERY MANN.

DEATHS

Condolences to the relatives of:—

Steel Foundry.

Mr. J. Munro.

Stockton Forge.

Mr. Danny Coghlan one of our Pensioners, who started with the firm in 1895 and retired after fifty years' service.

Mr. A. (Tony) Alderson who served for forty six years' with the Forge Wages Dept.

Mr. H. Seymour, Fitting Shop, after a long illness.

Mr. H. Irish, Bridge Yard who started with the firm in 1930. (Retired)

Pattern Shop.

Mr. E. Britton, Retired Pattern Shop Foreman, Teesdale.

We regret to learn of the death of Mr. Fred Mercer, brother of our Mr. John E. Mercer. Mr. Fred was with us in 1922 and also did service for our South African Company at Benoni.

BIRTHS

Stockton Forge.

To Mr. & Mrs. Norman Pode (Fitting Shop), a son.

Steel Foundry.

To Mr. & Mrs. Jarratt, a daughter.

MARRIAGES

Best Wishes to:—

Stockton Forge.

Mr. Leslie Ellis, Fitting Shop to Miss Sally Rippon.
Mr. J. Merryweather, and Miss Olwen Jones of our Shipping Department.

Miss Greta Thurlwell, Canteen and Mr. J. Cotts.

Steel Foundry.

Mr. R. Fisher.

Egglescliffe Foundry.

Mr. H. B. Beevers, Cupola Attendant, to Miss Joan Walton.

Bridge Yard.

Mr. T. Christon and Miss D. Railton.

Mr. R. Isley and Miss O. Fletcher.

Miss M. Hill to Mr. J. Levett.

Teesdale.

Mr. Gerard R. Cutter, Accounts Dept. to Miss Joyce Firbank.

Miss Margery Mann, Cashier's Department to Mr. Dennis Kirkpatrick, Pattern Shop.

ENGAGEMENTS

Congratulations to:—

Egglescliffe.

Miss Kathleen Green, Wages Dept. to Mr. Peter Simpson.

Mr. W. R. Porter, M/Shop and Miss J. Kerridge.

M'bro Works.

Mr. W. M. Johns (M'bro Cranes) to Miss Audrey Newham.

Mr. Albert E. Fisher (Young 'Bud') to Miss Gwen Ward.



MR. T. CHRISTON AND MISS D. RAILTON.

TO ALL AMATEUR ARTISTS AND PHOTOGRAPHERS.

One of our Departments has in mind the reproduction of a picture of some local beauty spot within the area of Teesdale and Cleveland. A small prize will be awarded for any picture which may be used. Entries should be submitted to the Personnel Manager.

STOCKTON FORGE MALE VOICE CHOIR.

We would like to appeal to the chaps who can sing to join the Forge Choir.

It does not matter whether you can read music or not, if you enjoy singing come and enjoy it with us, and let your 'epiglottis' have a rattling good time.

Just contact Bert Brewis, Ronnie Ingledew or Jack Green and they will put you right.



COUN. H. DRINKEL, MAYOR OF THORNABY, GIVES A CIVIC SEND-OFF TO MESSRS. R. V. RUSSELL, S. EDDY AND THE AUTHOR WHEN LEAVING THORNABY TO TAKE PART IN THE MONTE CARLO RALLY.

by courtesy of the "Evening Gazette"

The Twenty Second Monte Carlo Rally 1952.

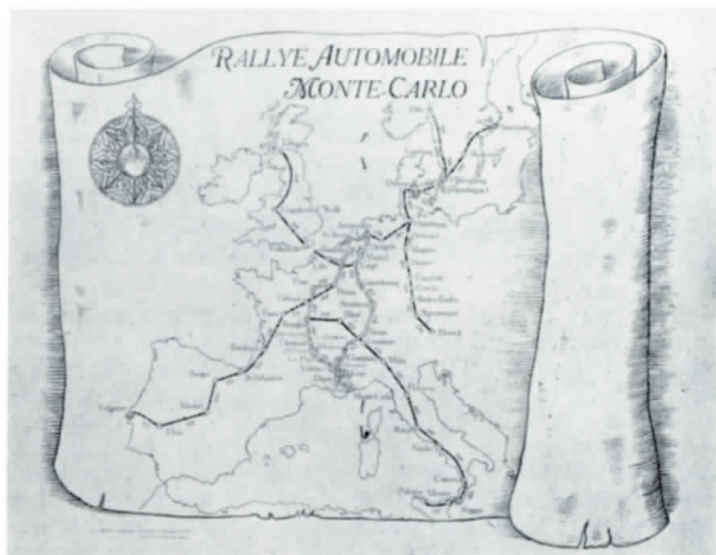
By R. S. Waller.

