

The Biography of His Majesty—KING GEORGE V.—By Major C. F. L. Kipling

CHAPTER 5

THE YOUNG PRINCE BECOMES A NAVAL OFFICER "PAR EXCELLENCE"

(Herewith is the fifth chapter in the life story of the man whose name will live forever—King George V of England. In this chapter the author discloses for the first time how the young heir to the throne, follows up his brilliant exploits as a Lieutenant by manouevring his first command "The Thrush" through some thrilling adventures. The Queen shows her approval and her love for the Sailor Prince. The portent of trouble and sorrow.)

By Major C. F. L. Kipling

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Life as a naval officer did not entirely supersede other duties, - the more irksome duties of Royalty. In 1886, Prince George was sent to represent Queen Victoria at the marriage of the Crown Prince of Portugal to Princess Marie Amalie of Orleans. The wedding gave him an occasion to show his wonderful memory for faces, a characteristic of all the Royal Family. A man was present to whom Prince George had been introduced in Australia, during the tour of the "Bacchante"; the Prince went up to him at once, shook hands and asked after his wife, who had been very ill. The Australian was greatly touched, and said to a friend: - "The old country won't go to the dogs while there are men like that to rule it."

The day after the wedding was marked by a picnic excursion to Contra and Penna, which was quite after the fashion of Prince George's escapades as a midshipman. The trip was made on donkeys, and the Prince found himself mounted on a very obstinate specimen of the breed, who entirely refused to go. A brother officer offered to exchange, but was almost immediately thrown by his own beast, and rolled in the dust. It was not until the end of the excursion that they succeeded in getting all the animals to trot, and it was then that the Prince organised a race. This, however, failed ignominiously, since three of the donkeys sat down, half way, and refused to budge.

(HIS FIRST COMMISSION)

Prince George's next appointment was to the old "Ironclad" "Northumberland," but in the same year he was commissioned to his first independent command, Torpedo-boat 79. She was barely 128 feet long, by 13 feet in beam, and her displacement was about 70 tons. Manned by a crew of fifteen carrying a couple of machine-guns and four small torpedo tubes, she was a desperately uncomfortable craft, and the Prince and his junior officers had to eat and sleep in a cabin twelve by ten feet in dimensions, with two lunks a side and a narrow table down the middle.

But it was his first command, and moreover to be given a torpedo-boat at all was the ambition of every officer in those days, an ambition only to be attained by those who, like Prince George, had done extremely well in their torpedo examinations. For the Navy was changing; the old types of ships were becoming obsolete; the new era of machinery as a keen and competent officer, hailed them with delight. He was studying naval history, too, at this time, and realising its fascination, although it was hard to find time for as much reading as he would have wished.

That the Prince was no "chocolate sailor" is shown by several incidents that occurred during his time on Torpedo-boat 79. The Prince of Wales, being at Goodwood, sent to the Admiral, Sir Edward Commerell, to say that he would much like to see his son. The wish was conveyed to



(COMMANDER-IN-CHIEF OF THE BRITISH ARMY)

In the much discussed biography of King George V, Major C. F. L. Kipling gives the first authorized story of the life of this illustrious

Prince George by the Admiral, the young man looked doubtful: "What is to become of my torpedo-boat, Sir?" he asked. "I think that could be arranged," said the Admiral, but the Prince shook his head. "No, sir," he answered, "I've got orders to take my torpedo-boat to Spithead, and I must carry them out." And off he went, in an easterly gale, whilst the Prince of Wales, hearing his son's reply, was both proud and pleased.

(A THRILLING RESCUE)

During these same manouevres, a small squadron was sent to defend Lough Swilly with ground mines, and during operations three torpedo-boats - one of being 79 - were sent out at night to reconnoitre. It was stormy weather, and while returning towards the harbor, one of them broke down the second returned to report, but 79 remained to try an attempt at rescue. Prince George and his crew struggled for hours in the wet darkness to get the damaged boat in tow, but at last were obliged to give up for the moment, having carried away the only available hawser.

