

H·M·A·TRANSPORT

PORT MACQUARIE.

AUSTRALIAN COMMONWEALTH
MILITARY FORCES

OUR HOMEWARD STUNT

1914

1919



AT LAST !!!

HOMeward BOUND.

The moon's soft light is shimmering o'er the sea,
The transport's smoke drifts leeward on the breeze,
My thoughts steal gently homeward, where the leaves
Of eucalyptus scent the balmy air ;
And greetings warm ere long shall welcome me.

Dreaming, I see out there, where wave-crests fall,
My dear old home beneath the Southern Cross,
The golden wattle, fern, and verdant moss,
The face I kissed good-bye so long ago—
I hear the mopoke and the curlew's call.

Then sterner mem'ries pass, scene after scene—
The Anzacs wrestling with the odds of chance—
Gallipoli ! Withdrawal ! Then La France !
The "cobbers" sleeping 'neath a wooden cross ;
The marvel I escaped "what might have been."

Speed-throbbing ship, swift bear me to the arms
Of those for whom my heart so long hath yearned,
Who faith have kept and troth, and love have earned :
For them the hardest lot of all—to wait—
Through dread suspense that's worse than war's alarms.

And musing thus I turn to slumber's bliss—
Last Post ! Lights Out ! The stilly night, the ship—
All sinks to fancy, save the steady dip
Of prow, that ceaseless parts the ocean swell.
I dream—home—angel—on my lips a kiss.

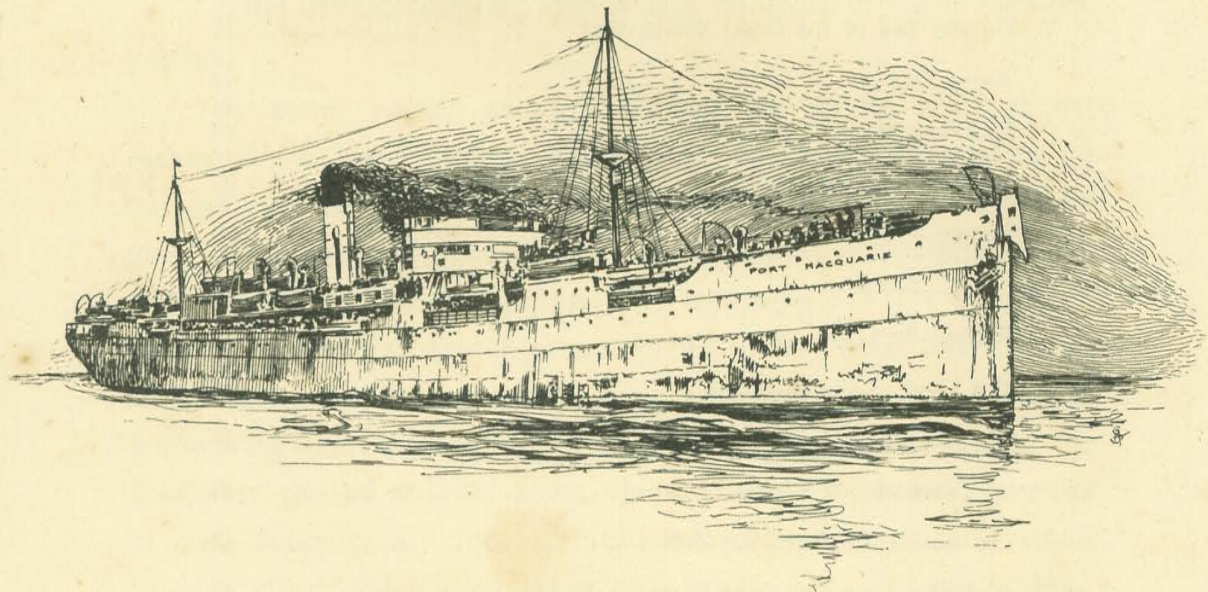
PADRE.

7-4-19.



Our Homeward Stunt

on



H.M.A.T. Port Macquarie
March-May, 1919
Edited by Capt. J. King Patrick, A.A.M.C.

Contents

	PAGE,
Foreword	3
Editorial	4
The Voyage	5
On the Eve of the Great World War	14
Anzac Day	17
Entertainments	18
Lectures and Debates	22
Boxing	26
"Doc." Scores	31
Robbed by Discipline	32
The Land of the Pharaohs	35
"Digger"	39
Ye Diary of one Pepys	40
The Australian Y.M.C.A. Aboard	42
Australian Red Cross and Comforts Fund	43
Good-bye-ee	44
Educational Activities	45
Fremantle	46
S.S. "Port Macquarie"	48
Our Band	49
Editorial Notes	52
Ship's Staffs	54
Notes on Returned Officers	55
Ship's Roll	62

FOREWORD.

By Lieutenant-Colonel J. A. ROBINSON, D.S.O., B.A.

THIS little production stands as a memento of our homeward voyage.

It seems rather paradoxical that we should attempt by means of a souvenir to keep prominently before us that portion of our military career which we one and all were apt to consider as most monotonous and boresome. The prospect of spending sixty days within the narrow confines of a troopship did not altogether enthuse one and certainly presented no allurements, but I think that now, as we are approaching our journey's end and Australia is hovering near, we might justly claim that the time spent on this transport can be written down among the most pleasant periods of our "Adventure," and warrants the production of some small literary effort which may serve to bring to our memory nothing but happy recollections.

The energy and enthusiasm of the Editor of our weekly paper have had a large share in making our voyage so agreeable, and the output of this magazine represents the culmination of his efforts. We feel sure that these efforts, as well as those of his staff, will receive the whole-hearted appreciation of the nine hundred odd soldiers who returned to Australia on H.M.A.T. "Port Macquarie."

EDITORIAL.

SOUVENIR hunting and collecting has been an occupation zealously followed by the Australian soldier, in common, no doubt, with the fighting men of all other nations. The objects that he has collected on the battlefield will serve to remind him of the strenuous times of active warfare in its manifold phases, if indeed such stimulus to his memory be needed, which is, to say the least, extremely doubtful. The period of active service from the day of embarkation to that of final disembarkation, with its crowded times of variegated experiences, has been, in the picturesque modern vernacular of the "digger," chiefly made up of a series of "stunts." We have had stunts offensive and defensive, stunts involving all the resources and refinements of modern warfare, stunts calling for the pluck and grit never looked for in vain in the boys of the Anzac breed, and stunts involving, alas, the lives of our brave "cobbers." On the brighter side and during the brief intervals of relaxation allowed to the fighting man we have had "leave" stunts in France and Blighty, but among them all, one ventures to assert there has been no stunt more welcome, none appealing with a more direct personal interest, than our homeward stunt—the final phase bringing us back to home and kindred, to our dear land of the wattle and the gum.

It is appropriate that this final phase should be commemorated by means of a souvenir, and the outcome of this feeling is the modest literary effort now submitted to you.

The Editor hopes that this publication—made possible by the co-operation of his numerous contributors, literary and artistic—will serve as a memento of our voyage home, and the indulgence of our readers is asked towards its many imperfections.

In conclusion, the hope is expressed that every officer, N.C.O., and man who returned to Australia by the good ship "Port Macquarie" will be blessed with health and prosperity in his future undertakings.



The morning of the 29th of March, 1919, was cold and grey ; it was blowing a strong northerly wind and snow lay three inches thick on the decks of the troopship "Port Macquarie" when, at 3 o'clock, she began unmooring from the wharf at Queen's Dock, Cardiff, and, assisted by tugboats, passed into the well-known "Tortuous Channels." For a ship carrying veterans back to their places of enlistment, their stern duty done, it was a quiet departure, for the dinkum Aussie is apt to take the really great events of life quietly and without fuss. But though void of demonstration it was a contented leave-taking, for were we not setting out for that land dearest of all to our hearts—

"Where homesteads peep
From sunny plain and woodland steep ;
Where love and joy bright vigils keep ;
Where the glad voice of childish glee
Is mingling with the melody
Of nature's hidden minstrelsy—

AUSTRALIA."

We passed the Breaksea Lightship at 6.15 a.m., well into the Bristol Channel, and before the living freight of the good ship roused to the call of *reveille* we were going full speed ahead.

At noon the engines slowed down while the task of "streaming the otters" was being performed. "The otters" are better known as paravanes, a naval device for cutting adrift moored mines. The "otters" swam along on either bow, jealously guarding the ship, until we were clear of the mined areas, about 10 a.m. next day.

We had the English coast in sight right up to evening of our first day out ; but of Land's End we saw very little, only the lighthouse and the water breaking over the jagged rocks. We passed St. Mary's Light, about four miles away, soon after sundown—our last glimpse of the British Isles.

OUR HOMEWARD STUNT

Everybody now began to settle down to the routine of life aboard a homeward-bound transport, to its duties and pastimes. Though still soldiers under authority, conditions were almost civilian—tempered with military discipline—and as soon as the excellent qualities of the captain of the ship and the C.O. troops were known we became a happy ship's company.

Much depends upon the senior officers, both military and naval, aboard a transport, as to whether the voyage is to be a pleasure or not to the troops. In this respect the "Port Macquarie" was particularly fortunate. Captain McQueen proved himself a gentleman and a real white man, respected by all, and simply loved by the boys. In matters of etiquette and discipline exact, but in comradeship a true sport, he spared no pains to make life pass pleasantly for all on board.

The chief engineer, Mr. T. A. Leinster, was a good second to the captain, and whether in the saloon, on the decks, or in the engine-room, he left nothing to be desired; and he was always courteous and kind, to the point of good fellowship.

The C.O., Lt.-Col. Robinson, D.S.O., was a man's man. Having risen from the ranks himself, he knew the soldier's heart and he laid himself out to help the men in every possible way, and so held the esteem of all—officers and men—to the day of disembarking, and we shall always think of him in terms of appreciation.

Situated like this, is it any wonder that we were a happy ship? The men were the finest crowd you could wish to associate with, and they "played the game" from the jump.

Getting our sea-legs was hardly a matter of a day, for the "Port Macquarie" is a splendid sea-boat and the weather was continuously fine. Even the Bay of Biscay gave us a pleasant surprise; beyond a gentle ocean swell it was soft as a summer's night.

Our route lay *viâ* The Cape, and so the temperature rose rapidly as we made south, and the men soon began to sport themselves in those "shorts" dear to Anzacs.

We sighted the Grand Canary Island on our starboard bow towards evening on Thursday, April the 3rd; and with the fall of night came the long, red, two-minute flash of the Isleta Light, standing on the most northerly point of the island, 817 feet above the sea, and visible thirty miles away in clear weather. Las Palmas lay before us stretched out on the slopes running right down to the sea-front, plainly outlined by its brilliantly lighted streets, as we steamed past over the calm, moonlit waters—Las Palmas with its population of 59,000 Spaniards, capital of the mountainous Grand Canary 6,000 feet high at its highest point, the great coaling centre for ships bound

OUR HOMEWARD STUNT

for the Argentine, for South American ports, and for vessels bound from New Zealand to England *via* The Horn, famous for its salubrious climate and semi-tropical fruits. Alas! it was not in our programme to call there. Leaving it behind, we headed for the Equator, and soon picked up the constellation familiar to the eyes of men from the Southern Hemisphere, the Southern Cross, and a few nights later the Great Bear ceased to rise above the horizon.

For a few days, as we voyaged in the vicinity of the Equator, the weather was very hot, and everybody sought siesta in some shady corner. The sea was without a ripple, and life was sluggish and uneventful save for an occasional shoal of porpoises or of flying fishes.

We "crossed the line" about 4 p.m. on April the 4th. Although huge, canvas, saltwater baths had been erected on the deck some days previously for the sport and convenience of the men during the hot weather, there were no duckings. There is an unwritten law of Father Neptune—which, however, has not been generally observed by the A.I.F.—that only they are ducked who are crossing the line for the first time. On this occasion our boys were loyal to the traditions of the sea.

The engines stopped at the Equator for a few minutes. Why? Ask the chief engineer. Rumour hath it that "the line got foul of the propeller."

Life aboard ship is very busy: there are committees, games, lessons, lectures, debates, rehearsals, concerts, mock trials, libraries, canteens, Red Cross issues, and goodness knows what not. And we have a real live newspaper, original, printed and published and circulated and read by ourselves. We have a newspaper committee and an editorial committee, reporters and journalists, poets and artists. The head of the concern is the genial senior medical officer, Captain King Patrick, M.D., etc., to whom we owe much in every way as being the soul of not only this concern but of many other things besides for the good of the ship's company.

The journal rejoices in the name of "OUR HOMEWARD STUNT"; its circulation is only limited by the iron walls that enclose us. At the end of the trip this editorial committee will publish a *souvenir du voyage* which will perpetuate the name of the paper published on board.

From the Equator to the Cape the days and nights were one continuous, dreamy, succession of "calm and fine," and one could almost imagine himself afloat on "The Blue Lagoon" instead of on the Great Atlantic.

On the morning of Easter Sunday, April 20th, at 3.30, we sighted Dassend Island Light, the first greeting from South Africa, and at 5.30 a.m. we entered Table

OUR HOMEWARD STUNT

Bay. The weather during the night had changed to a steady northerly wind with rain and mist. At 6 a.m. we were at anchor awaiting the port officials. Nine o'clock and the pilot is on the bridge, and soon we are alongside the wharf listening to Cape Town's church-bells. Then the joyful news: all troops free to go ashore, and the welcome that the town, decked with bunting for their own returning troops, presented to us as we streamed up to Adderly street.

Close by us in the docks was the "Cluny Castle" carrying 545 A.I.F. troops homewards. The "Shropshire," with 1,000 convalescents, arrived on Easter Monday. The "Llanstephan Castle" ran us neck and neck for the port, but she is a "liner" carrying H.M. mails, and "the liner she's a lady," and so she berthed first.

The principal clubs of the city, the Y.M.C.A., and the Visiting Troops Entertainment Committee vied with one another to make us welcome in Cape Town.

Froude says, "Perhaps in all the world there is no city so beautifully situated as Cape Town." From the sea it presents a lovely panorama stretching from the water's edge right round the bay and almost to the foot of the famous Table Mountain, 3,582 feet high, which forms its solid background. On the mountain's flat top is the huge Hely Hutchinson reservoir, which stores an adequate supply of rainwater for the city's 160,600 inhabitants, over 80,000 of which are coloured people.

We were eager to see the famous "lifting of the tablecloth," but the gods did not favour us. The "spreading and lifting" of the "tablecloth" is a strange natural phenomenon. The S.E. wind, which blows intermittently from November to March, causes a snowlike cloud to lie on the flat mountain-top and to hang down evenly all round its sides, like the folds of a cloth. It remains thus while the S.E. wind lasts. but as soon as the wind drops the snowlike cloud-cloth lifts and floats away. This is called "the lifting of the cloth."

Climbing Table Mountain is a feat of considerable difficulty and risk, if unaccompanied by guides; and there have been many instances of too venturesome spirits being surprised in the quick-falling mists and lost, or losing limb or even life in attempting the dangerous descents.

At Cape Town we took 1,746 tons of coal into the ship's bunkers. The coaling is done by means of electric cranes served by Kaffir labour, the huge baskets being filled from the coal-trucks which are brought alongside the ship. Cape coal, however, will always be associated in our minds with abundance of ashes and reduced speed.

The behaviour of our troops ashore was so excellent that the C.O. was moved to mention it in orders.

OUR HOMEWARD STUNT

Arrangements had been made to sail at 7 a.m. on Wednesday 23rd, but owing to dense fog at that hour the port authorities declined to move the vessel. At 9 a.m. the fog lifted slightly and we proceeded to sea. But our last memories of Cape Town are of the fogbell ringing on the pier, invisible to us, as we slowly ploughed our way through the thick mist, the ship's whistle sounding intermittent warnings.

Again succeeded fine weather even to the point of delicious monotony. The captain said it was unprecedented in all his eighteen years' experience of trading to Australia.

We were in wireless communication with Perth, 1,800 miles from South Africa, and began to realise that we were indeed nearing home.

On the night of 8-9 May a very sad thing happened to dull the brightness of our voyage, when Bombardier Nusser of the 14th Howitzer Battery disappeared. It was a lovely night with a calm sea. Until 11 p.m. he was on deck with his mates in cheerful mood. As they went below, he said he would be down in a few minutes, but he was never seen again. Careful search and a board of inquiry resulted in "lost overboard in unknown circumstances." There was not the least suspicion of any such thing as foul play or suicide. It is said he used to sit on the side-rail of the ship smoking, in spite of warnings. It was sad to go through the War and then to perish coming home.