I have always been interested in cars and motoring and I was very pleased to be given the opportunity of making up a team for this year's Monte Carlo Rally. In a short time I obtained my international driving licence, a competition licence and completed my currency arrangements. Our team of three consisted of Mr. R. V. Russell, proprietor of the Harewood Garage, Mr. S. Eddy, butcher and myself. Our first concern was to try and familiarise ourselves with the appropriate maps and to master the complex rules and regulations governing the competition. Reports on road conditions and general experience of rallyists, who had made preliminary rounds over the course earlier in the new year, were keenly sought for in the various motor journals. These reports were to prove most useful to us during our own trip.

This, the twenty second rally, had seven starting points:— Glasgow which was ours, Lisbon, Palermo in Sicily, Munich, Oslo, Stockholm and Monte Carlo itself. The Rally's object is to put production saloon cars under rigorous test in some of the most trying country, under the worst weather conditions likely to obtain at any time of the year in Europe. Competitors are required to maintain an average speed of thirty two m.p.h. for the whole journey which time has to include that spent over meals etc. An average speed of forty m.p.h. must not be exceeded. This meant that to cover three hundred and twenty miles the shortest time which can be taken is eight hours and the longest ten hours. A competitor who enters a control earlier or later than these times loses points. Each route has several such check points or Controls. Competitors, on arriving at these points, drive into a Controlled Car Park and the team, complete with Log Books, proceeds to the Control Room.

There they sign the log book with the Clerk of Control as witness and it is retained by the Chief of Control until two minutes before the scheduled time for departure arrives. The time of entering the Control is then stamped in the appropriate space for that particular Control.

The day of departure from Thornaby arrived and we had a Civic send-off by the Mayor and Chief of Police and received good wishes from many friends in the district. We arrived safely at Glasgow where the car was driven into the official Rally garage for sealing. This consists of putting a dab of paint on parts like tyres, engine, steering column and rear axle, which can not be exchanged during the journey. On arrival at Monte Carlo,



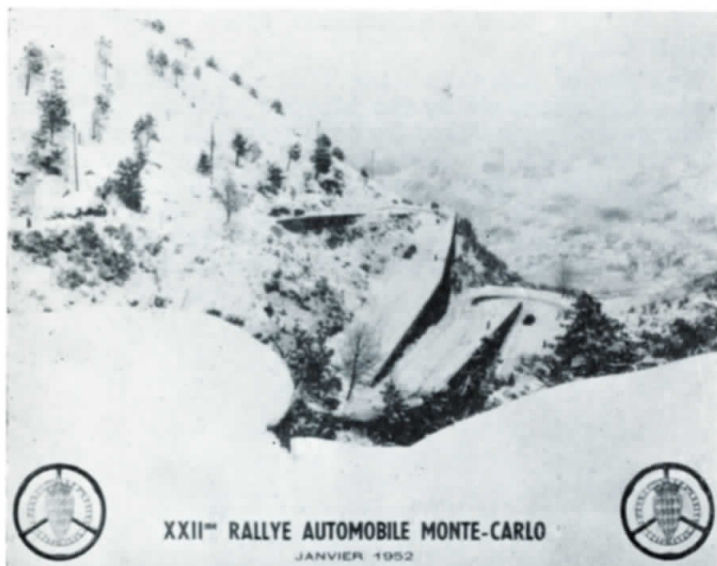
this paint is covered with another solution which changes its colours and thus proves to the authorities that the part painted is the original part. The evening was spent at the Royal Scottish Automobile Club, where one of the previous year's competitors gave a talk and showed a film he had made recently on the eliminating circuit, the Col-de-Braus. This was very interesting and was probably of great assistance to those competitors lucky enough to reach the last stage.

The next day we were entertained to lunch by the Scottish Automobile Club and free drinks were also provided. This was probably not as extravagant as it sounds since by this time most people had lost their appetites and turned practically teetotal.

The Lord Provost of Glasgow started off the Rally before large crowds in Blythewood Square. Cars were set off at minute intervals and consequently a good deal of control was necessary. We left at 2.05 p.m.

Our first control point was at Llandrindod Wells and apart from a bad stretch between Glasgow and Carlisle where there was rutted snow and fog patches, the journey was not too bad.

