

With Royalty At Sea

By R.L. HADFIELD

Fair weather as usually attended the travels of British Royalty across the ocean, and a safe course has been steered through the many hazards of the sea; but, on occasion, storm and other exciting incidents have punctuated otherwise smooth proceedings. From the decks of a ship carrying British Royalty even the Phantom Ship has been seen.

The sea is no respecter of persons. When princes cross the oceans they are liable to meet adventure and suffer the buffets of the waves as any man of lesser clay; every possible arrangement may have been made for their comfort and to ensure their safety, but the sea is unamenable, and its hazards must be risked.

On the whole, "King's Weather" has favoured those British princes and princesses who have had occasion to cross the sea, and with the exception of that unfortunate son of Henry I, whose ship, named White, was lost upon the Casquets, no member of any British Royal family has lost his life at sea.

Many voyages, as for instance, that of the Prince and Princess of Wales, afterwards King George V and Queen Mary, in the liner Ophir to Australia, have been attended by consistently fine weather, and save for a day or two of boisterous behaviour on the part of wind and sea, both Repulse and Renown, our latter day "Royal yachts", have been lucky in their weather.

Not only the size and comparative stability of modern ships makes for the comfort of royal travellers, but modern harbours, quays, steam and motor pinnaces make landings easier and more dignified. When Charles II came back at the Restoration, Dover Harbour was silted up through neglect and he had to be rowed ashore in a small boat from some distance,

having rather a severe bucketing on route and landing drenched to the skin.

The outward voyage of the Prince of Wales, afterwards Edward VII, to Canada in 1869 was free from incident though it took some three weeks, but the return was a different story. The Prince had crossed into the United States at Detroit. Only one British Royal prince, the future William IV, had been in the United States before, and there were doubts about the reception he would receive. However, "the slender, graceful Prince", as an American newspaper described him, won all hearts and became so popular that, as he was leaving a ball at Boston just before his departure, a young man in the crowd cried out, "Come back and run for President!"

The tour through Washington, New York and Boston had been so successful and everything had gone off so smoothly, that it was most unkind of the weather to turn surly at the moment of the Prince's departure. The Prince of Wales had hardly set foot on his ship, H.M.S. Hero, at Portland, Maine, than the wind began to rise; the ship and her escort beat out to sea in the teeth of a gale.

During the whole of the passage the weather was foul, and the Prince was subjected to four weeks of continual tossing in quarters not of the most comfortable. H.M.S. Hero was a square-rigged line-of-battleship almost indistinguishable from those that fought at Trafalgar, save for the smoke-stack amidships.

King Edward VII's sons, Prince George and the Duke of Clarence, went to sea as young men, and it was while they were serving as cadets in the Bacchante in 1881 that they had a most remarkable experience. The Duke has described it in the journal which he and his brother kept and was published under the title of "The Cruise of

the Bacchante". Under the date of July 11, 1881, the Duke wrote in his own hand: "At 4 a.m. the 'Flying Dutchman' crossed our bows. A strange red light, as of a phantom ship all aglow in the midst of which light the mast, spars and sails of a brig two hundred yards or so, stood out in strong relief as she came up. . . . Thirteen persons altogether saw her, but whether it was 'Van Diemen' or the 'Flying Dutchman' or who else, must remain unknown. . . . At 10.45 a.m. the ordinary seaman who had this morning reported the 'Flying Dutchman' fell from the fore-topmast cross-trees and was smashed to atoms".

Many people of Royal blood at one time or another claimed to have seen ghosts, but this is probably the only instance of a British Royal Prince seeing and recording in matter-of-fact words, the advent of that time-honoured spectre of the sea, the Phantom Ship.

Prince Albert was exceedingly unfortunate in his weather when he crossed to Dover on February 6, 1840, to marry Queen Victoria. The ship was a small paddle-steamer and encountering a gale in a narrow sea notorious for its ill-treatment of voyagers, made such bad weather of it that the Prince was very seasick. At the same time waves came aboard and drenched his baggage, with the result that when the Prince reached land he had no dry clothes to change into. It is said that Queen Victoria was much annoyed at the delay in the functions arranged for that evening, caused by the Prince's having to wait while his clothes were sorted out and made fit to wear.

Perhaps one of the worst Channel crossings ever made by Royalty was that of the future Queen Charlotte when, having been wooed by proxy, she came over to marry George III. The passage was from Elbe to Harwich, but so stormy was the weather that the Royal yacht and her escorting vessels under Admiral Anson took fourteen days, having at one period found themselves of the coast of Scotland.

No pains have been spared to make the Royal yacht comfortable. It had been magnificently furnished, and amongst the articles placed aboard for the pleasure of Charlotte was a harpsichord.

It was a fortunate event for her, for while very lady and every servant on the ship was hopelessly sick, Charlotte alone remained unperturbed, and passed the weary hours playing the harpsichord. In kindness to those who were lying prostrate in their beds, the Princess opened her cabin door that they might hear her music. Whether they were so gratified as she imagined may be left in doubt.