About 4 p.m. on May 13th we raised Rottneest Island, and soon all the boys were crowding the decks to gaze on this first little bit of Australia steadily growing on our view. By 7.30 p.m. we lay calmly at anchor, the band playing familiar airs, and the lights of Fremantle flickering merrily before us. The "Trez os Montes" arrived soon after us and the "Benalla" a few hours later, both carrying A.I.F. troops. As we turned-in that night all hearts were full of anticipation, but, O! what a difference in the morning! Early we rose to parade to the port doctor. The influenza epidemic had tightened up vigilance with regard to visiting ships; but, confident of a clean record, every soul lined up to have his temperature taken. Result: Out of 980 souls, including ship's complement, three soldiers with slight temperatures. Consultation, regulations, consternation: quarantine for the W.A. quota and the three suspects. All the rest confined to the ship under the yellow flag and forbidden to land. In spite of endeavours to keep smiling, the disappointment was keen, and half jestingly our sentiment expressed itself in the following vein:—

"We don't want to lose you, but we think you should go,
For your King and your country both need you so."

OUR HOMEWARD STUNT

So sang they of yore in a rousing refrain ; same tune, other words, when we come back again:—

“ We can't let you land, you really must go ;
Your pulse and thermometer frighten us so ;
“ Can't greet you, nor kiss you,” say they with disdain,
“ You might spread the 'flu now you've come back again.”

That evening a hastily organised but enthusiastic concert on the men's deck initiated us all as fully accredited members of the Cheer-up Society, and resignedly we settled down to circumstances. The moving spirit of this concert of unprecedented enthusiasm was our M.O. Captain G. R. Halloran, M.D., R.A.M.C., a great favourite with everybody and a “dinkum Aussie.” Throughout the voyage his tact and energy smoothed many little troubles and filled many otherwise blank spaces. The boys all regarded him as a sport.

We had over 900 tons of cargo for Fremantle, but, though offered full rates to assist in unloading it, the men refused, fearing complications with the unions ashore. So at 9 p.m. the 15th of May we hauled up the anchor and steamed away for the Leeuwin. Once on the move again, the tension was over. It was a typical, soft, moonlight night, such as one revels in, in these Southern seas, and in spite of regrets we had a subconscious feeling of contentment, for we were skirting the shores of Australia. A few fleeting hours, with the land well in view, and we rounded the Cape and turned eastwards across the Great Bight, whose waters behaved in a manner that seemed bent on not spoiling the wonderful sea-calm that had favoured us all the way from England.

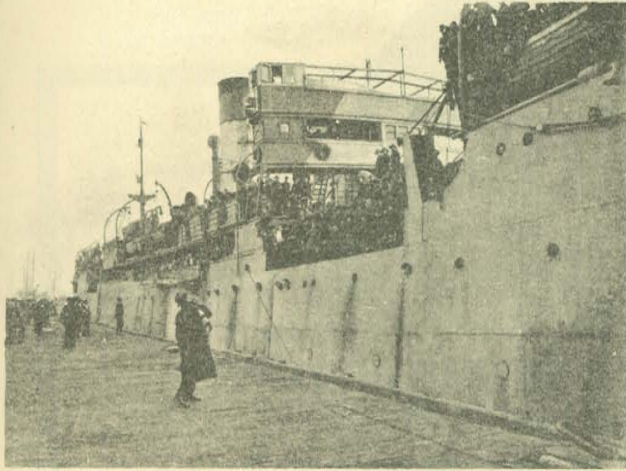
By midnight on May the 20th we had the Neptune Light abeam ; by breakfast time next morning we had rounded Troubridge Point, and at noon we dropped anchor in the outer harbour off Port Adelaide.

The medical inspection was again rigid, but it was soon over, and a cheer went up from the “diggers” as the yellow flag came fluttering down as a sign that we were a clean ship. Then in tow of the tugboats we moved slowly up the river through the mangroves, and 5 p.m. found us made fast to Ocean Wharf, the gangways down, and the Adelaide quota disembarking.

And what a welcome! The wharf was crowded with relatives and friends come to meet the boys. The cheering, the sea of colour formed by the great mass of moving flags, the greetings and embraces with loved ones long separated. It was worth much to see it and to feel that you were in it, and that this people is our people and this land my land.

While the ship lay at the wharf discharging cargo all troops for Eastern States

OUR HOMEWARD STUNT



PORT MACQUARIE AT ADELAIDE WHARF.

had shore leave, and they passed the time seeing the sights of fair Adelaide and enjoying the amusements and entertainments provided for returning soldiers by a grateful public. I have heard the saying, "As quiet as an Adelaide Sunday," but it was not Sunday, and Adelaide, celebrated for its beauty, was also gay and vivacious.

There was not much sleep for anybody on board that last night in port, and it was a drowsy ship that quietly moved from the wharf, in the early hours of Empire Day, and resumed her way in the mellow May sunlight, over

seas still calm as a millpond, past Cape Jervis, Cape Willoughby, Melbournwards. Next morning being Sunday, we had our last church service on board at 10 o'clock, and the men turned up in force. The Padrespoke on the topic of "Looking Forward," and the last song sung on board was "God Save the King."

Next morning before daylight we were off Queenscliff at the anchorage, and the pilot was aboard by 4.30 a.m. Half an hour later we were inside the Heads and at anchor in full view of Portsea. Two port doctors and a hospital nurse came aboard and put us through medical inspection, and by 8.30 we were granted pratique.

We had a lovely run up the South Channel to West Pier, Port Melbourne, where all the troops for Victoria, Tasmania, New South Wales, and Queensland disembarked, the former to go to their military headquarters for immediate leave and to meet their friends, the rest to continue their journey north by rail or to await a passage to Tasmania.

The reception in Victoria eclipsed anything we had seen in the way of greeting and public demonstration. As the great procession of motor-cars rolled citywards through the streets that simply rocked with cheers, one could only restrain the tears of joy and gratitude by sitting tight and resolving not to let one's self go.

Thus ended a voyage that marks the close of a long and trying absence from home on active service for King and Country, a voyage that will ever live in our memories as a real pleasure trip, mounting from one joy to another until we reached the grand climax of Home, Sweet Home.

OUR HOMEWARD STUNT



LT COLONEL

J. ROBINSON, D.S.O.



Capt. W. McQUEEN



Capt. J. KING-PATRICK S.M.O.



Rev. G.W. CARTER

CAPTAIN W. McQUEEN.

It is with the most profound regret that we have to announce the death of Captain McQueen, which took place in Sydney on Friday, 11th July. He contracted influenza and was removed to the St. Vincent Hospital where his illness terminated fatally. Captain McQueen was appointed to the command of the "Port Macquarie" eighteen months ago, being formerly Chief Officer of the "Port Pirie." The deceased was forty-one years of age and leaves a widow and one child in England. We feel sure that the sympathy of every officer, N.C.O., and man who came to Australia on the "Port Macquarie" will be extended to Mrs. McQueen in her sad bereavement. The late Captain McQueen endeared himself to everyone on board by his unaffected geniality and his unremitting efforts to make the voyage home pleasant and comfortable for everyone. In these efforts he was eminently successful and he made a large number of friends among all ranks who will experience a sense of personal loss in his death. As a mariner we had the greatest confidence in the deceased "skipper," and as a man he earned the respect and affection of all ranks.

THE PADRE.

To say that we were fortunate in having Chaplain Major Carter on board is merely to express an opinion universally held by all military ranks, and by the ship's company. As President of the Amusements Committee, as a teacher under the Education Scheme, as sub-Editor and a valued contributor to our weekly sheet and to this Souvenir, as a padre and as a man, Major Carter won the respect and affection of all on board, as we know he did when engaged in his duties at the Front.

"ON THE EVE OF THE GREAT WORLD WAR."

The beginning of July 1914 saw Vienna one of the gayest cities on the Continent, the Mecca of tourists, students, and musicians alike. Her cafés were thronged with visitors from all parts of the world. Her operas were played to crowded houses and (her great park) the "Prater" was one ceaseless whirl of gaiety. Klosterneuberg on the river vied with the Semmering Mountain in attracting the Sunday crowds, but an outing on "The Blue Danube" was the ideal.

A world war was never spoken of, and the suggestion that Hungary might seek her independence was scorned. The aged Kaiser Franz Joseph was beloved by his people, and his military caste was in evidence, even as it was in Germany. Everyone was interested in the recent development of the aeroplane, and one saw all phases of flying, from "stunting" on the flying field to the dropping of wreaths on the graves of comrades who had "crashed."

It was on one memorable Sunday early in July 1914 that Vienna was shocked to hear of the assassination of its Archduke and his wife. Special leaflets bearing the news were distributed to the crowds, and Vienna became a city of gloom. Black flags of mourning were hung from windows to the pavement, and as the days rolled on the nation, brooding over its loss, called for revenge. Knowing as we do now that the assassination was only "a move in the game," one understands the more easily why this spirit was fostered by her diplomats. For a fortnight feeling ran high, and who can forget the air of sadness with which a crowd of some 2,000,000 Viennese attended the Royal Funeral in the Ringstrasse late one night! The bodies were laid in state in the Royal Chapel. Within two weeks war was declared on Servia, and an hour later the writer was bound south for Italy by express.

Venice on the Adriatic was outwardly calm, its crowds intent on visiting the wondrous Piazza St. Marco and the Palace of the Doges, but within a few days Italy's rapid mobilisation reminded the writer that she was still bound to the Triple Alliance, and that her soil was perhaps not quite so healthy as the Alps of Switzerland. One was soon lost in admiration at the beauty of the Swiss Lakes, St. Gothard, and the Grindelwald, and one's supreme confidence in the heroic efforts of Sir Edward Grey to bring about peace made one forget the risk of internment. The next few days saw an exit of all Germans from Interlaken, the banks were closed, and Switzerland too was mobilised.

OUR HOMEWARD STUNT

The countries all around were now at war, and the problem of how to reach Paris assumed no mean proportions, as the trains would not cross the Franco-Swiss frontier. From the border, however, our trainload of refugees finally set out for Paris amid much singing of the Marseillaise, and now France and Germany were at war. Arriving in Paris one found the city in a state of semi-paralysis. Crowds surrounded the Gare, people of all nationalities fleeing to their own countries, but the trains were busy pushing troops up to the frontier.

The tubes had ceased running, the men having been called to the colours. Taxis and horses had been commandeered. Everywhere the "Poilu" was in evidence. Paris was completely disorganised, but only for the moment.

One question was uppermost in the French mind—"Would England come in and thereby seal the true friendship of the Entente, in action as well as in thought, or would France be left alone to her fate?"

By nightfall all aliens had to leave the city or be interned. The train service to Dieppe being the only one running, the writer was soon on board a crowded channel-boat and anon landed in Newhaven, England.

Events now marched rapidly in Britain: the recall of Kitchener to the War Office, the delivery of the Ultimatum to Germany, and finally, as the time limit expired at midnight without reply, the nation realised that it was at War. One can seldom recall such crowds as those which surged excitedly from Downing street to Buckingham Palace on that night, and one thinks with pride of the handful of splendid men who marched in the grey dawn to Victoria Station for the embarkation. They were the heroes of the Mons Retreat.

The anxious days which followed, the wonderful organisation which resulted in the raising of an army and navy of 8,000,000 men, and their final victory, is fresh in the memories of us all.

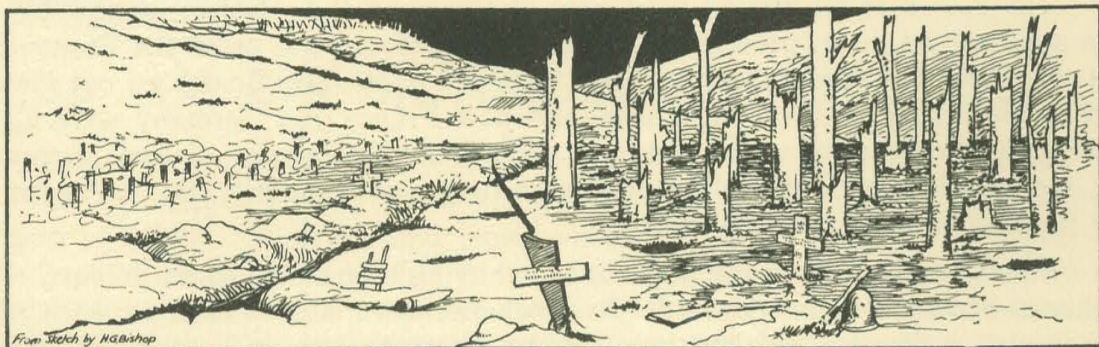
To an Australian the great exploits of her soldiers in the many theatres of war, and the high standard of clean fighting which they have upheld, mark the entry of the Commonwealth into the arena of world politics.

Australia has earned with her blood an honourable place among nations.

Long may she flourish!!!

GARNET HALLORAN, Capt. R.A.M.C.

At Sea, Anzac Day, 1919.



From Sketch by H.G. Bishop

COMRADES GONE WEST.

Sing we a song of our comrades gone West,
 West down the long, long, lone trail.
 Fell they defending, or charging the crest;
 Great though the odds they stood up to the test,
 Faced it, though faces were turned to the West,
 Westward, where youth's red cheeks pale.

.....

Toast we the memory of comrades gone West,
 Toast we in silence deep;
 Round some crushed heart a sorrow-torn breast,
 Weeping at home for some comrade gone West,
 "Missing" perhaps - only God knows the rest,
 Memories like tendrils creep.

.....

Peace to the souls of our comrades gone West,
 Peace, and a sleep deep and sweet;
 After the fury of battle, calm rest;
 After great daring at duty's behest
 Sleep they where foemen no longer contest,
 Nor wardrums of Nations beat.

Padre

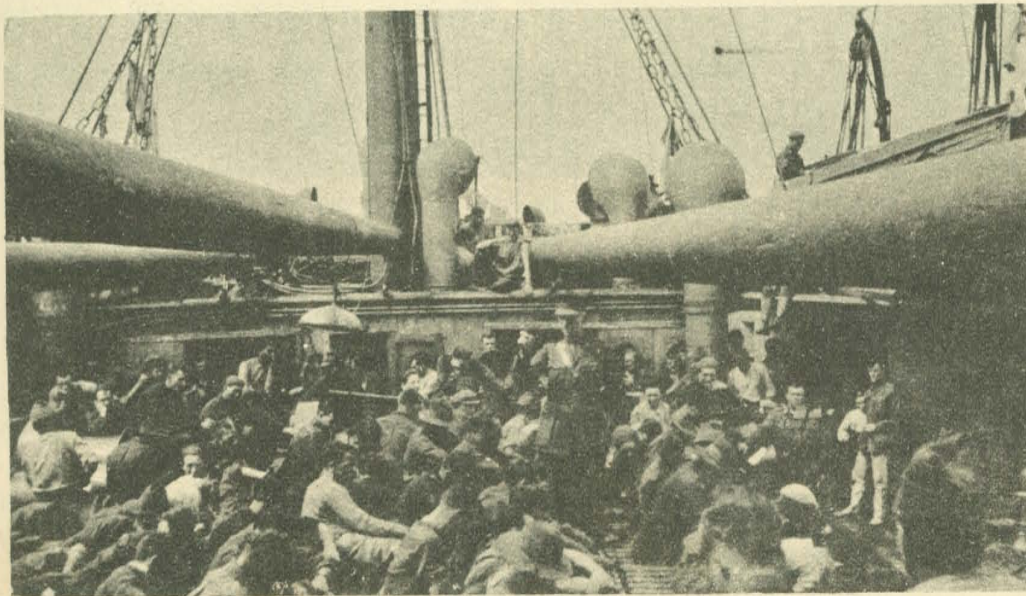
25.4.1919.



ANZAC DAY.

Anzac Day (25th April) was celebrated on board the "Port Macquarie," in common, no doubt, with practically every part of our farflung Empire. The proceedings commenced appropriately with a short but impressive service to commemorate the fallen, held on the for'ard deck. Immediately before the service the National Anthem was played by the band, and at its conclusion an impressive rendering of Handel's "Dead March in Saul" was given, and the buglers played the "Last Post." During the service the Australian ensign at the fore and the "jack" aft were flown at half-mast.

The Padre took "Anzac" as the subject of his address, speaking of the day (1) as a memorial of the landing, the first great red-letter day in the history of the Australians' achievement in the war, (2) as a memorial to those who rendered the supreme sacrifice, and (3) an appeal to all Australia's sons to live up to the created tradition. It was noble to die for the Empire, it is harder to live for it. This latter is the duty demanded of us all now returning home.



OUR HOMEWARD STUNT

"GETTING BACK."

I've heard men talk, when in the camp,
Or on the sea, or on the tramp,
Of tales they'll tell to folks at home,
If they win through and cross the foam
And get safe back!

Some carry with them day and night
A souvenir of some big fight,
To show their friends how they have fought
On fields where victory's dearly bought—
If they get back!

While thunderous cannon rend the skies,
They face the foe with steady eyes;
Though some get through, there's some must go,
Who try conclusions with the foe—
All can't get back.

Our boys who fell have left a name
Upon the glorious roll of fame;
The memory of those brave hearts dear
Is all I ask as souvenir
In going back.

X.Y.Z.



ENTERTAINMENTS ON H.M.A.T. "PORT MACQUARIE."

On the last day in port of departure the C.O. requested the Padre with the Y.M.C.A. representative to undertake the amusements arrangements for the men on the voyage.