We left Llandrindod Wells at 11.25 p.m. and from there had a relatively easy run to London. We were in London in the early hours of the morning and made a rapid passage through there. From there we went to Folkestone and were safely put aboard the boat, where in spite of the terrific crush we managed to get a good breakfast. The crossing was smooth and we eventually docked at Boulogne and put forward our watches an hour to coincide with French time. We had from 12 noon until 4.15 p.m. to get to Lille. I had my first experience of driving in the Rally on the Continent on this stretch and we arrived in good time at our Control at Lille where generous hospitality in the form of champagne and sandwiches was provided. From this control we proceeded towards Liege and the worst part of this journey was through Brussels which was brilliantly lit. Just after we left Brussels, we were passed by Raymond Baxter, the B.B.C. commentator and gathered, as was later confirmed in the Press, that he had been lost in Brussels and was making up lost time.



Liege was one of the worst Control points so far as accommodation and food were concerned. Our next time control was at Amsterdam, and we went northward towards Holland through Venlo and on this road we experienced our first continental snow. At this point we were joined by the Oslo and Stockholm contingents. We dined on beefsteak "avec oeuf" and, having been issued with food parcels, we set out once more for Brussels, this time via The Hague. Brussels on this occasion was a Control point with toilet accommodation available at the Belgian Auto Club. The accommodation

provided was, of course, totally inadequate to the number of clients and by foraging on my own, I arrived in the accommodation marked "Members Only" — a most luxurious place by Belgian standards even toilet paper provided. We left Brussels, guided by a young blood who had obviously borrowed his father's Citroen car, as he took full advantage of the police let up on speeding. Fortunately we were able to keep up with him and he waved us farewell on the Rheims road.

The next part of the route lay over long straight monotonous roads, which at night gave one the impression of driving through a long tunnel. This was because of the large trees which bounded them on either side. At one corner on this road there was a serious crash and it is interesting to note that after this the high speeds of most competitors dropped by a good 10 m.p.h.

From Rheims to the next control at Paris, our journey proceeded practically without incident. From Paris our route lay via Bourges which is at the foot of the Central Massif and this is where the rough stuff really began. The roads were icy and we had to use chains. By dint of hard driving on the part of our skipper we reached the check point on time—and from this time all competitors were using the same route. From Clermont Ferrand we had to cross a mighty mountain range to reach Le Puy and realised that our troubles were now beginning. The weather was worsening rapidly and it was around this time that Raymond Baxter had, apparently, put the wind up all interested mothers, wives and sweethearts at Home by suggesting that prayers would not be bad things to turn to. Presumably, his near ones had not prayed hard enough as we soon passed his car in the ditch. At this point fog necessitated reduction of speed to 12 m.p.h. and the use of 2nd gear for many weary miles. We knew that things were going against us but our skipper kept his head and realised that he was doing the safest maximum speed for the weather conditions and type of road.

The road itself in this region is difficult to describe except that if there is not a 200/300ft. drop on the right hand side, it is on the left hand side. Many cars finished on a particularly difficult part here. We finally reached Le Puy thirty minutes late and were there issued with details of the three routes which could be taken to Valence. Two of these routes were reported blocked so there remained—Hobson's choice. Finally, we reached Valence where we were put out of the rally. Our Log Book was taken from us and despite the fact that we explained that we should like to complete the course, having it signed at the various checks, we were not allowed to do so.

From that point we decided to enjoy the route as normal tourists and at last in a short period of fifteen minutes dropped from thick snow down to the cactus, palms and warm sunshine of Nice, and from thence along the Mediterranean seaboard to Monaco.

Brown Trout Angling Association

Our Chief Metallurgist has other interests besides steel. He has just been presented with a gold watch by the Darlington Brown Trout Angling Association of which he has been for twenty one years, President.

ANOTHER MOTORING EXPERT

Mr. J. W. Gowland of the Process Plant Dept., Engineering Division, is spending part of his holiday this year competing in the 4th International Tulip Rally, which is a motoring event organised by the R.A.C. West Holland.

The Rally starts from London on 21st April, the route proceeding to Noordwijk in Holland via Boulogne, Paris, Reims, Brussels, Bourges, Clermont-Ferrand, Le Puy, Valence, Besancon, Luxembourg, Clervaux and Eindhoven. The total distance to be covered is approximately 2200KM. at an average speed of 50KM. per hour.

DIVISIONAL NEWS

ENGINEERING DIVISION

Machine Shop.

All members of the Division send their best wishes to Tommy (Doc.) Proctor who has rejoined the Army. Tommy never really settled in Civvy street. To Tommy—best of luck—to those who oppose him on the football field—our deepest sympathy (they'll need it).