When the Duke of York, now H. M. the King, went to Australia to open the Federal Parliament in the new capital at Canberra in 1927, he followed the practice, which has latterly been adopted, of travelling in a battle-cruiser. For this purpose Renown, of 32,000 tons and a speed of 30 knots, was chosen. She has previously been the Prince of Wales as "Royal yacht" on official tours.

During the voyage home a most thrilling incident occurred. A fire broke out in the oil-bunkers when the ship was about a thousand miles from land. It might easily have turned into a disaster had it not been for the expert work of the engineer and staff and ratings worked to prevent the fire reaching the magazines. The Duke and Duchess set an example by their calmness, and the Duke was down as near as possible to the seat of the fire, ready to help at moment's notice.

When leaving New Zealand on that tour the Duke hurried up so quickly that Renown could only be approached by means of a tug. On her reeling decks the Duke and his staff made their way towards Renown, dimly discernible in the squalls of rain.

The tug went to leeward of the cruiser but was so lively that the passengers had to go aboard the larger ship one by one, making a leap from the bulwarks of the tug to the quarter-deck as the two came level. The Duke crossed nimbly, and made an excellent landing, being caught by the arms of two stalwart ratings. The Duchess had not gone ashore on that occasion.

As contrast to fire and the risk of a ducking, were one or two amusing incidents. The programme required that when the Duke and Duchess went ashore and the Standard was being hoisted, the "Stir" was to be sounded, whereupon everybody would come to a halt and even the engines of the launch conveying the Royal couple ashore were to stop.

When landing in Auckland, to the horror of sticklers for naval etiquette, the Royal launch became the centre of a milling mass of sun-baked sailors. The "Stir" was troubled by Navy tradition, thousands of visitors anxious to catch their first glimpse of the Duke and Duchess, crowded round in every type of boat, from motor launches to "eights". At the same time the Royal salute was being fired, and as it took some minutes to fire the Duke and Duchess had to stand, the focus of all eyes, in the centre of a mass of swaying craft.

Another incident which gave great amusement to the Duke took place when leaving Charlottetown. The printed programme of events included this item: "As Renown is about to move off hymn, 'Now thank we all our God'".

Not so amusing was the storm which blew up when four days out of Melbourne on the return passage. This was one of the worst hurricanes ever experienced in the Australian Blight, a place notorious for storms. For twenty-four hours the ship laboured through enormous reduced spaces.

H.M.S. Repulse is a sister ship to Renown and has been extensively refitted for the voyage of the King and Queen to America. A battle-cruiser is not necessarily the most comfortable ship for crossing the Western Ocean, but alterations on an ambitious scale have made her comfortable and fitted her for her peaceful purpose. On No. 3 deck there is now a "Tea Deck", anti-aircraft guns have been removed to make way for sun-terraces and extra cabins for the ladies and ladies in waiting. The captain's quarters have been refitted throughout and lined with panelling to hide the walrus steel, to become the Royal suite.

The King may possibly be thankful that during the passage to America he will not be crossing the line, for in this respect King Neptune has "double-crossed" him and it is very possible that he will do it again, should the King once more enter the southern hemisphere.

The Duke and Duchess of York booked as ordinary passengers in the liner Mulbera when they went to East Africa in 1925, and during the passage King Neptune "came aboard" to initiate with his rites and ceremonies all those mortals who had not passed over the Equator before. In the traditional way the Duke became one of King Neptune's victims; he was shaved, dosed and ducked, and granted his certificate which, in the ordinary course of events, would protect him from further attentions on any subsequent occasion.

But when Renown crossed the Panama Canal during the Duke and Duchess's voyage to Australia in 1927, King Neptune insisted that as the Duke's former initiation had taken place on board a passenger ship, such an insignificant ceremony could not be recognised. The Duke was therefore admitted to the order of sea dogs once again, while the Duchess looked on with delight.

Mr. Lobster and Mrs. Lobster both change their clothes frequently but they don't do it at just the same time.

Take, for instance, what happens in the Bay of Fundy, one of the areas which helps to make Canada the biggest lobster-producing country in the world. Canadian fisheries scientists have found out that by the time the lobsters have come to the age of nine years they will have changed their clothes between 30 and 36 times or, in other words, have shed their shells that often.

And Mr. Lobster will have been first in showing what the well-dressed lobster wears.

Fisheries research has done a good deal for the fishing industry in the Dominion. It is serious and important business and it is carried on for Canada by very competent men. Naturally, in addition to facts which are of real significance and importance, some points which are only of incidental interest come out as by-products, so to speak, of study of major questions. Without regard to their value, all but thinking of them simply as bits of interesting information, look at a few facts, some of them well-known to many people no doubt, with reference to Canadian fish and shellfish.

Different groups of Canadian cod have different average numbers of vertebrae, and that's because of differences in water temperatures during the egg stages of the fish.

Speaking of fish eggs: Smeets eggs sink and mackerel eggs float, and there is the same difference between the ways in which the eggs of various other species behave.