These two gentlemen organised an amusements committee consisting of Chaplain the Rev. G. W. Carter as president, Captain Halloran, vice-president; Mr. J. J. Donnelly, secretary; Lt. Minchin, sports officer; Sgt. Phillips, band; Sgt. Williamson, No. 1 Coy.; Pte. Brick, No. 2 Coy.; Cpl. Brigginsshaw, No. 3 Coy.; Pte. Barnard, No. 4 Coy.; and Pte. Reid.

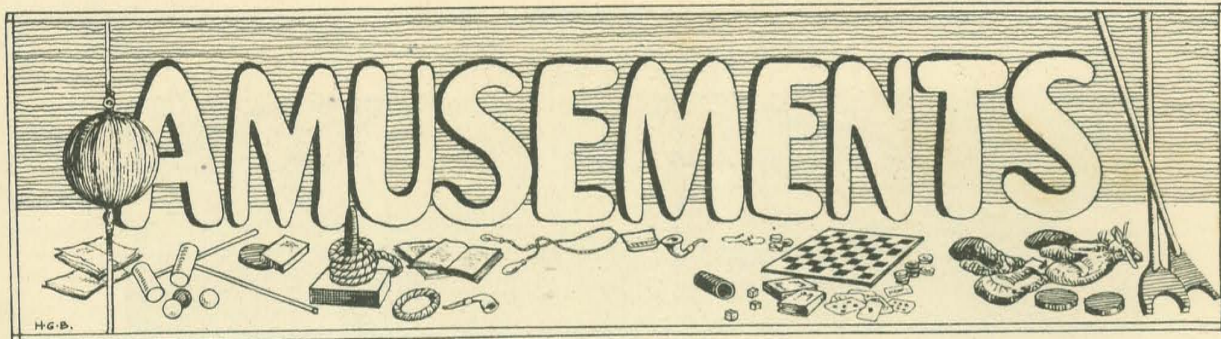
OUR HOMEWARD STUNT



The committee held six meetings, and throughout the voyage kept the men provided with entertainment. Unfortunately the ship possessed very limited deck-space, which rendered sports almost out of the question. At the beginning of the voyage, the secretary placed the entire Y.M.C.A. equipment at the committee's disposal, and the same was used by them in their work throughout the voyage. A Pierrot troupe was formed and gave several concerts, which were most enthusiastically received, the first taking place on Saturday April 5th. The Pierrots were Captain Halloran, Mr. Donnelly, Mr. Bailey (ship's company), Mr. Pitman (ship's company), Sgt. Williamson, R.Q.M.S. Logan, Pte. Barnard, and Pte. Reid.

Several other concerts were organised. Perhaps the most notable was Dr. Halloran's "Cheer-up Society Concert," given on the night we spent under the yellow flag off Fremantle. There were also musical competitions, prizes for which were given by the Y.M.C.A., and singsongs with lantern and song slides.

By co-operation with the education officer and the sports officer, the committee was able to ensure that few evenings of the voyage should be without amusement of some kind or other. The committee received sympathetic help from the troops and from the ship's officers, and so its work was crowned with success.



CONCERTS.

Monday evening the 31st March saw the commencement of organised entertainments. The Padre, Doc. Halloran, and "Bro" invaded the nether regions, and with the aid of a piano and sundry jokes endeavoured to coax the extraordinarily shy "diggers" grouped round to warble sentimentally or otherwise. Certainly a few "toed the line," but the demand greatly exceeded the supply, and "Bro's" pleading voice had grown unnaturally hoarse towards the close of proceedings. Of those who faced the crowd the singer of "Roses of Picardy" was accorded the warmest applause, and secured a large majority when a show of hands was taken to decide the most popular item. This performer received a pocket wallet, which was handed over by "Bro," the genial Y.M. rep. The other items were good too, and the little dancing man, together with a couple of the elocutionary items, won merited acclamation.

The opening concert of the Pierrots was held on Saturday 5th April. A



portion of the forward hatch on the troop-deck was converted into a stage with the aid of allied bunting. Proceedings were opened by the band and considerably added to the enjoyment of the evening. The party consisted of Mr. J. J. Donnelly, Mr. Bailey (4th Engineer), Bluey Reid, Pte. L. L. Barnard, Mr. Pitman (2nd Steward), R.Q.M.S. Logan, and Pte. S. S. Verey. Capt. Halloran officiated at the piano. The company's efforts to wile away an evening were deserving of the greatest praise and were well received by a full "house."

OUR HOMEWARD STUNT

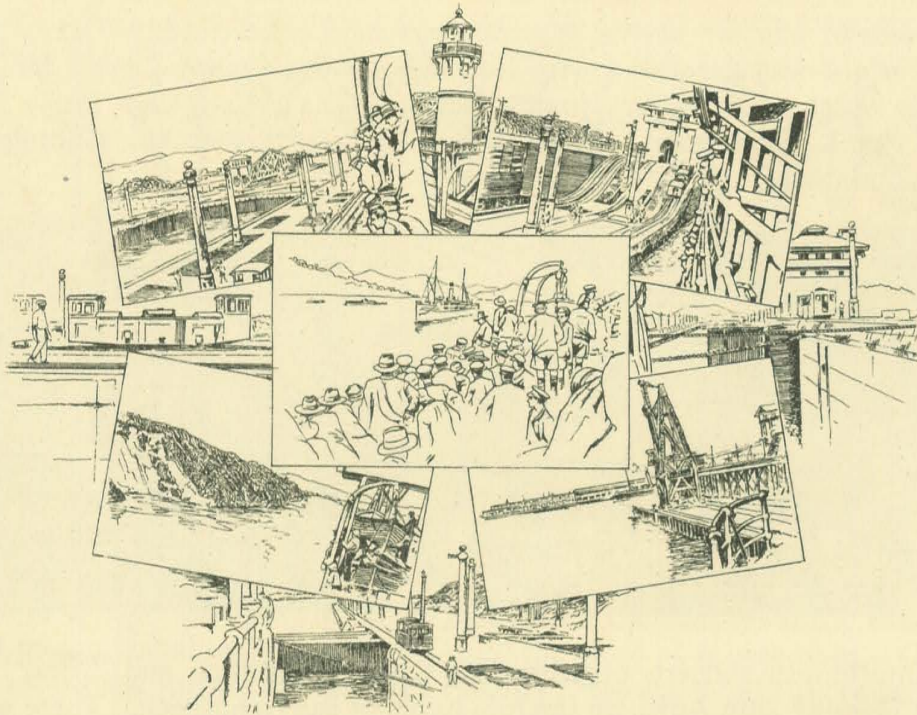
The second concert of the Pierrots was held on Saturday 12th April. The troop-deck for'ard was decorated with bunting, by the Fourth Officer Mr. Dow, for the occasion, which made a very pretty setting. The artists were Bluey Reid, Sgt. Williamson, Pte. L. L. Barnard, "Bro." Donnelly, and Mr. Pitman. Captain Halloran tickled the dominoes.



An impromptu concert, organised by Captain Halloran and "Bro." Donnelly, was held on Monday 28th April, on the fore hatch of the troop-deck. There was no lack of artists and everything went with a swing. Prizes were distributed at the end of the performance, and were won by Mr. Kent (ship's crew), best straight song: Pte. Newman, comic; and Pte. "Splinter" Warren for the "best worst."

A concert, organised by the "dinkum digger" Captain Halloran and Sergt. Dug. Phillips, was held on the fore troop-deck on Saturday 3rd May. Proceedings were opened by the band. The following contributed items:—W.O. Paddy Doyle, Pte. J. A. Palmer, R.Q.M.S. Logan, Sgt. Hocking, Pte. W. F. Cahill, W. O. Mulgrave, Sgt. Fitzpatrick, Cpl. Gee, Cpl. Newman, Pte. S. Verey, Cpl. May, and a quintette by the band. During the interval the Jazz Band gave selections. All the items met with considerable applause, and we can safely say that it was the most successful concert of the trip. Captain Halloran presided at the piano, and the stage arrangements were in the hands of Cpl. Briganshaw.

The Cheer-up Concert Party, organised by Captain Halloran, entertained the troops on No. 2 hatch of the troop-deck on Wednesday the 14th May. The artists were Paddy Doyle, Bluey Reid, Cpl. May, Pte. Barnard, Cpl. Newman, Dvr. Ford, Pte. Verey, Captain Halloran, Mr. Partner (ship's company), and Pte. Cahill. "Bro." Donnelly presided at the piano and Bluey Reid looked after the limelight. The Padre took the chair.



LECTURES AND DEBATES. THE PANAMA CANAL.

An instructive and interesting lecture was given by Captain G. R. Halloran, entitled "The Panama Canal and its possible influence on the World's Trade Routes." The lecturer went into the history of the developments of the canal, saying that three French companies had failed before the U.S.A. Government took it up. De Lesseps, of Suez Canal fame, was connected with the first venture. The U.S.A. finally made a success of the work under General Goethals, military engineer, and Surgeon-General Golgos. Firstly the stock from the French companies was bought for £8,000,000 and a strip of land ten miles wide was leased from the Government of Panama, the ultimate cost of the canal to the U.S.A. Government being £75,000,000. The labour was mostly drawn from the British West Indies. Disease had to be fought—yellow fever, malaria, typhoid, and other tropical diseases. Mosquitoes were eliminated by draining the swamps, pouring petroleum on water, netting in all houses, and cutting down scrub. The result is that the Canal Zone is now a health resort, and this is probably the greatest medical triumph in the world's history.

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OUR HOMEWARD STUNT

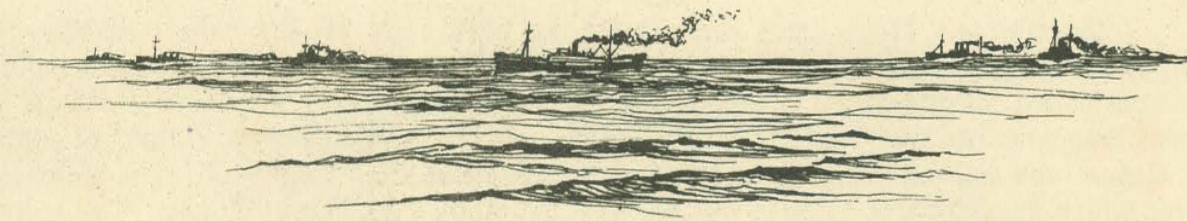
Description.—Huge dams were built at both ends of the canal, which, by impounding the waters from the River Chagres, formed a huge lake 164 square miles in area called Lake Gatun. The cut was then driven through the Culebra Range 9 miles long towards the Pacific. A series of six locks was constructed, a flight of three at Gatun, one at Pedro Miguel, and two at Miraflores at the Pacific end. The spillway over which excess water escapes was constructed close to the Gatun locks. The canal when completed was 50 miles from deep sea to deep sea, and 40 miles from shallow to shallow, 42 feet in depth, and its narrowest part is 150 feet at Culebra Cut. The time of journey through the canal is from eight to twelve hours. The lecturer gave a description of the workings of the locks of the lake and Culebra Cut, where the landslides had occurred, and described the canal from a scenic point of view. The canal was built principally in order that the American Fleet could be quickly transferred through the canal from the Atlantic to the Pacific, thus gaining a distance of 8,000 miles, but last year the commercial tonnage passing through the canal had increased to 7,000,000 tons. Captain Halloran then dealt with the world's trade mileage routes through the canal, giving distances; and drew comparisons between New York and London, showing that New York was likely to gain commercially. The lecturer illustrated everything by drawings, perspectives, charts, and photographs. Two of the drawings were kindly copied by Pte. Bishop.

HISTORY OF EXCHANGE AND MONEY.

A lecture was given on the fore troop-deck by Lieut. A. N. Brierley, B.A., B.Ec., on the "History of Exchange and Money."

The lecturer traced the evolution of the growth of the present system through the stages of barter, weighed money, stamped money, and coined money, with the comparison of the advantages and disadvantages of one-standard and two-standard countries. He briefly sketched the various types of paper money and the fluctuations to which they are liable. He also spoke on book credits and cheques. Mr. Brierley finished his lecture by dealing with the question of international exchange, and gave his opinion of the reason of the variations of the relations between French, English, American, and German money.

Lieut.-Colonel Robinson supplemented Mr. Brierley's remarks on the points of international exchange.



“FREEDOM OF THE SEAS.”

A lecture was given by Major Chaplain Carter on Monday the 5th May; the lecturer taking as his subject “The Freedom of the Seas.”

The outline of the lecture set forth the matters as follows:—That the League of Nations idea of recent times is the result of the fusion of two schools of thought—an older one, which dates back some 300 years, which aimed at the abolition of war and resulted eventually in the Holy Alliance, which broke down in 1830, and the newer one, which sprang up after the failure of the Holy Alliance and which has as its ideal the more modest aim of reducing war to the lowest possible minimum and denuding it of what are regarded as its worst features. This latter school produced the Declaration of Paris and the Geneva and Hague Conventions. It is from this school that emanates the proposal for the Freedom of the Seas, which has never before been a clause in any proposal for a League of Nations.

The Freedom of the Seas aims at abolishing belligerent rights against enemy property afloat, abolishing the law of contraband and protecting in time of war the trade, not only of neutrals, but even of the belligerent parties.

The lecturer then went on to show that this is incompatible with an international league of peace—that it would tend to shift the balance of power from naval powers and give the preference to military powers. This would be a serious blow to Great Britain, as the Navy is the strongest British arm.

“LEAGUE OF NATIONS.”

A lecture was given on “The League of Nations” by Gunner Lance, on 8th May.

The lecturer dealt with the development of the system of government, going back to the days of the tribes, showing how they formed states or kingdoms and eventually formed the nations such as the British Commonwealth of Nations, which is often cited as the British League of Nations. At the outbreak of war we had the Entente Cordiale and the Triple Alliance, which were only agreements in the event

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of war. The preliminary League of Nations covenant consists of twenty-six clauses. The lecturer dealt with the most important of these, and showed that the leading nations will hold the balance of power. Admission of new members requires the assent of two-thirds of the States represented by delegates at the Conference, and the consent of the Executive Council, so that no mere majority will admit any new member. There is nothing definite on the question of armaments, but the opinions of leading statesmen both of Britain and America were quoted, in which the abolition of conscription seemed very popular, also the limitation of armaments. All the nations seem to agree that private enterprise in the manufacture of armaments must be abolished in favour of State control.

International Court of Justice.—This Court is considered by some to be the most important as a place where the nations must submit their grievances. It is hoped by this means that wars to a certain extent will be abolished. An important part of the proceedings is that this Court must take six months to consider disputes and give an answer. The nations in question must wait another three months before declaring war. The League binds itself to the decisions of the Court.

The lecturer touched on the question of the German Colonies. Germany is not to receive any of the captured colonies, but whether they will all be disposed of in the same manner as the islands handed to Australia under the mandatory system the lecturer was unable to say, as the matter is not yet settled.

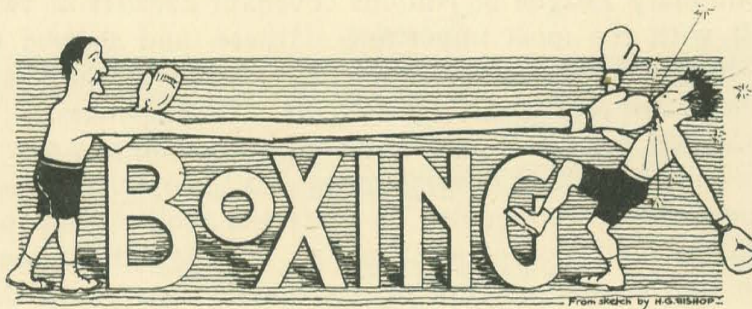
All treaties must be published, as secret treaties in the past have been a source of great annoyance, particularly to America.

The lecturer then went on to show what the world would be without a League of Nations, and showed that all the Powers must necessarily keep large standing armies. These would breed the spirit of militarism, and take the money which should be spent on development work and for the benefit of the people.

At the close of the lecture questions were invited and satisfactorily answered.

DEBATE.

A debate, under the auspices of the Educational Committee, was held on Thursday 17th April, the subject being State Control *versus* Private Enterprise. The case for Private Enterprise was conducted by Lieut. Brierley, ably seconded by Lance-Corporal McLennan, and for State Control by Lieut. H. Barnes, supported by Gunner Lance. Several members of the audience expressed their views. At the close of proceedings a show of hands was taken, State Control receiving a unanimous verdict.



COMPANY TOURNEYS.

On Monday evening No. 1 Company presented a programme of five events to a large and appreciative audience. Each bout was characterised by skill, sportsmanship, and merit, and all the contests went to the three-round limit.

Lieut. W. T. Barnes officiated most efficiently as referee, whilst Lieut. Lyon and Driver Todd acted as judges, and Cpl. J. Forster kept a watchful eye on the timepiece.

In the novice contest Pte. Hewitt, 26th Battalion (9 st. 8 lb.), secured the verdict from Gnr. Bartley, 8th Bty. (10 st. 2 lb.), after a fairly interesting set-to. The light-weight was undoubtedly the most pleasing event of the evening. Pte. Shelton, 26th Batt. (9 st. 8 lb.), and Pte. Stanfield, 26th Batt. (9 st. 6 lb.), were so evenly matched that the judges asked the referee to exercise his vote, and the bout was declared a draw.