Everyone is pleased to see the return to work of Harry Armstrong after his painful injury. Harry suffered a double fracture of the jaw when keeping goal for Billingham against Evenwood.

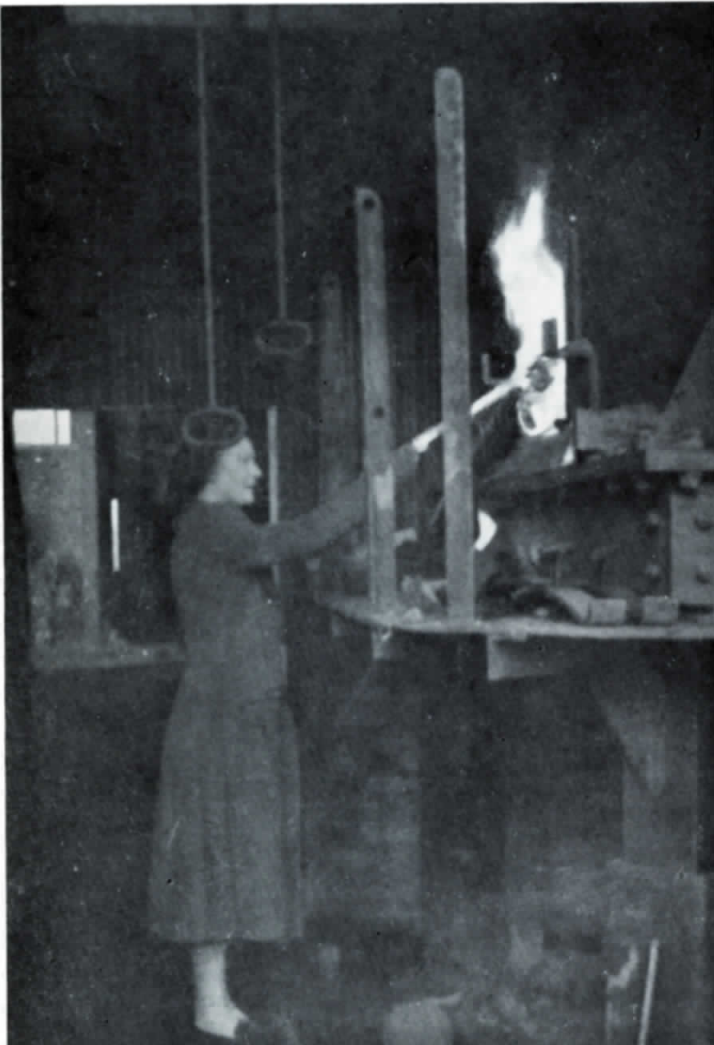
We hope for a very speedy return to work of Bill Malone.

Bridge Yard.

"A most interesting exhibition of Welding and Burning was held in the Bridge Yard on the 16th January, showing the various types of equipment and processes now being used by the Engineering Division.

Seven items of plant were shown, but of special interest was the demonstration of stainless steel cutting by the Powder Process and the prototype machine for Argon Arc Machine Welding of Aluminium.

This demonstration should indicate that it is the aim of the Management to provide the most up to date equipment and use the newest technique immediately it is available. By this means only can we continue to keep ahead of our competitors in the various fields of Engineering."



IRON FOUNDRIES

Egglecliffe.

Congratulations to Miss Kathleen Moss who has gained further successes in the Musical Field following those reported in the last issue. At the recent Musical Festival at West Hartlepool Miss Moss won the Silver Cup for Soprano Solo and also the Silver Cup for the Open Class 17-21 years.

The first two new 12-ton an hour Cupolas at Egglecliffe were put into commission some weeks back and Mr. Addison's Secretary, Miss Thelma Hulbert is seen here lighting the Cupolas at the opening ceremony.

TEESDALE STEEL FOUNDRY

Since our last issue of "Wright Ahead" the Steel Foundry has suffered the loss of Mr. Jack Munro who had been employed in the Dressing Yard for twenty five years. His death was quite a shock to all.

We are pleased to welcome back Mr. D. Allison after his long spell of Hospital treatment. Mr. Allison was a very popular playing member of the works team and our departmental football team.

Mr. H. Coppinger is back on the job after a long illness, welcome back.

Quite a number of well-known members of the Division are on the sick list—Miss Bryan, Mr. P. Haston, Mr. R. Fisher, Mr. W. Seeley, Mr. W. Haston, Mr. J. Ralph and Mr. J. Lawrence—we wish them all a speedy recovery and look forward to seeing them back once more on the job.