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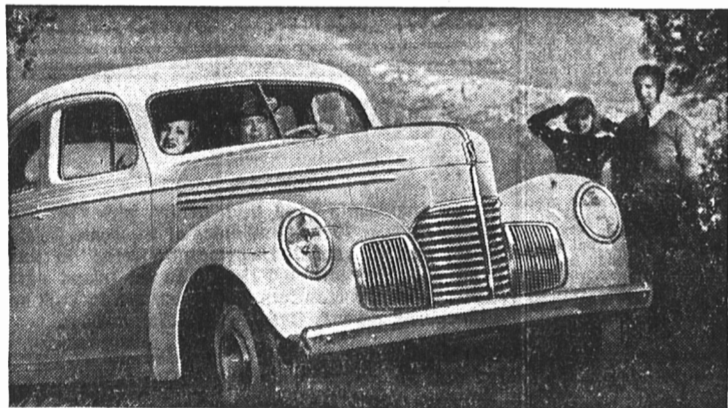
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35 New Suits Donned By Lobster in Nine Years of Life

Scallop's Age Written on its Shell—Cod Backbone Varies in Structure with Temperature of Water While Fish Still Only Egg—Herring Carry Food Strainers with Them

Mr. Lobster and Mrs. Lobster both change their clothes frequently but they don't do it at just the same time.

Take, for instance, what happens in the Bay of Fundy, one of the areas which helps to make Canada the biggest lobster-producing country in the world. Canadian fisheries scientists have found out that by the time the lobsters have come to the age of nine years they will have changed their clothes between 30 and 36 times or, in other words, have shed their shells that often.

And Mr. Lobster will have been first in showing what the well-dressed lobster wears.

Fisheries research has done a good deal for the fishing industry in the Dominion. It is serious and important business and it is carried on for Canada by very competent men. Naturally, in addition to facts which are of real significance and importance, some points which are only of incidental interest come out as by-products, so to speak, of study of major questions. Without regard to their value, all but thinking of them simply as bits of interesting information, look at a few facts, some of them well-known to many people no doubt, with reference to Canadian fish and shellfish.

Different groups of Canadian cod have different average numbers of vertebrae, and that's because of differences in water temperatures during the egg stages of the fish.

Speaking of fish eggs: Smeets eggs sink and mackerel eggs float, and there is the same difference between the ways in which the eggs of various other species behave.

Strawberry Rice Whip

- 4 cups milk
- 3-4 cup rice
- 1 teaspoon butter
- 3-4 teaspoon salt
- 2 tablespoons sugar
- 1 cup icing sugar
- 1 cup crushed strawberries
- 2 tablespoons butter
- 1 egg white

Method: Boil the milk in the top of a double boiler. Add the rice, which has been thoroughly washed 1 tablespoon butter, the salt, and 4 tablespoons sugar. Cook until the rice is like cream and the milk all absorbed.

Cream the icing sugar with the remaining butter until it is light and pour over the warm rice. This is prettiest if you turn the rice into a glass bowl and then cover with the dressing, best served warm.

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to read the meaning of the rings on the shell.

Lobster eggs are attached to the female's body by a sort of cement and are carried for only a little less than a year before they hatch.

Some fish are "anadromous," others "catadromous." And what in the world does that mean, somebody may ask, reasonably enough. The "anadromous" fish are those which go from the sea to fresh water to spawn, "catadromous" fish are those which go from fresh water to the sea for spawning. The salmon, for example, is anadromous, the eel in the other category.

ENGLISH COUNTIES HAVE THEIR CAKES

A whole book could be written on the subject of feasts and cakes, according to F. W. in The London Telegraph and Post, and the late Lady Gomme, who wrote the classic in two large volumes on English games, started to make a collection of local festive cakes at the International Folk Lore Congress, held in London, in 1921.

This included the following:

- Simnels: Lancashire (Bury)
- Gloucester: Shropshire, Staffordshire, Norfolk and Yorkshire.
- Parlin: Lancashire, Staffordshire and Yorkshire, Scotland.
- Twelfth Day Cake—Suffolk
- Shropshire: Berks, Somersetshire, Norfolk, Cornwall, Essex.
- Wigs: Staffordshire.
- Charltoning Cake: Cornwall.
- Harvest Cakes: Devonshire, Norfolk and Essex.
- Parliament Cakes: Middlesex, Shropshire, Scotch.
- Funeral Cakes: Yorkshire, Lancashire and Berkshire.
- Pitcaithley Bannocks: Scotch.
- God Cakes: Warwickshire.
- Wake Cakes: Shropshire and Derbyshire.
- Valentine Buns and Statue Buns: Rutland.
- Maid of Honor: Surrey.
- Bath has its bun; Banbury, its cakes; Eddon, its cakes; Bakers, its puddings; and there are many others.

NOTICE

Highways Closed To Motor Vehicles

Commencing on this date, until further notice, all paved and gravel highways in this Province are closed for motor vehicle traffic, except in such cases where the total weight of vehicle and load does not exceed 6,000 pounds.

Anyone driving on provincial highways contrary to this order shall be duly prosecuted.

Dated the 5th day of April, A. D. 1939.

By order,
P. S. FIELDING
Clerk of the Executive Council