Pte. Palmer, 26th Batt. (11 st. 6 lb.), had the better of the contest with Pte. Scott (11 st. 4 lb.), of the same unit, in the middle-weight, and secured the decision. In the welter the contestants were fairly evenly matched, although dissimilar types of men; and this bout, Cpl. Bell-Booth, 26th Batt. (11 st.), *versus* Pte. Howell, 26th Batt. (11 st.), was also declared a draw.

For the commencing round hard hitting characterised the heavy-weight contest, in which Pte. Anderson, 26th Batt. (12 st. 7 lb.), secured a decision over Pte. Sampson, 5th Batt. (12 st. 5 lb.).

Later in the week members of No. 3 Company also contested a similar number of events, but this evening's entertainment failed to reach the standard set by the previous exhibitions. The generally expressed opinion was that a special three-round contest between two of the ship's apprentices, which resulted in a draw, was by far the

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OUR HOMEWARD STUNT

best event from the onlookers' point of view. The novice event provided plenty of amusement, and was taken generally as a farce. In this event Sgt. Keynes, 16th Batt. (11 st. 6 lb.), who secured the verdict, was opposed by Pte. Jackson, 27th Batt. (11 st. 6 lb.).

The towel was thrown in on two occasions during the evening, and in one instance—the middle-weight—popular opinion was decidedly against Drewitt, 27th Batt. (11 st. 6 lb.), who treated his opponent White, of the same battalion and weight, with unnecessary severity. In this bout the towel was thrown in before the first round was concluded and the verdict given against White.

The light-weight contest lasted one and a-half rounds, and Walsh, 27th Batt. (9 st. 4 lb.), proved himself more than an equal for Pte. Fitzgerald, 27th Batt. (9 st. 4 lb.), who retired somewhat disfigured.

The honour of a verdict in the welter-weight was sought by Pte. Howe and Pte. Diggings, both of the 27th Batt. The former had things pretty much his own way for the first two rounds at least, and was awarded the verdict.

A termination was brought by the meeting of Pte. Morris, 28th Batt., and Pte. Gillins, 15th Batt. (both 12 st.), in the heavy division. The former had the advantage of greater reach but the rounds were fairly even and interesting; the judges' decision was a draw and this seemed to meet with general approval.

Lieut. Barnes again officiated as referee, with Lieut. Lyon and Sgt. Grandison in the capacity of judges, with Cpl. Burnett as timekeeper.

Shortly after leaving Cape Town a number of contests were decided, and provided a good evening's entertainment both for spectators and competitors.

Lieut.-Col. J. A. Robinson, D.S.O., acted as referee, Lieut. Lyon and Dvr. Todd again judged, and Cpl. J. F. Forster officiated on the gong.

Of the six contests brought to a decision, that between Pte. Shelton, 26th Batt., and Sergt. Arthur, 26th Batt., both approximately 9 st. 7 lb., was the hardest fought and of most interest. It was a dingdong go from first to last, in which Shelton had slightly the better of the deal, and he was awarded the verdict.

Another light-weight contest was that between Ptes. Walsh and Warren. This too provided much of interest, and from the spectators' point of view Warren should have won. The judges' verdict, however, favoured Walsh.

The welter-weight was contested by Gnr. Bartley, 8th Bty., and Pte. Howell, 26th Batt. These two were of about even weight (10 st. 7 lb.), and their three rounds were evenly fought as well. In this event the award was a draw.

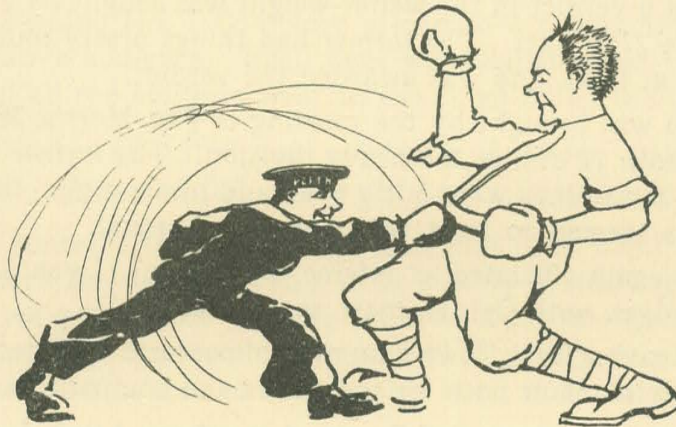
OUR HOMEWARD STUNT

The heavy-weight brought two contestants into the ring, Pte. Sampson, 15th Batt., and Cpl. Bell-Booth, 26th Batt. Here again the performance was so very even that a draw was the result.

In the middle-weight, Pte. Farrell was opposed by Goldberg and an interesting bout resulted. The three rounds were closely contested and resulted in a draw.

The novice event brought two able exponents of the noble art into the ring and the bout proved of considerable interest. Ingles eventually secured a decision over his opponent, Collins, by a narrow margin.

As usual the band (Sergt. D. Phillips conducting) enlivened the waiting crowd with selections and marches prior to the boxing. The band is certainly a very much appreciated asset, and wins merited applause on each appearance.



SHIP'S CHAMPIONSHIPS.

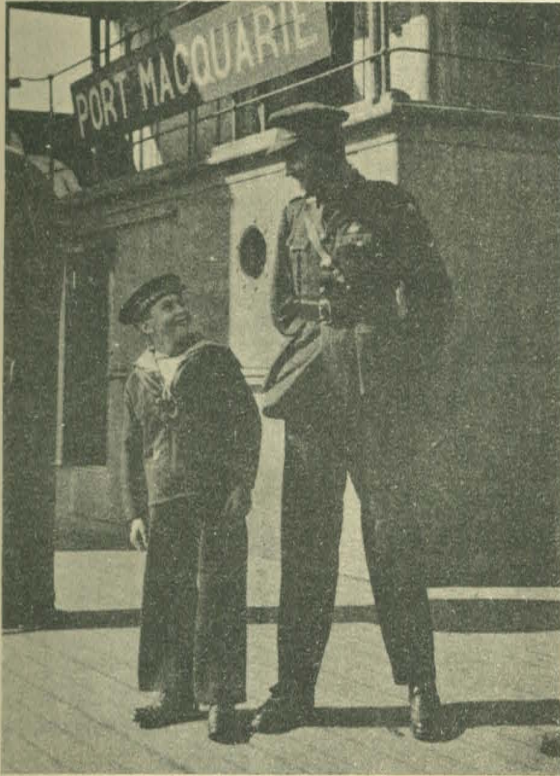
Following upon the several company tourneys came the championship contests in four divisions. These were decided on Tuesday evening, 6th instant, and although there were but two aspirants for honours in each class the exhibitions in all cases were excellent. The contests were fought under Army and Navy Rules, and consisted of three two-minute rounds.

More than an hour before the time of commencing, the ring-side was packed by enthusiasts and every available vantage point elsewhere was fully occupied. The band ably assisted to break the monotony of waiting and rendered several numbers in its usual efficient manner, to the evident appreciation of everybody.

OUR HOMEWARD STUNT

Lieut. J. B. Minchin, D.S.O., M.C., was responsible for the organisation of the championship, and is to be congratulated on the successful issue achieved. He was ably assisted by Cpl. C. N. Hall, who gave valuable assistance in various ways. Lieut. W. T. Barnes officiated as referee in a most efficient manner, Lieut. Lyon and Dvr. Todd gave the decisions, whilst Cpl. Burnett was responsible for the time.

In addition to the money-order and cash prizes, there were several valuable trophies generously donated by our genial skipper Capt. W. McQueen. The O.C. troops (Lieut.-Col. J. A. Robinson, D.S.O.) donated the cash prizes awarded, whilst the money orders were upon the A.I.F. Canteens Fund.



RESULTS.

BANTAM WEIGHT.

Under 8 st. 10 lb. First Prize—Trophy, £1 Money Order, 10/- Cash ; Second—15/- Money Order.

Pte. Collins (8 st.), No. 3 Company ; Pte. Kelly (8 st.), No. 1 Company. This bout was characterised by a brisk exchange of "broadsiders," and was clean throughout. Collins secured the majority of points, and was leading at the conclusion of the final round. He was awarded the verdict.

RESULTS—*continued.*

LIGHT WEIGHT.

Under 9 st. 7 lb. First Prize—Trophy, £1 Money Order, 10/- Cash ; Second—15/- Money Order.

Pte. Stanfield (9 st. 6 lb.), No. 1 Company ; Pte. Warren (9 st. 7 lb.), No. 3 Company. This was perhaps the most pleasing from a spectator's point of view. Both men were taking the offensive at favourable moments, and blows were exchanged with equal briskness and "sang-froid." The contest hardly inclined in either man's favour at any stage of the contest, and the judges' award of a draw was received with unanimous satisfaction.

WELTER WEIGHT.

Under 10 st. 7 lb. First Prize—Trophy, £1 Money Order, 10/- Cash ; Second—15/- Money Order.

Cpl. McFarlane (10 st. 6 lb.), No. 2 Company ; Cpl. Bell-Booth (10 st. 6 lb.), No. 1 Company. In this section the issue was hardly in doubt from the commencement, for McFarlane soon showed himself somewhat superior to his opponent. The bout was not, however, devoid of interest and was warmly applauded. Here again sportsmanship and good feeling were noticeable throughout the round.

MIDDLE WEIGHT.

Under 11 st. 7 lb. First Prize—Trophy, £1 Money Order, 10/- Cash ; Second—15/- Money Order.

Cpl. Drewitt (11 st. 6 lb.), No. 4 Company ; Pte. Farrell (10 st. 11 lb.), No. 3 Company. Interest was maintained throughout this contest, which, as the award indicates, was very even. Both men fought well, and Farrell warily avoided his opponent's notorious right. Both men received and delivered heavy blows and each came up smiling. It was a difficult bout to judge ; some spectators inclined one way and others another. The final decision was a draw, and, with one or two exceptions, was approved by the onlookers.

HEAVY WEIGHTS.

Over 11 st. 7 lb. First Prize—Trophy, 30/- Money Order, 10/- Cash ; Second—15/- Money Order.

Pte. Anderson (12 st. 2 lb.), No. 1 Company ; Pte. Sampson (12 st. 7 lb.), No. 1 Company. This event had created the most interest beforehand, for "Nugget" Anderson was recognised as an exceedingly hard nut to crack. Sampson is to be congratulated on his pluck in meeting an opponent so well versed in ringcraft and the "noble art." Anderson had a lead throughout, but the other man is by no means a "dud." The first two rounds were decidedly of interest but Anderson had things much his own way in the third, and Sampson's towel was thrown in a few seconds later before the gong sounded. Anderson was warmly applauded on receiving the decision, and a no less hearty cheer was given Sampson as the two men left the ring together. Here again good feeling and sportsmanship characterised the bout.

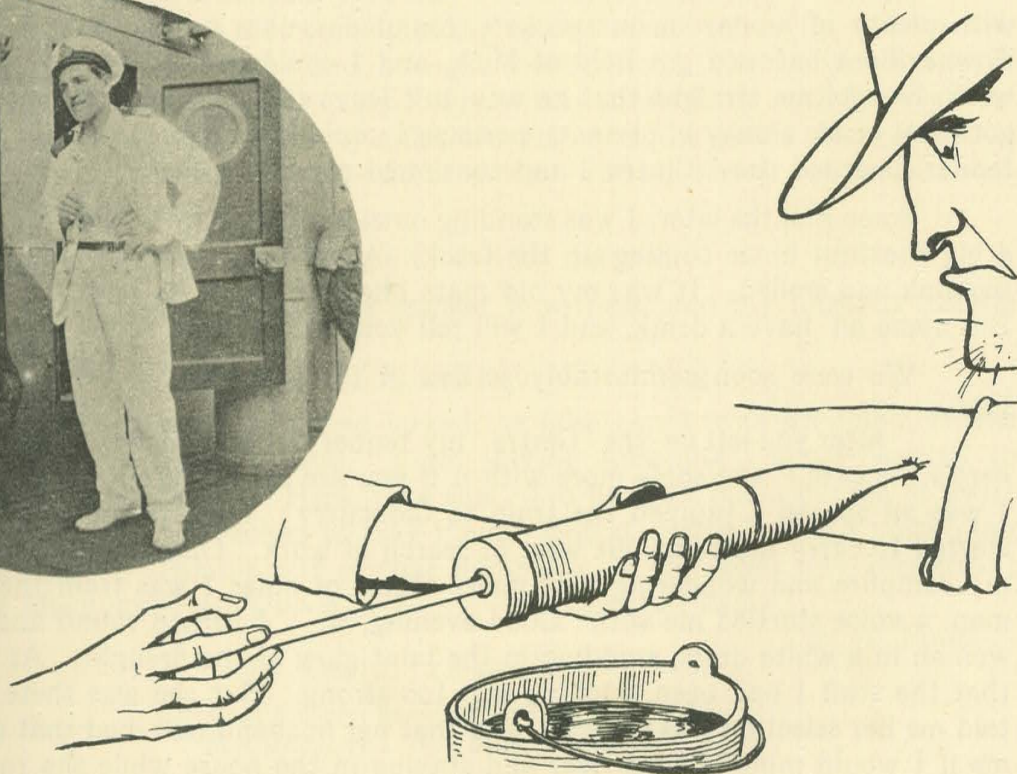
Certainly not the least interesting event of the evening was an exhibition spar between our Y.M.C.A. rep. (Mr. Donnelly) and Sgt. Arthur of No. 1 Company. This was for three two-minute rounds, and was not lacking in hard knocks. Both men were heartily applauded for their exhibition.

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OUR HOMEWARD STUNT

Immediately after the final bout, Lieut.-Col. J. A. Robinson, D.S.O., introduced the chief engineer (Mr. T. A. Leinster), who had been invited to present the prizes won by competitors during the evening. In a few apt and well-chosen remarks, Mr. Leinster congratulated the successful aspirants for championship honours on their respective performances. He thanked each and every one, on behalf of all present, for a splendid evening's sport and entertainment, and congratulated them also on the good feeling and "bon camaraderie" which characterised the bouts.



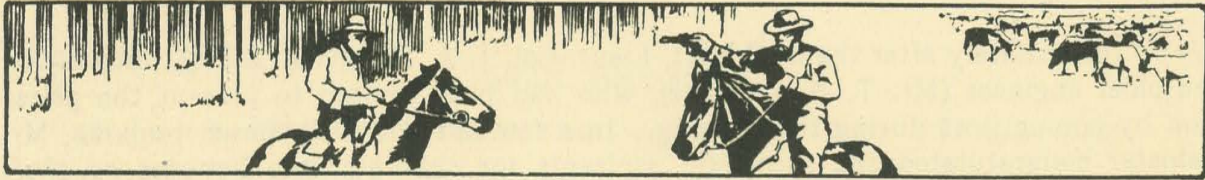
"DOC." SCORES

Scene.—Inoculation aboard H.M.A.T. M.O., shirt-sleeves rolled up, sweating in the humid tropical heat at 10 a.m., busy puncturing diggers' arms and injecting therein the magic mystic juice of X.Y.Z. Excited "digger," suffering from acute "cussednitis," arms a-kimbo.

"Say, look 'ere Doc., is this 'ere b—— 'nocation 'pulsory? Caws, if it is, then I'm not 'avin' any."

Doc. : "Well, no, old man, just please yourself. I'm too busy to yap. Next man, please."

"*Digger*" : "Well, seein' 'as 'ow it's that way, I'll be done." Bares his arm for the jab.



ROBBED BY DISCIPLINE.

My old mate Mick Ryan and I had just finished a long trip with cattle, and, with plenty of money in our pockets, found ourselves on the way to Brisbane. At Townsville a barmaid got hold of Mick, and I could not shift him. After waiting a week, he told me straight that he wouldn't leave the place, but that, as the lady had got most of his money in presents, perhaps I could lend him ten quid. I gave him the tenner, boarded the "Cintra," and continued my trip alone.

Some months later, I was standing outside the pub. in a bush township admiring a big chestnut horse coming up the track. As he drew near, the rider lifted his torn panama and smiled. It was my old mate Mick. "Yes," he said, "it's me, old chap. But come an' have a drink, and I will tell you the strangest story you ever heard."

We were soon comfortably settled in the pub. parlour, and Mick started his tale—

"After you left on the 'Cintra,' my tenner cut out mighty quick. By the way, here's the cash; and some more with it if you are short. Well, I soon found out that I was an ass, so I jumped the train to Cloncurry; then, penniless and miserable, I started to carry my swag out west in search of work. One night as I sat gazing into my campfire and wondering how many scores of miles I was from the nearest white man, a voice startled me with 'Good evening, sir'; I turned round and saw a pretty woman in a white dress, standing in the faint glow of the firelight. At first I thought that the stuff I had been drinking was too strong. But she was there alright. She told me her selection was close by, and that her husband had died that day, and asked me if I would mind coming over and staying in the house while she rode to the next selection for assistance. I picked up my swag and followed her.