STOCKTON FORGE

The marriage of Mr. Leslie Ellis reported elsewhere has caused the comment that this is one problem he won't solve with logarithms.

Retirements.

Nurse Riley retired on 1st February, after eleven year's service in the Ambulance Room. She received a Chiming Clock from the Staff. Mr. Wardell made the presentation and wished her a long and happy retirement.

Bob Denny retired after fifty six year's service. He had the distinction of being born on the site of the works. His workmates gave him a cheque to mark his retirement. Mr. W. Sowerby made the presentation.

Their fellow employees wish a speedy recovery from illness to the following: Mr. T. Dobson, Mr. F. Wilson, G. Ellis, J. Sowerby, W. H. Watson, S. Nichol, C. Johnson, G. Todd.

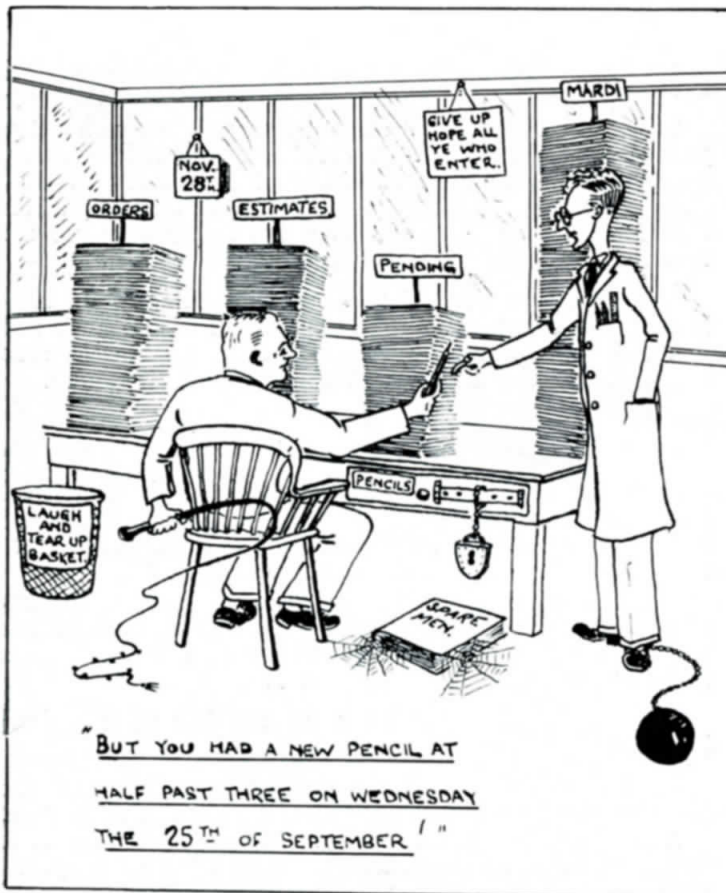
They are glad to welcome back to work the following whom they hope are now fully recovered:— Mr. G. Wallis, J. Gregson, G. Rowe, E. Malcolm and G. Plews.

A well-known figure, in the past, at all our pensioners' functions was Mr. D. Coghlan. It is with regret that we report that Mr. Coghlan died recently at the age of eighty six.

It is rumoured that a certain turner at "The Forge" will probably get his Old Age Pension before his wedding ring.

The Machine Shop seems to have an epidemic of marriage fever. Maurice McGarvey, John Marsden, Jimmy Lamb and Steve Ogilvie are soon to be chain bound.

It is with great regret that we record the death of Mr. A. (Tony) Alderson after a short illness. Mr. Alderson was for forty six years connected with the staff of the Wages Department. Tony had a quiet and friendly disposition and will be missed by all.



THIS CARTOON WAS DRAWN BY ONE OF OUR EMPLOYEES. ANY LIKENESS TO ANY PERSON IN OUR ORGANISATION IS PURELY COINCIDENTAL.

H.W. MACHINE CO.

A number of very interesting orders have been received recently by the Machine Company. Two of these are for the production of seamless steel tubes, whilst another is for a complete plant for the conversion of steel sheet into tin plate.

One of the seamless tube mills will be capable of producing mild steel tubing of up to 7" diameter from solid billets. This tubing will be used in the oil industry and for general engineering purposes. The second tube plant is for the production of alloy steel tubes which will then be cut into short pieces to make the inner and outer races of ball and roller bearings.

In the tin plate plant nine complete lines of equipment will be provided, together with acid handling, palm oil preparation, cooling and cleaning and fume removal systems.