But the Prince refused to be beaten; he knew that the position was very critical and he insisted upon returning with a fresh hawser and making another attempt at salvage. After several hours more of dogged effort and perseverance, he was at last successful and returned to harbor with the lame duck in tow. It was a task which had required pluck and brilliant seamanship, and the exploit gained for the Prince his

well from that moment, and attained the rating of Petty Officer.

(PRINCE AS A CHAPLAIN)

Boats of the "Thrush" class carry no Chaplain, and it was the duty of the Prince to read daily prayers and conduct the services on Sunday, all of which duties he performed with a savoir-faire unusual in a young man of twenty-four. Hymns were always practised over first with the officers and men, the Prince often choosing his special favorites such as "Nearer my God to Thee" and "Oh, God our Help in Ages Past." There was one man on board he could not keep in tune, and as Prince George had a very good ear, he suffered some painful moments, when this individual raised his voice daily close beside him.

Meanwhile, the Prince had never lost touch with his family, all through his voyagings. He and his elder brother wrote long and detailed letters to each other, and he also corresponded regularly with his sisters to whom he was always devoted, especially to "Harry" as Princess Maud was generally called, because of her tomboyish ways. He was very ambitious for her, and used to write jokingly, asking her whether she was a Queen yet, and offering her dusky tribes over whom to reign. It was Princess Maud, who told him all the news regarding sport, and looked after his pets when he was at sea. On one occasion she told her brother that she was teaching his favorite dog tricks, whereupon he wrote in great indignation to say that "Harry" was to leave his dog alone, as he did not want him to have any parlor accomplishments of that kind.

It was during his time at sea that Prince George heard of the engagement of his eldest sister, Princess Louise to the Duke of Fife. Some of the Prince's brother-officers thought with the world in general, that the Prince of Wales would not allow his daughter to marry a man considerably older than herself and not of Royal rank. But Prince George understood his father better, and declared that he was sure his sister's happiness would count more with his parents than any other considerations.

The Prince kept photographs of all his sisters in his cabin, and often displayed them proudly to visitors. Once an American gentleman, who was privileged to enter the cabin, exclaimed in admiration when shown the portraits.

"How lovely the Princesses are!" he said, whereupon Prince George answered, with a twinkle in his eyes: "Yes, you would never think they were connected with me, would you?"

(HIS MEETING WITH QUEEN VICTORIA)

In 1891 the Prince returned to England, a seasoned sailor, a naval officer who was intensely keen on his job and only asked to be allowed to continue in the profession which he had chosen, working his way steadily upwards, as he had done hitherto by sheer merit, and with no suspicion of favoritism.

The Prince and Princess of Wales met him, and after a few quiet days at home, he went to Windsor to see the Queen.

"How you have grown!" was the first thing his grandmother said, after she had kissed him. "The Navy certainly seems to suit you."

Queen Victoria was extremely pleased with her younger grandson. During those first few weeks in England, he was constantly with her, and she unbent to him as she did to few. She took a real interest in his career now that she had reconciled herself to it, and soon after his return, the Prince was told that he was now a full-blown Commander something to be proud of, for he was young for such a rank.

(DARK CLOUDS GATHER)

The first person the Prince told of his promotion was his mother, travelling down to Sandringham and entering her own boudoir quietly one afternoon, for they were always a most devoted mother and son.

And so it might have seemed that the career of Prince George was settled; that there was no reason why he should not continue to follow uninterruptedly the profession which he loved.

But it was not to be; a dark cloud was gathering even now, on the horizon. When the storm had broken and the cloud had passed, it was to leave Prince George with that career of his broken too, with his whole life and attitude towards life changed for ever.