"Arrived at the place, she gave me a box of cigars and a bottle of whisky to keep me company during her absence. As she rode away I sat down to a stiff drink. Suddenly the dead husband stood before me, a revolver in his hand! 'It's alright, lad,' said he; 'swallow your drink before you faint. Now,' said he, 'listen to me! That woman thinks I drank the tea that she put arsenic in; she has gone for her damned fancy man; but you have only to sit tight and mind your own business and leave the rest to me.'

OUR HOMEWARD STUNT

" He then returned to the bedroom.

" An hour later I heard horses coming ; and in a few minutes she returned with a big, handsome chap, whose arm I noticed as they passed me was round her waist.

" As they entered the room, three shots rang out. Then the ' dead' husband came out and told me to take one of his best horses and get away. He wrote out a receipt for the nag and handed it to me with twenty quid, saying, ' Look here ; remember, you were never at Brown's selection in your life.'

" A few months later I was coming along behind a mob of cattle when I saw a mounted trooper and a tracker riding straight towards me. The trooper stared at me for a moment with his snake-like, black eyes, then covered me with his revolver and said, ' I've had a hundred and sixty miles of a ride over the plains after you, so it won't take much to make me shoot you. So be quick ! and tell me all you know about the tragedy at Brown's selection.'

" ' I know nothing,' I said, ' so shoot and be damned !'

" ' Be quick !' said he, ' only the tracker is witness, and my finger is itching to pull.'

" Again I replied, ' I know nothing and can tell nothing.'

" He looked hard at me and then jerked the false beard from his chin. It was Brown himself ! ' Look, lad', he said, ' I am leaving Australia ; but I wanted to make sure of you before I went. Here, take this,' and he drew out a bundle of fivers and handed them to me. I reached to take them. But at that moment a voice rang out : ' Come on now ! Tumble out of that hammock, if you want any breakfast ; this 'ere " Port Macquarie" ain't no b———— convalescent camp !' "

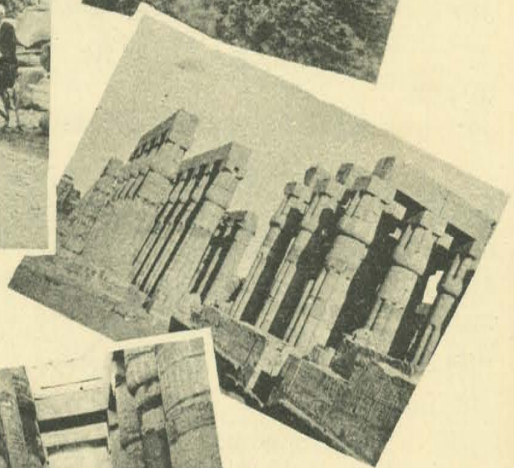
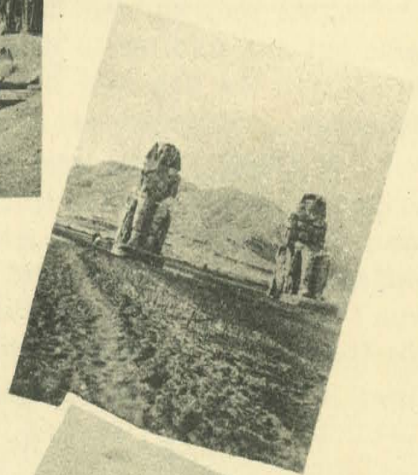
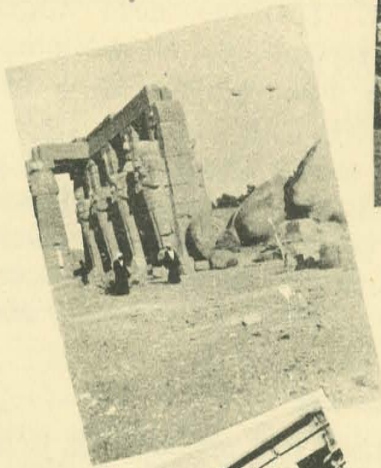
E. A. FORD.

221 KNOTS! YE GODS!

The Chief Engineer he curses Cape coal ;
" Port Macquarie's " fast records reduce ;
Long-feller Chief Mate he says, " 'pon my soul,
The running has gone to the deuce " ;
The senior M.O. keeps fouling the screw
With M.S. and dressings and lint ;
The Officers moan, " There's no mountain dew " ;
Minchin growls, " There's no room for a sprint ! " ;
The J.M.O. says, " Life's joyless and lean " ;
The C.O. lies low and says nuffin ;
But Captain McQueen
Keeps smiling serene,
And out of our grouse knocks the stuffin.'

25/4/1919.

OUR HOMEWARD STUNT



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THE LAND OF THE PHARAOHS.

A glimpse of ancient Egypt above Cairo takes us upstream to Abu Simbel, some 700 miles, and leaving behind us the Pyramids, Sphinx, and the ruins of Memphis city, one follows the Nile to Abydos (324 miles above Cairo), sacred as the traditional burial place of Osiris, the Lord of the Dead. Here are seen the remains of temples dating back 5,000 years, among them the temple of Seti I.

Among the ruins of Dendera (380 miles) is the temple of Hathor, one of the best preserved of the Ptolemaic Temples. Around the great sweeping bend of the river at Luxor (420 miles) one finds oneself on the site of ancient Thebes and amid an extraordinary wealth of crumbling ruins. The Temple of Karnak is a most stupendous and magnificent sight. Situated some 2 miles on the main road from Luxor, the approaches are lined by avenues of sphinxes, many of which are still intact. Built by Usertsen (B.C. 2433) and embellished by almost every monarch up to the time of the Ptolemies, its main feature is the Hypostyle Hall, which is large enough to conceal the Cathedral of Notre Dame of Paris. For splendour and magnitude, the temple of Karnak forms the most magnificent ruin in the world. The roof, single stones of which weigh 100 tons, is supported by 134 massive columns from 40 to 60 feet high. The outer walls surrounding the temple are 50 feet high, and along the top one may walk for half an hour. Within are several obelisks and the sacred pool.

A short distance below Karnak on the same bank stands the Temple of Luxor, built by Amen-Hotep III, 1400 B.C. The columns are mostly lotus-bud in type, and in the birth chamber the stone carvings depict the miraculous birth of Amen-Hotep III.

A noteworthy feature is a fine obelisk of red granite erected by Rameses II and a huge statue of that monarch. The carving of his "little wife" on the same pedestal reaches only to his knee. At the present day the surrounding country is under cultivation, and the methods adopted are as primitive as those of Lower Egypt. Across

the river is the hill of Thebes, the great necropolis of the Pharaohs and their people. Within the twenty-miles' donkey ride over the surrounding desert there are some very fine specimens of architecture, some of which are well preserved. On the road to the tombs of the kings from the river one first passes the Colossi of Memnon, the guardians of the mortuary temple of Amen-Hotep III. To the right is the Ramasseum built by Rameses II. The colossal figure of Rameses now lies broken on the ground, having been destroyed by the Persians, and its ruins show it to have been the most gigantic figure in Egypt ever carved from a single block of granite.

Further on the desert track gradually ascends and enters the "Valley of the Dead," between two small spurs of the hill of Thebes. The many tombs of the kings (Pharaohs) are disposed around a natural amphitheatre some few miles up the valley, and the road leading thereto has seen for centuries the pageantry attending the royal burials. Around the foot of the yellow cliffs are doorways once carefully sealed and hidden, leading through the solid rock downwards hundreds of yards. Passing through many corridors hewn in the rock one finally reaches the actual burial chamber. In the tomb of Amen-Hotep II (18th dynasty) the mummy of the king still lies intact, and in a small side-chamber lie the mummies of his three faithful servants, it being customary to kill the most trusted of them, that their spirits might attend the master after death. Some centuries later only a mock ceremony was gone through, and the blue dolls so commonly found in tombs to-day represent the bodies of the victims of the former peculiar rite. The sculptured sarcophagus of the monarch was most elaborate. Often hewn out of the granite and at times covered with gold, it was altogether a fitting resting-place for the mummy. Great care was taken in embalming the body, that the spirit which revisited it might recognise the features, for should the face be disfigured by enemies the spirit was baffled. The sarcophagus was therefore made heavy and inaccessible, to prevent such a catastrophe. Within the chamber was placed food for the soul, usually in bowls and dishes of alabaster or serpentine stone. Gold, jewellery, and furniture were commonly found—the personal effects of the king. The brilliant colour of the wall-paintings depicting the life of the emperor persists to the present day.

Leaving the tombs one bears to the right and passes the Temple of Queen Hatshepsut. The temple (Der-el-Bahari), built 1600 B.C., stands at the far end of a deep bay in the cliffs of the hill of Thebes. Approached by a pair of obelisks, a pylon gateway, and a long avenue of sphinxes, the temple consisted of a succession of terraces and flights of steps, rising one above the other and ending in a maze of colonnades and courtyards uplifted high against the mountain-side.

The Tombs of the Queens lie in a valley at the opposite end of the Hill of Thebes. One of the most interesting is the Tomb of Queen Nephthari, wife of Rameses II, 19th dynasty. The return journey to Luxor brings one to the Temple of Medinet Habu.

Further up the Nile the village of Edfu (485 miles) marks the site of the old capital of Upper Egypt in pre-dynastic times, and here is found one of the largest and best preserved temples in Egypt, built during the two centuries before the Christian era by the Ptolemies.

The present-day journey is usually done by train leaving Luxor at daylight, and the run is to be remembered because of the great heat, the dust, and the glare of the desert. The Egyptian fly here wages the same vigorous offensive as in Lower Egypt. Arriving at Edfu the river has to be crossed in a treacherous-looking boat which runs aground in the shallows. One is at once seized by several natives, carried ashore piecemeal over the mud, and thrown on a donkey. The crowd of waders then clamour loudly for "bucksheesh," and one sets off at a gallop, the mob at one's heels.

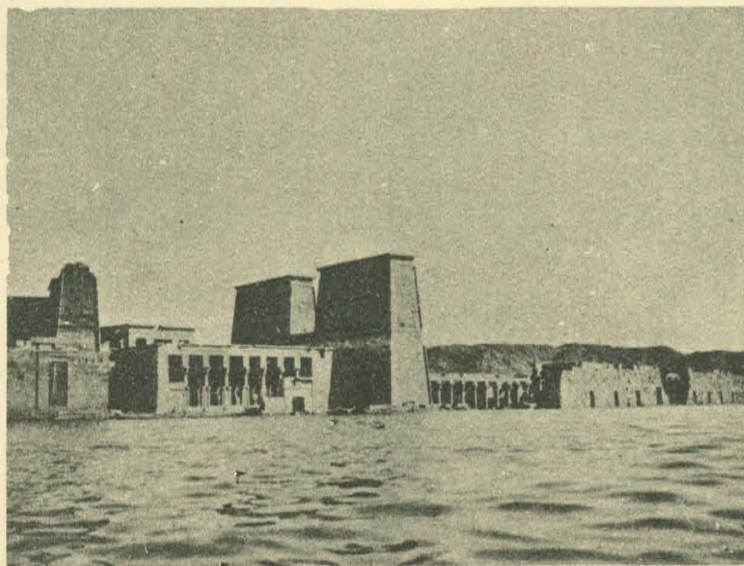
The temple lately excavated from the present-day village is dedicated to the god Horus, and the two pylons, 112 ft. high, are covered with battle scenes. The Temple at Komombo (522 miles) on the way to Assouan is also Ptolemaic, and was the Temple of Sobek. Assouan (522 miles) is a charming spot, the river dividing to enclose Elephantine Island; both banks and the island being thickly wooded. On the outskirts of the town may often be seen a Bichareen village pitched on the desert, the tribe selling their camel-herd. Nearby are the ancient granite quarries from which granite was cut and floated down to Lower Egypt. A partially cut obelisk is still lying in the quarry.

Sailing up the river to Shellal, one finds a complete change in the country-side. The sandy banks are replaced by solid granite rock. The first cataract is soon reached, and built above it is the immense Assouan Dam, passing through which the Island of Phylæ looms up. The Temple of Phylæ is Ptolemaic and is very picturesque. It is approached through a colonnade of thirty-two columns and the massive towers of the pylons are each 120 ft. wide and 60 ft. high. Beside it is the smaller temple of Osiris known as Pharaoh's bed.

The effect of the dam at Assouan is felt as far up as Abu Simbel, another 174 miles, and here there are found great statues of Rameses II, 60 ft. high. The temple is excavated in the granite rock to a depth of 185 ft. At Assouan the wonders of ancient and present-day civilization stand out in sharp contrast, and one turns from a study of the magnificent Temple of Phylæ, built many centuries ago, to the colossal dam

recently constructed a mile below it at Assouan. The dam is $1\frac{1}{2}$ miles long and is raised to a height of 143 ft. above the valley floor, both ends and the base being built into the granitic rock of the river-bed. The dam is pierced by 180 huge sluices which regulate the flow and prevent silting, and a system of five locks at the western end allows the Nile boats to pass up and down. The level of the river is held up nearly to the Sudan frontier, and some 2,300,000,000 tons of water over and above the normal content of the river are thereby stored instead of running out to sea. A continual water supply throughout the year is thus provided enabling two crops to be grown on the same land annually. That the Temple of Phylæ, which is consequently submerged for several months each year by the flood, may not suffer is the hope of Egyptologists, who, while solicitous for the welfare of modern Egypt, justly regard the architectural remains of an extinct Empire as sacred and inviolable.

GARNET HALLORAN, Capt. R.A.M.C.



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OUR HOMEWARD STUNT



"DIGGER," BY THE PADRE.

He drafts from everywhere,
Mine, farm, and city fair,
The suburbs and the stations way out back ;
And some you've seen before,
With cans and dogs galore,
A humping bluey on the sundown track.

His oaths are not sublime,
But mincing words and fine
Can't tell you all that's in a digger's heart ;
Though adjectives be ruddy,
His meaning's never muddy,—
Hates one to think he's trying to be smart.

He don't indulge in bluster,
His simple "Come a gutser"
Is eloquent ; he knows that you'll "compree" :
Marked if one spreads "a furph" ;
His national game—The Turf ;
His strong words, "Dinkum Oil" and "E'll do me."

Steel wires all up his back,
He's humped a heavy pack ;
He's "got the guts" and loves a ding-dong fight :
And you can "spit yer death,"
The digger's A.I.F.
Don't deal in feathers that the world calls white.

Long-limbed and tough and brown,
His face grows hair, not down ;
He plays the game,—and also plays Two-up :
But Gawdstruth ! Strike me pink !
Whatever you may think,
He won't forget when he's been sold a pup.

He does his little dash
While he has got the cash,—
A cherished souvenir to him his paybook ;
But says, "Ain't got the dough"
When funds are running low ;
He then does sums in some secluded nook.

Just mention politics,
At once his ears he pricks
And asks you what you think of Billy Hughes ;
Against the "League of Nations"
Has arguments in oceans,—
About the Yank he has "got private views."

He flops about the deck,
Tin label round his neck,
Engrossed intensely in a game called House ;
Not many togs he sports,
He likes it best in shorts ;
Straight wire, he's happy when you hear him grouse.

En route to seat of war,
In port not let ashore ;
For which he thought they made excuses lame ;
They posted sentries out,
M.P.'s were all about ;
But diggers somehow got there just the same.

For Pipeclay and for Blanco,
For Brilliantshine and Brasso,
Indignant like he says, "I've got no time" !
"This blasted war well over,
I'll be no more a soldier,
No bally fear," he mutters, "not for mine" !

The muse -
to amuse !



Sustaining the muse.

YE DIARY OF ONE PEPYS.

March 28th.—Ye war beinge no more, I do this daye begin my journee to ye land where do dwell people that have ye black or ye harde visage—Ye land that is known bye ye name "Australia," which beinge interpreted do meane—Ye lande of ye harde doer. I board ye shippe "Porte Macquarie" which lies atte anchor in ye dock atte Cardiff.

March 29th.—'Tis a goodlye shippe and this daye we do sail. Ye shippe begineth to roll and ye feeling within my stomach is strange.

March 30th.—I break my fast and alas ! Ye fishes breake their fast also. I seeke my bedde and do feel nigh unto death.

March 31st.—I recover ; I eate to my heart's content. Verily it is goode to live. I would my wiffe were here.

April 1st.—Ye daye when all do make fools, ye one with ye other. I do meet ye Mate one Sawbridge, a sailor of gallant bearing. 'Tis well my wiffe be not here. I notte like ye looke of his eye.

April 2nd.—I look me about, butte move notte there being not room. I espice ye "diggers," thatt being ye name of ye "harde visaged ones," gathered together in grate numbers, and I did hear one mysterious words, ye like of "leggs to ye number of eleven, clickety click," "Ye mudd kooke," and others ; truly a strange proceedings. Ye colonel he beinge ye great one over all ye troops did wear ye frown upon his hedde. Ye reason I knowe notte.