Stacks of sheets weighing about 5 tons will be delivered to the entry end of each line and the sheets will be picked up one at a time and fed automatically through a bath of acid, a flux bath, a bath of molten tin, followed by palm oil and caustic soda baths. From these the sheets will be delivered to a dry cleaning machine where they will be polished by means of swansdown disc rollers and bran. On leaving the dry cleaner the sheets will be inspected and formed into three piles of first grade, second grade and third grade sheets. The piles of first grade sheets will be boxed at the delivery end of the lines so as to be ready for shipment.

Another interesting order which has been received recently is for two Tube Drawbenches for the FIAT Company in Italy.

In addition, a number of orders have been received for Roller Levellers which are used for the processing of light alloy sheets before these are formed into pressings for aircraft construction.

Best wishes for a speedy recovery to, Mr. Jackie Pattison, Driller, Mr. Norman Reed, Fitter, Mr. F. Bond, Fitter, Mr. Ray Johnson, M'bro Developments.

Welcome return to Mr. Jack Timothy (M'bro Planning).

McKEE IRON AND STEEL DIVISION

While away on business recently a member of the McKee Division Staff had a somewhat unusual experience and it is thought that it may be of interest to the readers.

In his own words the story goes as follows:—

"The train was rolling steadily along, the other passengers seemed loath to talk, so I settled down in my corner and, having nothing better to do, was making a mental check of the things I had brought with me, as I had set off with very little notice and packed my case very hurriedly. I was just congratulating myself on remembering everything when it dawned on me that I had left my toothbrush hanging in the rack at home. Well, I thought, it might have been worse—I could buy another. When I changed trains I could slip out of the station and get one.

On reaching the station at which I had to change I hurried out and found a large store. I soon found the counter for which I was looking, but to my annoyance the girl assistant was engrossed in a conversation with a young man and took no notice whatever of me. So, as time was pressing and I had thoughts of missing my connection, I placed one and threepence on the counter and put the toothbrush in my top pocket. Unfortunately just as I reached the door a shopwalker stopped me and asked if I had bought the toothbrush which was sticking out of my pocket, so I explained the circumstances, thinking all the time of the train leaving without me. The shopwalker said he was very sorry to delay me but would I mind going with him to the counter to confirm my purchase. This I did, but to my horror the assistant flatly denied any knowledge of me and the one and threepence had disappeared. I was now getting both angry and excited, but the shopwalker insisted on taking me to see the manager. In my mind's eye I could see the train leaving without me—three hours to wait!—but thought if I dash off now they would be convinced I had stolen the toothbrush, so to the manager's office we went. The manager was not in so the shopwalker said would I wait until he found him and left me alone in the room. More seconds ticked away, thoughts raced through my head—if I dashed off now I might still catch the train, the shopwalker didn't know my name, surely he wouldn't be able to trace me—I decided to cut and run, so rushed to the door only to find it locked—the shopwalker must have read my mind. Ah, but I was not caught yet, I would try the window—I opened it and looked out—yes, I could manage it all right and it was a quiet alleyway, here was my opportunity—I put one leg over the window sill but was suddenly surprised to find someone pulling my other leg—Just as I am doing to you!