He was to be faced in a few short months with other duties and other responsibilities, to be obliged to accept an entirely new order of things,

The Car Owner's Scrap Book

By G. W. Donald

Hydrometer Readings

In a general way, the hydrometer reading indicates the condition of the battery cell. A fully charged battery will read about 1.280, commonly called "twelve eighty," while a discharged battery will read about 1.150 or "eleven fifty." Just how this operates is quite simple. The hydrometer reading indicates the specific gravity of the electrolyte. In measuring specific gravity, water is taken as a standard and is designed by the figure 1. And liquid which is heavier than water will have a specific gravity greater than 1. As the electrolyte is composed of water and acid, and the acid is heavier than water, the specific gravity will be greater than 1. When the battery is fully charged there is more acid in the electrolyte, thus giving a higher reading. When a battery is discharged the acid enters the pores of the active material of the plates, setting up the electro-chemical action which produces the current. If the battery is permitted to remain in a state of discharge for any great length of time, the acid remaining in the plates causes sulphation. When the battery is charged, the reverse condition takes place, the acid leaving the plates.

down tightly, drill and countersink a small hole in the end, and saw two slots at right angles to each other and the full length of the thread. Drop a small steel ball in the hole and screw the stud down tightly on it. The ball causes the stud to spread in the hole so that it grips tightly in the threads.

A Paradox of Engine Operation

A paradox, according to the dictionary, is something which is incredible but true. To say that two conditions directly opposite to each other are necessary for efficient engine operation, it partakes of the nature of a paradox. Yet, this is true, the two conditions being heating and cooling. Before the engine will operate properly, it must be warmed to keep the gasoline vapor from condensing on the cylinder walls, and falling to explode. At the same time, the engine must be cooled; otherwise there will be loss of power. However, heating and cooling must bear the proper relation to each other to insure efficient operation; too much of either must be avoided. When the cooling water reaches a temperature of between 170 and 20 degrees, the engine will operate at its best.

Changing Tire Without a Jack

Failure to carry a jack is unpardonable, but it is not impossible to forget it occasionally. Should a tire require changing at this time, the driver is in a predicament unless he can stop the car on a spot of ground which is fairly soft. In this case, stones, or whatever may be available, may be piled as high as possible under the axle. Then with a tire tool, dig out the dirt from under the wheel until the tire can be removed. To replace the inflated tire, it will be necessary to dig still deeper.

Fire Protection for the Garage

The garage, as well as the car, should be equipped with fire extinguishers. A bucket of sand will be ef-

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fective for fires on horizontal surfaces where it can be spread, but on vertical surfaces a liquid extinguisher is necessary. If one does not care to invest in the commercial type of extinguisher, it is possible to make your own quite cheaply. Carbon tetrachloride, which can be purchased in the paint store for about fifty cents a gallon, is an effective extinguisher. A gallon will fill several bottles which can be placed at points of vantage in the garage. As this substance evaporates rapidly, the bottles should be sealed airtight. Dipping the mouths of the bottles in melted paraffin after corking will seal them effectively. In using this extinguisher, it should be thrown into the base of the flame with sufficient force to break the bottle and spatter the liquid.

Rear Tire Wear

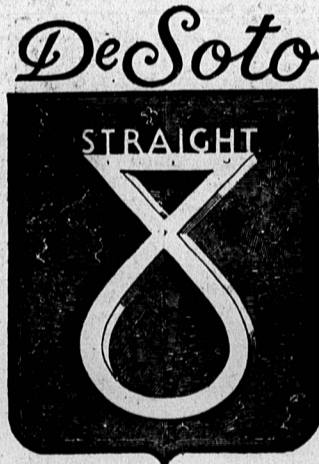
In some localities, it is found that the right rear tire wears quicker than any of the others. It will usually be found that the roads in these sections are heavily crowned for drainage. As most of the driving is done on the right side of the road, the right wheels must carry more of the weight, and when the brakes are applied, the right rear wheel, having better traction than the left, will be compelled to furnish more of the stopping resistance.

Action of Flat Front Tire

When a front tire becomes soft the tendency is to draw the car to one side because the soft tire is spindler than the other, and tries to travel in an arc of a circle away from the other. Low gravity gasoline contains the other.

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