April 3rd.—This nighte did I witness strange duells to ye number of five. Notte swords or pistol. But upon ye hands of ye men were strange padds and with strange movements didde they smite ye other, and though there was mucche of blood and bruises yette didde they smile one to ye other, truly strange. Ye Colonel, who didde accte ye parte of ye umpire, didde from time to time saye with much gentleness "Breake ! Breake !" Yette didde I hear nothings thatte didde breake saving ye umpire's voice. I go to my bedde feeling now a sickness, havinge hadde fish for my repast. Ye menu saith 'twas of the "flounder," yette do I doubt ye truth.

April 4th.—This daye didde I visit ye court, where a wench comely indeed didde sue a vagabond who didde deceive her. He havinge provided her with a future of much size, didde yette protest that he should pay notte. Trulye a meane wretch. Methinks I will be as a father to ye poor wench.

April 5th.—To-day didde I liste unto the band whiche didde play much music. I beinge much struck with the man, he havinge hair thatt was redd, and his instrument itt was large. This youth brought much contentment unto me. For I didde see ye likeness to my baby boy when suckinge of his bottle.

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OUR HOMEWARD STUNT

April 6th.—Whatte strange sights I do beholde ! For to-daye didde ye apothecaries, to ye number of two, draw them aside with much mystery, and I didde notice thatt they hadde hand coverings of rubber and bowls thatte didde contain ye kondies. And their faces didde show ye looke of ye hunter. Then didde gather together all thatt were diggers and fear was on ye visage of manye. Then didde they with much meekness and innocence of mein approach one bye one unto ye learned ones. And if ye learned ones didde seeme disappointed then didde ye digger sighe with much reliefe and go his way with manye smiles. But didde ye learned ones smile with glee then didde ye digger's countenance turn to one colour of chalke and he woulde saye " come a gutzer " and he didde go then into exile. Butte those thatte were called officers did notte go before ye learned ones for itt is written—
" OFFICERS SIN NOTTE ! "

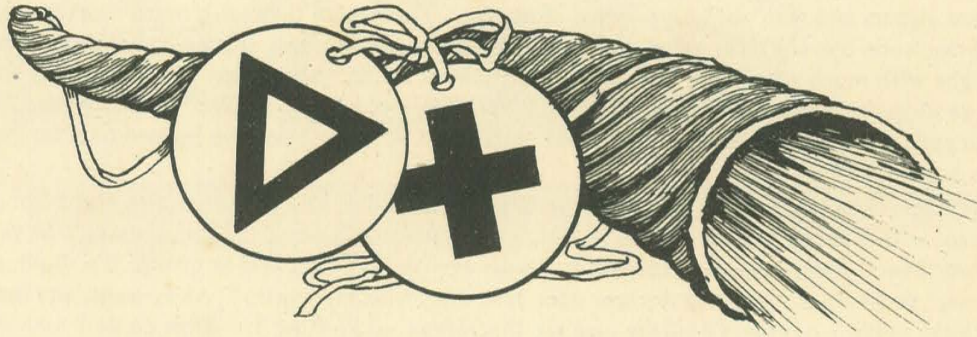
April 20th.—This daye we do arrive atte ye Cape Town whiche is a goodlye town, and I beinge a leftenant of foot am sent with a boddy of men to keep ye King's rules and regulations. I did put my men in ye " drill hall " and saye unto them " Tarry here, for gadzooks ! I must even depart for water to quench my thirst, and if anyone thatt is amonge ye do other than obey my law, upon him will I visit my wrath." And I went, and didde drink and after meditation didde I return. And the picquet thatte was, was notte ! ! Then didde I take me back to ye shippe in silence.

April 21st.—I do looke me around and see many things thatte are done. Ye people here havinge ye heart thatte is good, do mucche for ye diggers. Giving unto them mucche too eatte and also carriage without horses in which to journee. And there are some people thatte are white and others thatte are black and notte meet for ye diggers to take unto themselves thatte were black and they thatte didde so didde lower ye prestige of ye uniform thatte theye didde wear. I saw notte any of these butte I didde hear of bargains in velvet thatte was black. Yette I took no heed for velvet is merchandise and lawful trade.

April 23rd.—We do sail, after a pleasant dallying, and we do praye for speed. Butte ye coal thatte is gotten from ye Cape be notte ye best, and upon ye visage of he thatte is chief of all ye engines is no smile. And I didde say unto him wherefore art thou sadd and he didde make answer, thatte ye propeller, which is ye piece of iron thatte do go rounde and rounde and moveth ye shippe, didde go rounde in one minute even sixty times and thatte ye percentage of slippe was ninety and nine. Butte I went my way without enlightenment for I didde notte know ye meaning of slippe and percentage. Yette have I a greate likinge for ye chief of engines, even though my heart is as lead, for we do go forwarde ye one league and do slippe ye two.

May 12th.—Many days have passed ere I writ in this booke, for my eyes haveinge been as ye blind man, from ye dust from ye coal. Manye moons have gone and perchance ere the morrow is ye shippe will be atte anchor atte ye Port of ye Mantle thatte is Free. And ye diggers are filled with contentment, for verily they will go on ye shore and unto ye houses where ye " ear of ye pig " is in abundance. Verily there is joy, great joy, on ye shippe.

May 13th.—We do arrive and every man has donned his best broadcloth, and ye officers havinge belts thatte do shine and noses also. And withe much jubilation we do await ye man, who is by profession an apothecary, who will say to us, " Hail, 'tis well ; go ye ashore for a space. We would fain welcome ye." Yet, alas, he said not the words. But didde visit each and every one and didde place in ye mouths of all, tubes thatte were of glass. And he didde tarry a long time doing this, and found notte thatte which he sought, butte nearing ye end didde he see one man, and ye glass from his mouth didde read ninety eight and ye half. Now indeed was he full of joy for should it notte read ninety eight ? Therefore cried he in mucche jubilation, " Verily I say unto ye, Ye shall not visit this palace of sand, cinders, and slush ; ye shall stay even on ye shippe. Now indeed are our women-kind saved from ye sight of suche men and ye tin coverings need now be worn notte. For are ye not ye men that didde go and fight our friends ye Huns ? Are ye notte ye tourists thatte sow notte and reap even six shillings by ye day ? I shake ye coaldust off my feet. Verily I say fly from these our shores, lest peradventure thou makest us as thou art. By the blood of our Fathers, the Gropers, I have spoken ! "



THE AUSTRALIAN Y.M.C.A. ABOARD.

The Australian Y.M.C.A. did not fail in its last opportunity for wartime service to the men returning home on our ship.

There are few troops who have before them such a long and weary homecoming as the Australian "Diggers," and every activity that aims at entertainment and social life aboard the troopship is an essential and practical service.

The Association had its representative aboard who was armed with the standard troopship equipment as for each thousand troops. The list of equipment, consisting of no less than sixty-six separate items, is too long for detailed mention, but contained such items as a fiction and educational library of no less than one thousand standard works, costumes and gear for a twelve-person pierrot troupe, a case of fifty-six prizes (cigarette cases, safety razors, hairbrushes, &c.) for the competitions which were held at various times throughout the voyage, and various items of sporting gear, all of which was used continuously.

We do not doubt that every man on this homeward trip has appreciated this particular Y.M.C.A. service, and feels that but for the presence of the red triangle our voyage could not have been cheerful as it was.

[The above particulars were supplied by Mr. J. J. Donnelly, the Y.M.C.A. Representative, who, with characteristic modesty, has failed to mention the one factor which more than any other contributed to the success of the Y.M.C.A. efforts on our ship, namely: the personality of the Representative himself. In Mr. Donnelly we were fortunate in having a man of varied gifts; a musician of more than average ability; a good sport and a gentleman imbued with the lofty ideals of his work.—ED.]

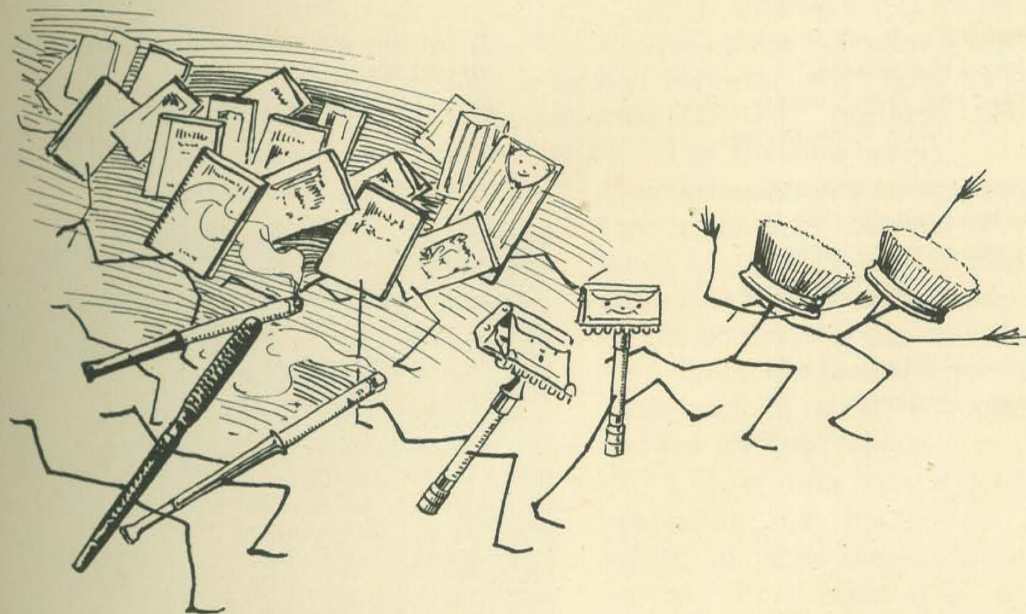
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OUR HOMEWARD STUNT

AUSTRALIAN RED CROSS AND AUSTRALIAN COMFORTS FUND.

The joint representative of these two funds on board the "Port Macquarie" was the popular Sgt. Hunkin, late of the 39th Battalion. Anybody who has had experience at the front knows the well-deserved, excellent reputation these funds have won in the field, and their character was ably sustained on the troopship in catering for the comforts of the men on the troop-deck and for the hospital patients.

The 112 cases of "Comforts" aboard included tinned fruits, socks, shirts, condensed milk, cocoa and milk, cigarettes, tobacco, writing paper, and envelopes. There were 75 cases of Red Cross goods—fruit, jam, chocolates, biscuits, sweets, jellies, malted milk, condensed milk, café au lait, beef extract, cornina, shirts, dressing gowns, etc., etc. The goods were distributed to the men through the Company Q.M. Sergeants for troops, and through the A.M.C. for hospital patients, aiming at every man getting his share and nobody being overlooked. The method worked admirably, and everybody was pleased, and felt the deep gratitude we owe to the promoters and supporters and workers of these two funds



OUR HOMEWARD STUNT

GOOD-BYE-EE !

Good-bye to trenches, rats and mice,
To rotten billets, chats and lice,
To bully-stew and boiled rice.

Good-bye-ee !

To bully-beef and pork and beans,
Plum-apple jam, and never greens—
I've indigestion still in dreams—

Good-bye-ee !

To Anzac wafers and rum issue,
The little lot that often missed you,
When other blokes got double issue.

Good-bye-ee !

Good-bye to going in the line,
To minnies, to the weird shell-whine,
To whiz-bangs and the damned five-nine.

Good-bye-ee !

To gas-guards and to Boche air-raids,
Reveille, piquets and parades,
Estaminets and chic French maids.

Good-bye-ee !

Good-bye to mumps and boils and scabies,
To war-time leave and war-time ladies,
To issue sox and war-time babies,

Good-bye-ee !

To sick parade and iodine,
Sulphur ointment, chloride of lime,
S.A. parade and Number 9.

Good-bye-ee !

To night patrol and Boche white flare,
To wiring stunts and "Who goes there?"
To strombos-horns, P.H., gas scare.

Good-bye-ee !

To mounting guard, fatigues, and drill ;
Of dull routine I've had my fill,
Na-poo ! I've lost the lust to kill.

Good-bye-ee !

To dug-out, shell-hole, and shell-crater,
That brought me near the heart of nature ;
O ! what a yarn I'll tell the mater !

Good-bye-ee !

And then good-bye to my tin hat
That saved my life when splinters spat ;
Thanks to the bloke who thought of that !

Good-bye-ee !

To red tabs, red tape—Ack—Ack—Ack !
To tons we carried in our pack,
Adieu ! I'm never coming back.

Good-bye-ee !

To cold-footers and red-caps too,
Bonjour ! I touch my nose to you ;
Henceforth you've got to earn your screw.

Good-bye-ee !

My fond adieux to friends known well,—
To Abdul, Willie, Kaiser Bill ;
I hope they'll feel at home in hell.

Good-bye-ee !

DIGGER.
30-4-19.

EDUCATIONAL ACTIVITIES.

When we set off from Cardiff most of us began to realise that the time had come when all thinking men should train their eyes towards their future and their reintroduction to civil life. The A.I.F. Education Service did well to provide books for those anxious to reacquaint themselves with the serious things of life and afford them the opportunity of brushing up subjects which had bearing on our men's civil occupations.

The Education Officer was provided with 341 text-books for sale and 20 reference books for loan. Of the former 195 were sold, comprising works ranging from black-smithing to political economy. Although men's minds were restless and rusty, several officers and men were only too pleased to act as teachers, and naturally the Education Officer appreciated their voluntary services. Classes were held continuously during the voyage home in the following, viz. :—Bookkeeping (three classes), French, English Composition, Arithmetic, and Shorthand. Considering the lack of sufficient accommodation the classes were well attended, and the students greatly appreciated the efforts and work of their instructors.

In addition to the above, Gunner Lance (of whose services to me and to the whole ship I cannot write too highly) delivered nine (9) short talks on "Sheep and Wool" to a few eager hailers from the country. Lieut. Brierley's lecture on "Money and Exchange" was most instructive; and the lectures by the Padre on "The Freedom of the Seas," and Gunner Lance on "The League of Nations," were both well attended and most interesting and instructive. Our esteemed M.O. Capt. Halloran, whom we all admired, delivered a most instructive lecture on "The Panama Canal." To Private

Barnard must great credit be given for the undoubted success of the two mock trials of a breach of promise case and a slander case respectively. Judged by the continuous laughter that emanated from the onlookers, those who took part in these were amply rewarded for their efforts.

I must take this opportunity of expressing my thanks to all who helped to make the educational work on the "Port Macquarie" a medium of assistance to the Diggers.

BRUCE LAING, Lt., Education Officer.



FREMANTLE.

After so long abroad how we longed for the day of our arrival! Fate decreed that we should first sight our shores in the West, and as the great dreary waste behind us increased our hopes were in the ascendant. Many comrades must leave us, but the mingled sorrow and joy so fervently expressed in that touching song "Will ye ne'er come back again?" will be evergreen in the "digger's" memory. Rottnest past, we lay at anchor eagerly awaiting the dawn and with it the bustle and life preparatory to our first shore leave. Who but "the 'eads" could have foreseen the probability of black disappointment hovering over us, and who can forget the gloom and depression which settled upon us one and all as the verdict of "In Quarantine" was announced. It was some months later that two influenza germs were seen to move stealthily down the gangway and steal furtively away in their launch to the accompaniment of adjectives which, it is said, are not to be found in any reputable dictionary.

The hours dragged by and, hoping against hope, the day was passed in agonising suspense. Launches flitting to and fro, frantic flag-waving, "morsing," and wireless were the order of the day, but the yellow rag was obdurate and still floated mockingly on the breeze. Snatches of "All dressed up and nowhere to go" caught the ear. Meanwhile, thwarted at every turn, we grew desperate, the violent epithets hurled shorewards were exceeded only by the biting sarcasm endured by the gloved gentleman who, be it remembered, to his everlasting discomfort, "forgot to procure certain cigarettes on shore."

But, meanwhile, "The Cheer-up Society" was at work dispelling dull care, and it is reported that even the pessimists joined in three of the heartiest cheers ever heard between decks at the close of the proceedings. The Waterside Workers' Conference followed, at which many excellent speakers came to light and momentous decisions were arrived at.

Another day of despair followed; faces were sullen, and silence reigned supreme, broken only by a volley of oaths as a figure in grey moved up the side of S.S. "Benalla" lying in the offing. A few hours later and, hey presto! we were at sea again bound for more hospitable shores. "Latrine wireless" has it that boilers were fired, winches ceased their clatter, and hatches were battened down as if by magic; and now the digger found his tongue, dull frowns changed to smiles, and happiness reigned once more aboard the lugger.

Our thanks go out to "the 'eads" for their energetic action, but a great tribute must be paid to the men who under provocation played a clean game and exhibited a high degree of self-restraint and discipline. We leave the West disgusted. May the Fates never lead us back to those inhospitable shores.

"FED-UP."

Half Hours
with the
Poets

WESTERN AUSTRALIA.

(Tune: "Happy Day.")

We reached it in the month of May,
And dropped our anchor in the bay,
Alas! It was on May thirteen
They dumped us into quarantine.
Quarantine! Quarantine!
They dumped us into quarantine.