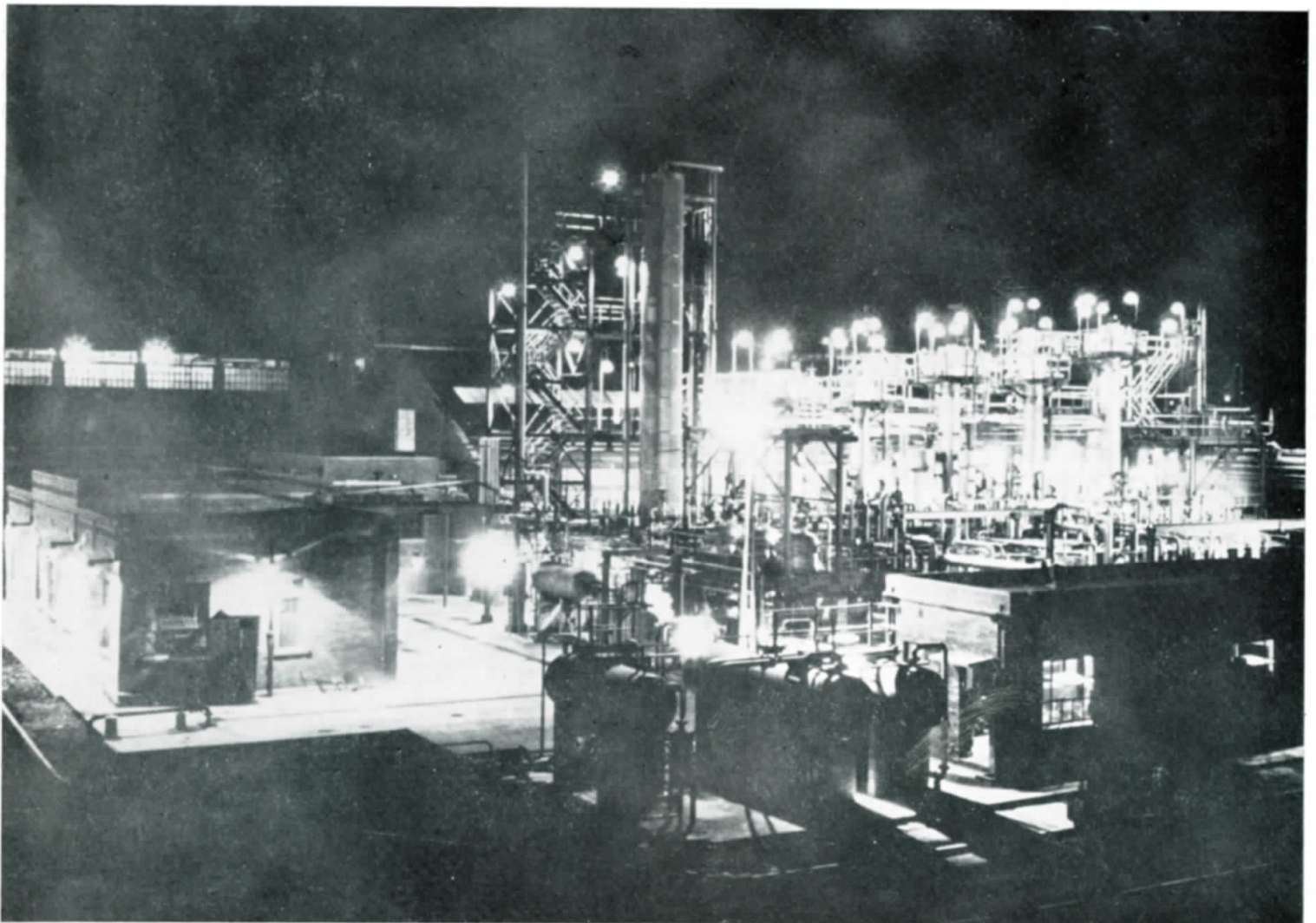
It seems there must be something special in the air in the neighbourhood of Seaton Carew and Hartlepool as Mrs. Reg Williams and Mrs. Peter Rooksby presented their husbands with a daughter and a son within a very short time of each other. It looks as if Peter Rooksby is now fully qualified as this is number three but Reg. Williams is just starting—his daughter is number one.

GEORGE VI

Letter received from a relative of one of our employees now resident in Australia.

"I was very sad at the news from London the other day. I have become an ardent monarchist these last few years, and feel that if England ever lost the throne, she would lose something essential and radical, something that makes England what she is. And I have never appreciated her so much as I have since I left.

I was agreeably impressed by the reception the Australians gave the news. He was their king, too. It is very hard to feel lonely and far from home when people here react to events in England just as the English themselves. It was clearly evident that we are indeed one huge family, and that the British Commonwealth is a reality and not just an empty phrase."



SO₂ EXTRACTION PLANT BY HEAD, WRIGHTSON PROCESSES.

OFF DUTY

The rule that there must never be an indecent suggestion in a well-known magazine was broken when one of its serials began its run. The end of the first instalment found the secretary-heroine having a drink with her boss at his home, the boss's wife away and night drawing on. To the profound shock of numerous readers, the second instalment began with two having breakfast. The Editor prepared a stock letter to answer the indignant mail. "The magazine," he said, "cannot be responsible for what the characters in serials do between instalments."

Told by John Tebbel.

H.W. AMATEUR DRAMATIC SOCIETY

The above Society has been enthusiastically inaugurated, and propose to present their first production during the last week in May. The play is "When we are married" by J. B. Priestley, and will be produced by Reg. Williams of the McKee Division in the New Canteen Hall.

Watch the Notice Board for detailed announcement and give support to your own Society.

KNOW ANYTHING?

1. What is the county town of:
 - (a) Westmorland ?
 - (b) Rutland ?
 - (c) Cornwall ?
 - (d) Sussex ?
2. The capital of:
 - (a) Thailand ?
 - (b) Mexico ?
 - (c) Union of South Africa ?
 - (d) Nicaragua ?