And there we lay in durance vile,
Each face lit with perpetual smile,
Our brief sojourn passed like a dream,
Because we were in quarantine.
Quarantine! Quarantine!
Passed like a dream in quarantine.

Beneath the yellow-peril flag
We watched the shore and chewed the rag.
And thought of where we might have been
But for the bally quarantine.
Quarantine! Quarantine!
We chewed the rag in quarantine.

When we were going to the war
They welcomed us like toffs ashore,
When we came back, the winning team,
Our welcome home was quarantine.
Quarantine! Quarantine!
They welcomed us with quarantine.

I'd like to give "san fairy an"
To that Fremantle doctor-man
Who made me suck the glass machine
That shoved me into quarantine.
Quarantine! Quarantine!
Damn this infernal quarantine.

"DOPEY."

Dull "dopiness," thy soft seductive song is all too strong for me,
Mine eyelids heavy grow, my languid, limpid limbs all long for thee.
The very sea accepts thy rule, 'tis but a sick insipid thing,
The flying fishes float, not fly,
Flaked cloudlets loll against the sky,
The breeze is but a listless sigh,
And thou art king of everything,

"Dull Dopiness."

Dear mystery, the hour is thine when veiled in golden haziness,
The sun sinks sizzling in the sea a strengthless globe of laziness.
'Tis then the purple shades are drawn and night berobed in
silvern beams

Comes tripping through the starry maze
And whispers down the silent ways,
The lilt of old-world lovers' lays,
Creation seems a realm of dreams,

Dear Mystery.

J. J. DONNELLY

THE DIGGER'S RETURN.

Scent of wattle haunts me still,
Ah! you can guess the place
Where girls wear starlight in their eyes
And sunshine on each face.

We've seen old Pharaoh's mystery land
And Oriental charms,
The flash from eyes of beauteous hue
Acknowledged with salaam.

We've carried memories to France
We oft recalled; and then
Their place was superseded
By the "chic" Parisienne.

We've been to England once or twice,
And up to Scotland too;
We've sniffed the fragrance of the hills
And heather bathed in dew.

Yes, we've seen many wondrous sights,
But here I must explain
I'd just forget them all to see
A dog-fight in Balmain.

DRIVER QUINN, No. 2 Company.

OUR HOMEWARD STUNT



S.S. "PORT MACQUARIE."

Built 1912 by Messrs. Hawthorn, Leslie, at Hebburn-on-Tyne; is registered at Lloyds 100 A1. Length, 426 ft. B.P.; breadth, 54 ft. 1 in.; loaded draught, 27 ft. 7½ in.; displacement, 15,000 tons; dead weight 9,240 tons gross 7,236 tons; net register, 4,638 tons

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OUR HOMEWARD STUNT

Previous to commencement of the war the "Port Macquarie" was employed carrying emigrants to Australia. December 1914, carrying Australian forces with the 2nd Contingent. May 1915, carrying a naval bridging train from Sydney and Melbourne, also 500 troops, 500 horses to Bombay. February 1916, carrying Imperial Artillery from Southampton to Alexandria. March 1916, carrying Egyptians and Sikhs from Suez to Port Soudan. April 1916, carrying troops from Sydney and horses from Fremantle to Suez. October 1916, carrying troops from Fremantle to Plymouth. February 1917, to end of the war, engaged by the Government as a food and general cargo transport trading between the U.S.A. and U.K. ; also made three voyages from U.K. to Calcutta and back to Dundee *via* the Mediterranean. 14th August 1918, whilst in convoy off Dungeness, a torpedo was fired at the "Port Macquarie," passing 20 to 30 feet astern. 1st October in convoy in the Bay of Biscay the S.S. "Montfort" was torpedoed. 2nd October, witnessed a fight between the S.S. "Chindwara" and a submarine to the advantage of the "Chindwara," the submarine remaining only about ten minutes on the surface.



OUR BAND.

The Band, under the able conductorship of Sgt. Dug. Phillips, maintained an excellent standard, and was a much appreciated institution on board. Much credit is due to Sgt. Phillips for the high standard of excellence of the rendering of the various items in the repertoire of the Band, and for maintaining among its members the interest and enthusiasm which was a marked feature of their work. Regular performances were given on deck, and were much appreciated. It can safely be said that the Band contributed in no small way to dispel the tedium of the voyage, and to keep us all merry and bright. Below we give a list of the members of the Band, with the instruments played by each bandsman :—

Sergeant D. Phillips (Bandmaster), Queensland.
 Sergeant W. H. Thacker, Clarinette, South Australia.
 Private J. McGuckin, Clarinette, Queensland.
 Private J. A. Palmer, B Cornet (Soloist), Tasmania.
 Private E. Keen, B Cornet (Solo), South Australia.
 Private V. Warren, B Cornet (Repiano), Tasmania.
 Private W. Yeo, B Cornet (Repiano), N.S. Wales.
 Private P. Evans, B Cornet (2nd), South Australia.
 Private S. Harris, Tenor Horn, Victoria.
 Private W. Small, Tenor Horn, Victoria.
 Corporal E. C. D. Richards, Tenor Horn, Queensland.

Private F. Wilson, Baritone, Queensland.
 Private L. J. Pulbrook, Baritone, Victoria.
 Corporal J. Gee, Euphonium, Queensland.
 Private C. Baker, Euphonium, South Australia.
 Private C. Blow, Tenor Trombone, Queensland.
 Lance-Corporal H. Brown, Tenor Trombone, Victoria.
 Private W. H. Scott, E Bass, Tasmania.
 Private A. Cameron, B Bass, New South Wales.
 Private Adler, Bass Drum, Queensland.
 Private S. Verey, Side Drum, Queensland.
 Private C. Pierce, Soprano, South Australia.

Al. Length,
 weight 9,240

OUR HOMEWARD STUNT

DON'T MISS SEEING ! ! ! !

THE CONTINUOUS PROGRAMME ABOARD H.M.A.T. "PORT MACQUARIE" WHEN THE FOLLOWING FACE THE FOOTLIGHTS.

Recitation	-	-	" 221 Knots! Ye Gods!! "	-	-	-	-	-	CHIEF ENGINEER
Song	-	-	" Only Tired "	-	-	-	-	-	MR. MINCHIN
Song	-	-	" Oh, Dry those Tears " (<i>Kondie</i>)	-	-	-	-	-	S.M.O.
Song	-	-	" My Mother bids me Bind my Hair "	-	-	-	-	-	MR. DONNELLY
Song	-	-	" Another little Sweep wouldn't do us any harm "	-	-	-	-	-	COL. ROBINSON
Duet	-	-	" You and I together, Love "	-	-	-	-	-	CHIEF OFFICER and BILL E. YEWS
Song	-	-	" Pay, Pay, Pay " (<i>Kipling</i>)	-	-	-	-	-	MR. CARLISLE

INTERVAL.

JAZZ BAND: " Oh, it's a Lovely War " (with variations).

Recitation	-	-	" Lovely Woman " (<i>Crossland</i>)	-	-	-	-	-	MAJOR AITCHISON
Song	-	-	" Ragtime Pickin' Man "	-	-	-	-	-	BLUEY REID
Song	-	-	" Smile, Boys, Smile "	-	-	-	-	-	COHEN (Marquis of Seltona)
Exhibition Bout	-	-	Three two-minute rounds	-	-	-	-	TINY (3 st. 2 lb.) v. ANDERSON (15 st. 8 lb.)	
Recitation	-	-	" Half a League, Half a League onward " (<i>Tennyson</i>)	-	-	-	-	-	GUNNER LANCE
Song	-	-	" Dimes and Dollars, Dollars and Dimes " (<i>Hood</i>)	-	-	-	-	-	MR. BRIERLEY
Recitation	-	-	" Friends, countrymen, Romans, lend me your ears "	-	-	-	-	-	CAPT. HALLORAN
Song	-	-	" Trumpeter, what are you sounding now? "	-	-	-	-	-	BUGLER WILLIAMS
Song	-	-	" Beer, Beer, glorious Beer "	-	-	-	-	-	PADRE
Song	-	-	" He shall feed his flock " (<i>Messiah</i>)	-	-	-	-	-	MR. FROST
Trio	-	-	" Three Jolly Sailormen "	-	-	-	-	-	CHIPS, BO'SUN, and BO'SUN'S BOY
Recitation	-	-	" Men are deceivers ever "	-	-	-	-	-	SGT. WILLIAMSON

MR. CURTIN will conclude the programme with one of the famous MOTHER CAUDLE CURTAIN LECTURES.



PAGE FIFTY

Where were you born, Mamselle?
In Paris M'Sieur
What part?
All of me M'Sieur?

OUR HOMEWARD STUNT



Ship's Staff Officers



A.M.G. Details



Company Officers



Orderly Room Staff

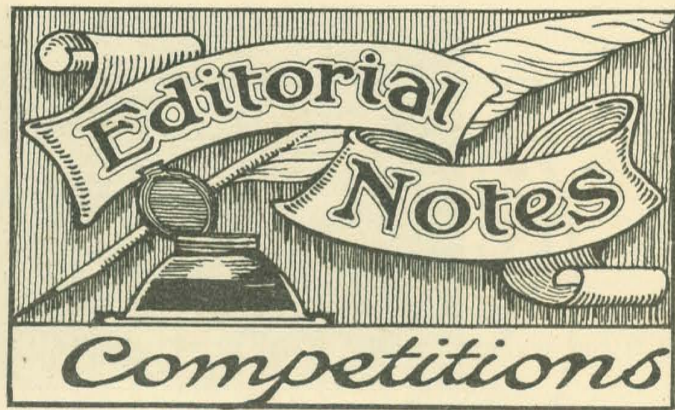
E''

BILL E. YEWS

Seltona)
(15 st. 8 lb.)

Bo'sun's Boy

CTURES.



The following are the results of the competitions conducted under the auspices of the Magazine Committee. These competitions were open both to the Military *personnel* on board and to members of the ship's company. The prizes were donated by the Y.M.C.A. through the genial representative, Mr. J. J. Donnelly. The Chief Officer (Mr. I. R. Sawbridge) also kindly donated £1, which was applied as indicated below. In the case of the photographic competition, owing to the difficulty experienced in getting prints finished on board, it was decided to leave it open so that competitors should have the opportunity of finishing their prints after arrival in Australia. The Editor has to acknowledge with gratitude the able assistance of Miss Veda Coghlan, of Brisbane, an amateur photographer herself of considerable eminence, in making the selection in this class.

- (1.) *Best Name for Weekly Paper and Souvenir*: "Our Homeward Stunt," suggested by the late Captain W. McQueen.
- (2.) *Best Original Black and White Sketch*: Private G. B. Stanford.
- (3.) *Most Original Joke*: Lieutenant V. Edwards, M.M.
- (4.) *Most Original Short Story*: (1) Driver E. A. Ford, "Robbed by Discipline"; (2) (equal) B. Boyd, "Camouflage"; J. J. Donnelly, "The Liars."
- (5.) *Photographic Competition*: (1) Sergeant C. P. Cohen (Chief Officer's prize, 10s.); (2) Lieutenant T. R. Lyon (Editor's prize, 5s.).
- (6.) *Best Original Verse*: Lieutenant W. T. Barnes, "Blank Fire."
- (7.) *Best Design for Souvenir Cover*: (1) Private H. J. Bishop (Chief Officer's prize, 10s.); (2) Corporal N. Bell-Booth (Editor's prize, 5s.).
- (8.) *Guessing Competition* (in connection with sales of Souvenir): Private F. B. White, Glen Osmond, South Australia, 24s.

OUR HOMEWARD STUNT

It will no doubt be of interest to our readers to know that on going to press 1,176 copies of the Souvenir have been ordered. A few extra copies are available and can be had on application to Dr. J. King Patrick, 127 George Street, Brisbane. Price 1s.; posted 1s. 4d.

We have pleasure in announcing that Lt.-Colonel J. A. Robinson, D.S.O., has been appointed A.D.C. to His Excellency The Governor of Queensland, Sir Hamilton Goold-Adams, G.C.B.

The Editor wishes to record his great appreciation of the unfailing courtesy and the valuable help given to him by the Staff of the Queensland Government Printing Office in the production of this Souvenir.

MAGAZINE COMMITTEE.

Editor—Captain J. KING PATRICK, M.D., B.Sc.

Sub-Editors—Chaplain Major G. W. CARTER and Gunner LANCE.

Committee: Captain G. R. HALLORAN, R.A.M.C., Lieutenant BRUCE LAING, Lieutenant BRIERLEY, B.A., B.Ec., Lieutenant T. R. LYON, Mr. J. J. DONNELLY, Sergeant MCKINNON, Sergeant MCPHERSON, Sergeant WALSH, Lance-Corporal McLAREN, Driver YULE, and Gunner BARTLEY (Secretary).



OUR HOMEWARD STUNT

SHIP'S MILITARY STAFF.

O.C. Troops, Lt.-Col. J. A. Robinson, D.S.O., 26th Battalion.

2nd in Command, Major R. M. C. Aitchison, 57th Battalion.

Adjutant, Lieut. W. T. Barnes, 26th Battalion.

Q.M., Lieut. A. B. C. Wood, 42nd Battalion.

Pay Officers—

Lieut. A. H. Carlisle, 28th Battalion.

Lieut. A. N. Brierley, General List Educational Services.

*Education Officer—*Lieut. Bruce Laing, General List Educational Services.

Sports Officer, Lieut. J. B. Minchin, D.S.O., M.C., 16th Battalion.

Company Officers—

No. 1 Coy.—

Lieut. T. R. Lyon, 29th A.A.S.C.

Lieut. V. G. Ibbott, M.C., 26th Battalion.

Lieut. E. C. Curtin, 59th Battalion.

No. 2 Coy.—

Lieut. A. G. Bates, M.C., D.C.M., 56th Battn.

Lieut. H. Barnes, 20th Battalion.

Lieut. F. Courtney, 17th Battalion.

No. 3 Coy.—

Lieut. R. P. Morrison, 23rd Battalion.

Lieut. K. S. Anderson, 22nd Battalion.

Lieut. J. F. Eason, 38th Battalion.

No. 4 Coy.—

Lieut. G. R. Field, 5th M.G. Battalion.

Lieut. Vivian Edwards, M.M., 11th F.A.B.

Lieut. Arthur Emery, 28th Battalion.

Medical Officers—

S.M.O., Capt. J. King Patrick, A.A.M.C.

M.O., Captain Garnet R. Halloran, R.A.M.C.

Chaplain—

Rev. G. W. Carter.

Y.M.C.A. Representative, James Joseph Donnelly.

Ship's S.M., R.S.M. H. B. Gordon, 59th Battalion.

Q.M.S., R.Q.M.S. A. R. Logan, A.I.B.D.

O.R.S., Sergeant David Cox, 54th Battalion.

SHIP'S STAFF

Deck—

W. McQUEEN	Master.
I. R. SAWBRIDGE	First Officer.
R. SCOTT	Second Officer.
E. T. LOWREY	Third Officer.
F. E. DOW	Fourth Officer (Acting).

C. F. COUTE	Apprentice.
H. H. NEVAREL	Apprentice.
E. A. BEAMISH	Apprentice.
W. C. EUSTOE	Apprentice.
I. G. GRIFFITHS	Apprentice.
R. FORREST	Apprentice.

E. P. HASLAM	Senior Wireless Operator.
J. HARVEY	Junior Wireless Operator.

PAGE FIFTY-FOUR

Engine Room—

T. A. LEINSTER	Chief Engineer.
S. W. BROWN	Second Engineer.
A. E. DOWSETT	Third Engineer.
A. J. BAILEY	Fourth Engineer.
A. MACINNES	Fifth Engineer.
A. CUTTER	Sixth Engineer.
J. ROBERTSON	Assistant Engineer.

Victualling Department—

C. FROST	Steward in Charge.
G. H. PITMAN	Second Steward.

ROBI



NOTES ON RETURNED OFFICERS.

ROBINSON, James Alexander, 26th Battalion, A.I.F.

- 6 May, 1915—Enlisted.
- 17 May, 1915—Commissioned.
- 24 May, 1915—Left Australia.
- 6 June, 1915—O.C. Raid—first raid undertaken by Australians.
- 12 Sep., 1915—Landed Gallipoli.
- 26 Dec., 1915—Adjutant.
- 24 Feb., 1916—Captain.
- Nov., 1916—Mentioned in despatches.
- 20 Jan., 1917—Mentioned in despatches.
- 23 Feb., 1917—Promoted Major.
- Apr., 1917—D.S.O. (Attack on Lagnicourt).
- Apr., 1917—Mentioned in despatches.
- 7 July, 1917—Senior Officers' School, Aldershot.
- 30 Sep., 1917—Returned from Senior Officers' School, Aldershot, to France.
- Jan., 1918—Mentioned in despatches.
- 8 July, 1918—T. Lt.-Col. appointed to command 26th Battalion.
- 3 Oct., 1918—Wounded in action ; reverted to Major.
- 25 Jan., 1919—T. Lt.-Col., to command 28th Battalion.