3. And anyway, where is:
 - (a) Thailand ?
 - (b) Nicaragua ?
 - (c) Timbuctoo ?
 - (d) Little Snoring ?
4. Who said or wrote:
 - (a) To gild the lily ?
 - (b) A little knowledge is a dangerous thing ?
 - (c) Lead on, Macduff ?
 - (d) Britannia rules the waves ?
5. What is the modern name for:
 - (a) Eboracrum ?
 - (b) Byzantium ?
 - (c) Brighthelmstone ?
 - (d) Verulam ?

(Answers on Page 8, Col. 2.)

SUCCESSSES OF MEMBERS OF OUR STAFF.

Congratulations to:—

Mr. R. W. Waller, Purchasing Dept., on becoming A.M.I.Mech.E.

Mr. R. Summers, Apprentice School on becoming G.M.I.Mech.E.

Mr. H. E. Foster, Cost Accountant's Dept., on passing the final examination of the Institute of Cost and Works Accountants.

Mr. John Allen, Stockton Steel Foundry, on passing Part 1 of Intermediate Examination of Cost and Works Accountants.

ANSWERS

- | | |
|------------------------|------------------|
| 1. Keats. | 5. Cromwell. |
| 2. Anne Boleyn. | 6. William Pitt. |
| 3. Sir Walter Raleigh. | 7. Goethe. |
| 4. Queen Elizabeth. | 8. Charles II. |



H. W. PERSONALITIES

"TUTTY" SMITH — IRON FOUNDRY, TEESDALE WORKS.

Mr. Israel (Tutty) Smith has been employed in our Iron Foundry at Teesdale for 65 years. He started there as a skimmer boy when he was twelve years old.

Mr. Smith, who is still hale and hearty, says he has no intention of giving up his work and does not know what he would do with his time if he did retire.

He has served under seven foremen and does not ever remember refusing to do any job he was asked to do. He has always enjoyed a happy relationship with his fellow workers. He remembers both Sir John Wrightson and Mr. Peter Wrightson working near him during their period in the works.

When he worked first in the Iron Foundry, the Steel Foundry Yard was an expanse of green fields. In his youth he remembers swimming in a pond where the Ingot Shop now stands.

Mr. Smith has five children and twenty one grandchildren—he says they are a great delight to him.

He has one regret and that is that he did not pay more attention to his schooling—he was often a truant. He says he began to chew black tobacco at such an early age he cannot remember how young he was—he still smokes four to five ounces of tobacco per week.

We wish Mr. Smith many more contented years with us.

THE LAST WORD

Whose last words were these?

1. I feel the daisies growing over me.
2. It is small, very small indeed.
3. It matters little how the head lieth.
4. All my possessions for a moment of time.
5. It is not my design to drink or sleep, but my design is to make what haste I can to be gone.
6. Oh, my country! How I leave my country!
7. Let the light enter.
8. Let not poor Nelly starve.

(Answers on Page 7 Col. 2.)

British Visitors At Neville Island



Here is the United Kingdom Constructional Steel Work Productivity Team which visited Neville Island to inspect some of Dravo's methods and facilities on October 31. Their visit was part of a tour conducted under the auspices of the ECA.

Many of our readers will recognise Mr. J. C. Littlewood of the Template Shop, Teesdale amongst the members of this team.

Mr. Littlewood tells us he had a very busy and interesting time in the States but the worst part of it is that on which he is now engaged, the writing of the report on his visit.

We have been asked by one of our men to include the following:—

"Selfishness is not living as one wishes to live; it is asking others to live as one wishes to live. And unselfishness is letting other people's lives alone, not interfering with them. Selfishness aims at creating around is absolute uniformity. Unselfishness recognises infinite variety as delightful, accepts it, acquiesces in it, enjoys it."

ANSWERS

1. (a) Applebey.
(b) Oakham.
(c) Bodmin.
(d) Lewes.
2. (a) Bangkok.
(b) Mexico City.
(c) Pretoria.
(d) Managua.
3. (a) Thailand is the official name for Siam, which lies between Burma and China.
(b) Central America.
(c) French West Africa.
(d) Norfolk.
4. Probably a number of people, but they were all misquoted from the following sources:
(a) Shakespeare (To gild refined gold, to paint the lily).
(b) Pope (A little learning is a dangerous thing).
(c) Shakespeare (Lay on, Macduff).
(d) James Thomson (Rule Britannia! Britannia, rule the waves).
5. (a) York.
(b) Istanbul.
(c) Brighton.
(d) St. Albans.