AITCHISON, Roderick McLean Campbell, Lieut, 57th Battalion. (Originally 29th Battalion)—

- 20 Feb., 1916—Captain.
- 10 Mar., 1916—Transferred to 57th Battalion.
- 17 June, 1916—Embarked Alexandria to France.
- 12 Feb., 1917—To be Major.
- 7 Apr., 1918—Specially mentioned in Sir Douglas Haig's despatch.
- 25 Apr., 1918—Congratulated for bravery and initiative in organising his line after first objective was gained at Villers Brettoneux on 25th April, 1918.
- 30 July, 1918—To Camouflage School.
- 7 Aug., 1918—Rejoined Unit from School.
- 7 Sep., 1918—To Senior Officers' School (Ailly-sur-Somme.)
- 23 Sep., 1918—Rejoined Unit from School.

PATRICK, James King, M.D., B.Sc. (Glasg.), D.P.H. (Dublin), Captain, A.A.M.C.

- 15 July, 1918—Left Australia.
- 10 Sep., 1918—Disembarked from Australia after acting as M.O. at Sierra Leone for one month on special influenza duty with R.A.M.C.

OUR HOMEWARD STUNT

Patrick, James King—*continued.*

19 Oct., 1918—Attached to 1st A.A.H., Harefield.

1 Nov., 1918—Attached to No. 2 Group Clearing Hospital, Hurdcott.

2 Jan., 1919—Attached to 1st Australian Dermatological Hospital, Bulford.

HALLORAN, Garnet R., Captain R.A.M.C., B.Sc., M.D., Ch.M. (Syd.), F.R.C.S. (Ed.)—

Being on the Continent at the outbreak of war, first served in July, 1915, as senior surgeon to a Red Cross Hospital Unit attached to Third French Army Corps, and stationed at Caen (France).

In August, 1916, was attached as aural and general surgeon to the Brook War Hospital, London, for 18 months.

In July, 1918, proceeded to Kantara, Egypt, and was attached to Citadel Hospital, Cairo, and later as operating surgeon to No. 2 Prisoners of War Hospital, Abbassia. Returning to London in January, 1919, was attached as surgeon to Ear, Nose, and Throat Department 2nd London General Hospital, Chelsea.

CARTER, George Walter, Captain, Chaplain Department—

5 Jan., 1916—Embarked Australia for England.

9 Feb., 1916—Disembarked at England.

21 May, 1917—Proceeded to France.

27 May, 1917—Attached to 2nd Infantry Brigade Headquarters.

1 Dec., 1917—Chaplain, 3rd Class.

ANDERSON, Keith Stirling, 22nd Battalion—

30 June, 1915—Corporal—From Alexandria to Gallipoli.

19 Mar., 1916—Proceeded France.

15 June, 1916—L./Sergeant.

30 July, 1916—Sergeant.

13 Sep., 1916—Mentioned for good services at Pozieres.

7 Nov., 1916—Promoted 2nd Lieutenant.

24 Feb., 1917—Posted for duty with 6th T.B.

24 April, 1917—Attended School of Musketry, Tidworth, and passed 1st class (distinguished).

28 May, 1917—Lieutenant.

11 July, 1917—Proceeded to France.

19 July, 1917—Rejoined Unit.

9 Oct., 1917—Wounded and evacuated to England.

30 Dec., 1917—Proceeded to France.

9 Jan., 1918—Rejoined Unit.

4 June, 1918—Specially mentioned in Sir Douglas Haig's despatch, of 7th April, 1918.

17 July, 1918—Wounded (2nd occasion).

17 Aug., 1918—Congratulated for his conspicuous bravery and devotion to duty on nights of 16th and 17th July, 1918.

1918—To be Adjutant.

BARNES, Harry, 20th Battalion. (Originally 19th Battalion)—

25 June, 1915—Private—Embarked from Australia.

16 Aug., 1915—Joined Gallipoli.

14 Feb., 1916—L./Corporal.

18 Mar., 1916—Proceeded Alexandria to France.

30 July, 1916—Wounded and evacuated England.

17 Sep., 1917—Proceeded France.

27 Sep., 1917—Rejoined Battalion from England.

26 Jan., 1918—To Cadet Battalion.

24 Aug., 1918—Appointed E.D.P. Sergeant.

29 Aug., 1918—Appointed 2nd Lieutenant.

OUR HOMEWARD STUNT

Barnes, Harry—*continued.*

- 23 Sep., 1918—Rejoined Unit from Cadet Battalion.
- 3 Oct., 1918—Wounded (2nd occasion).
- 14 Nov., 1918—Joined 20th Battalion from Hospital.
- 4 Dec., 1918—Lieutenant.

BARNES, William Thomas. 26th Battalion—

- 4 Sep., 1915—Embarked Alexandria for Gallipoli.
- 4 Oct., 1915—Wounded.
- 14 Nov., 1915—Lieutenant.
- 26 Dec., 1915—Embarked for England.
- 17 Mar., 1916—Invalided to Australia for six months' change.
- 9 June, 1916—Discharged.
- 16 Jan., 1917—Re-enlisted as private.
- 14 June, 1917—Embarked from Australia.
- 31 Aug., 1917—Disembarked England.
- 24 Dec., 1917—Proceeded to France.
- 4 Jan., 1918—Joined 25th Battalion.
- 21 Aug., 1918—Seconded for duty with 1st Australian Con. Depot.
- 12 Oct., 1918—Transferred to 26th Battalion and remained seconded.

BATES, Alexander George, 56th Battalion—

- 26 May, 1915—Private—Joined 2nd Battalion, Gallipoli.
- 8 Aug., 1915—Wounded.
- 17 Nov., 1915—L./Corporal.
- 23 Jan., 1916—Corporal.
- 14 Feb., 1916—Transferred to 54th Battalion.
- 1 Mar., 1916—Sergeant.
- 19 June, 1916—Embarked Alexandria for France.
- 23 Aug., 1916—2nd Lieutenant.
- 29 Aug., 1916—Awarded D.C.M.
- 26 Dec., 1916—Lieutenant.
- 11 Mar., 1918—Awarded M.C.
- 11 Oct., 1918—T.O. strength 56th from 54th Battalion.

BRIERLEY, Alan Nunan, 13th Battalion—

- 16 June, 1915—Joined 13th Battalion, Gallipoli.
- 28 Aug., 1915—Wounded and evacuated to England.
- 15 Aug., 1915—Lieutenant.
- 8 May, 1916—To Australia for four months' change.
- 7 Feb., 1917—Embarked Australia for England.
- 11 Apr., 1917—Disembarked England.
- 25 June, 1917—Proceeded to France.
- 14 July, 1917—Joined Battalion from France.
- 18 Mar., 1918—Congratulated by Divisional Commander for having obtained very satisfactory report at Australian Corps Gas School, 15th course.
- 1 Nov., 1918—To A.I.F. Educational Scheme, Cambridge Training School.
- 17 Jan., 1919—Attached to Finance Section for duty.

CARLISLE, Algernon Hope—

- 22 Sep., 1916—Appointed V.O. Sgt.
- 8 Mar., 1917—Qualified 1st class, Tidmouth School of Musketry.
- 7 Apr., 1917—Joined Cadet Training Battalion, Oxford.
- 1 Aug., 1917—2nd Lieutenant.
- 15 Aug., 1917—Went to France.
- 25 Aug., 1917—Taken on Strength, 7th Battalion.
- 1 Sep., 1917—Transferred to 28th Battalion.
- 27 Oct., 1917—Attached Canteen, 2nd Division.
- 5 Feb., 1918—Lieutenant.
- 28 Feb., 1918—Rejoined Unit.
- 1 Feb., 1919—England on duty.

OUR HOMEWARD STUNT

COURTNEY, Frank, 26th Battalion—

- 12 May, 1915—Private—Embarked from Australia.
- 16 Aug., 1915—Proceeded Alexandria to Gallipoli.
- 14 Nov., 1915—L./Corporal.
- 17 Mar., 1916—Embarked Alexandria for France
- 1 Sep., 1916—Corporal and T./Sergeant.
- 23 Dec., 1916—Sergeant.
- 3 May, 1917—Wounded and evacuated to England.
- 22 Oct., 1917—Proceeded to France.
- 27 Oct., 1917—Rejoined Battalion, France.
- 19 Nov., 1917—2nd Lieutenant.
- 19 Feb., 1918—Lieutenant.

CURTIN, Edgar Catly, 59th Battalion—

- 8 July, 1915—Private—Joined 10th Battalion, Gallipoli.
- 9 Feb., 1916—Transferred to School of Instruction, Zeitoun.
- 2 Sep., 1916—Embarked overseas to France.
- 30 Sep., 1916—Taken on strength, 59th Battalion.
- 23 Oct., 1916—Appointed L./Corporal.
- 30 Oct., 1916—On Command at Lewis Gun School.
- 9 Nov., 1916—Rejoined Unit from School.
- 4 Jan., 1917—Promoted T./Corporal.
- 22 Feb., 1917—Promoted Sergeant.
- 30 Sep., 1918—Wounded in action.
- 25 Sep., 1918—2nd Lieutenant.
- 30 Sep., 1918—To Reg. Seconded List.
- 20 Oct., 1918—Rejoined Battalion.
- 24 Oct., 1918—On Command at 5th Div. Sig. School.
- 20 Nov., 1918—Rejoined from Command.
- 23 Nov., 1918—Detached for duty with 58th Battalion.

26 Dec., 1918—Lieutenant.

14 Jan., 1919—Rejoined Unit from detach. to 58th Battalion.

EASON, John Faulkner, 38th Battalion.—

- 23 Nov., 1915—Private—Embarked from Australia.
- 20 Apr., 1916—Proceeded from Alexandria to France.
- 31 July, 1917—Selected to attend Officers' Cadet Battalion.
- 1 Dec., 1917—2nd Lieutenant.
- 18 Dec., 1917—Proceeded to France.
- 24 Dec., 1917—Rejoined Battalion.
- 15 Feb., 1918—Highly commended for good work in raid, 10th February, 1918.
- 1 Mar., 1918—Lieutenant.
- 26 Apr., 1918—Wounded and evacuated to England.
- 8 Aug., 1918—Proceeded to France.
- 12 Aug., 1918—Rejoined Unit.
- 28 Oct., 1918—Awarded M.C.

EDWARDS, Vivian, 10th L.H.—

- 16 May, 1915—Embarked at Alexandria for Gallipoli.
- 29 May, 1915—Wounded.
- 21 Aug., 1915—Embarked for Gallipoli from Alexandria.
- 19 Apr., 1916—Transferred to 4th D. Artillery.
- 2 July, 1916—Transferred to T.M.B.
- 1 Dec., 1916—Corporal.
- 16 May, 1917—Awarded M.M.
- 29 Dec., 1917—Cadet Training Battalion.
- 26 June, 1918—2nd Lieutenant.
- 26 July, 1918—Taken on strength, 8th Battery.
- 18 Sep., 1918—Detached to 11th F.A. Brigade.
- 17 Dec., 1918—Lieutenant.

OUR HOMEWARD STUNT

EMERY, Arthur, 28th Battalion—

- 4 Sep., 1915—Private—Left Alexandria for Gallipoli.
- 19 Feb., 1916—Temporary Corporal.
- 16 Mar., 1916—Left Alexandria for France.
- 6 Sep., 1916—Sergeant.
- 28 Oct., 1916—Transferred to 7th Tunnelling Battalion.
- 1 Nov., 1916—Appointed Training Cadre.
- 13 Sep., 1917—Proceeded to France.
- 17 Sep., 1917—Joined Battalion.
- 21 Dec., 1917—C.S.M.
- 4 Jan., 1918—Joined Cadet Battalion.
- 22 June, 1918—Qualified for Commission.
- 1 Aug., 1918—2nd Lieutenant.
- 19 Sep., 1918—To Corps School.
- 8 Oct., 1918—Joined Battalion.
- 15 Dec., 1918—Lieutenant.

FIELD, George Raymond, 5th M.G. Battalion.—

- 8 May, 1915—Private—Left Alexandria for Gallipoli.
- 1 Sep., 1915—Corporal
- 22 Jan., 1916—Sergeant.
- 27 Dec., 1916—Joined Imp. M.G. Cadet School, England.
- 25 Aug., 1917—2nd Lieutenant.
- 23 Sep., 1917—Rejoined Unit, France.
- 25 Dec., 1917—Lieutenant.
- 14 June, 1918—To School of Instruction.
- 25 June, 1918—Rejoined Unit.
- 26 July, 1918—Detached to 123 American M.G. Battalion.
- 29 July, 1918—Rejoined Unit.

IBBOTT, Victor Gordon, 26th Battalion.—

- 29 June, 1915—Private—Embarked from Australia.
- 4 Sep., 1915—Embarked Alexandria for Gallipoli.

21 Mar., 1916—Disembarked France from Alexandria.

- 29 July, 1916—Wounded.
- 3 Feb., 1917—Corporal.
- 3 Feb., 1917—Sergeant.
- 2 Mar., 1917—Wounded (2nd occasion).
- 21 July, 1917—To Corps School.
- 25 Aug., 1917—Rejoined from School.
- 1 Oct., 1917—C.S.M. and W.O. II.
- 25 Oct., 1917—Selected to attend Infantry Cadet Battalion, England.
- 1 May, 1918—2nd Lieutenant.
- 14 May, 1918—Rejoined Unit from Cadet Battalion.
- 7 July, 1918—Detached to Brigade P.T. and B.F. School.
- 17 July, 1918—Rejoined Unit.
- 11 Sep., 1918—Lieutenant.
- 17 Dec., 1918—Detached to 2nd Division Headquarters.
- 28 Dec., 1918—Rejoined from 2nd Division Headquarters.
- 1 Feb., 1919—Awarded M.C.

LAING, Alexander Bruce Cooper, 3rd Division Artillery—

- 15 Dec., 1915—Gunner—Disembarked at Suez.
- 14 Mar., 1916—Proceeded Alexandria to France.
- 13 May, 1916—Transferred to 22nd Battery.
- 22 Aug., 1916—Bombardier.
- 14 Sep., 1916—Joined Artillery Cadet School.
- 2 Feb., 1917—2nd Lieutenant.
- 22 Feb., 1917—Proceeded to France.
- 5 Mar., 1917—Rejoined Unit.
- 2 Apr., 1917—Wounded and evacuated to England.
- 1 Aug., 1917—Lieutenant.
- 29 Oct., 1917—Proceeded to France.
- 9 Nov., 1917—Joined 2nd Division Artillery.
- 21 Nov., 1917—Detached for instructions at 2nd A.T.M. School.

OUR HOMEWARD STUNT

Laing, Alexander Bruce Cooper—*continued.*

- 24 Nov., 1917—Transferred to 2nd D.T.M. Battery.
- 2 Mar., 1918—Transferred to 3rd A.M.T.M. Battery.
- 21 May, 1918—Transferred to 3rd Australian Division Artillery.
- 20 Aug., 1918—Transferred to 5th M.T.M. Battery.
- 2 Nov., 1918—Transferred to A.I.F. Education Service.

LYON, Thomas Riddell, 5th Division Train—

- 7 Aug., 1915—L./Corporal—Proceeded to Gallipoli.
- 1 Feb., 1916—Corporal.
- 1 Apr., 1916—Sergeant.
- 8 June, 1916—2nd Lieutenant.
- 13 June, 1916—Transferred to 29th A.A.S.C.
- 20 Sep., 1916—Lieutenant.
- 28 Feb., 1917—Transferred to 18th A.A.S.C.

MINCHIN, James Basil, 16th Battalion—

- 12 Apr., 1915—Private—Left Alexandria for Gallipoli.
- 30 Dec., 1915—Disembarked Alexandria from Gallipoli.
- 1 May, 1916—Proceeded to France.
- 22 Mar., 1916—Corporal.
- 16 July, 1916—L./Sergeant.
- 16 Aug., 1916—Sergeant.
- 13 Nov., 1916—Mentioned in Sir Douglas Haig's despatch for distinguished service and devotion to duty.

- 9 Mar., 1917—Joined Cadet Battalion.
- 22 Aug., 1917—Joined Battalion.
- 2 Aug., 1917—2nd Lieutenant.
- 31 Oct., 1917—Awarded M.C.
- 17 Aug., 1918—Awarded D.S.O.
- 31 Dec., 1918—Mentioned in despatches.

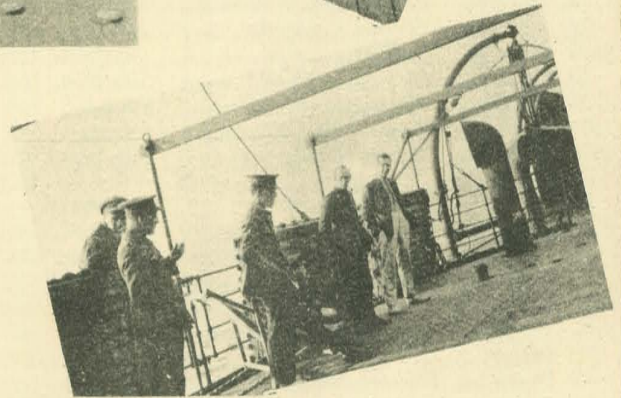
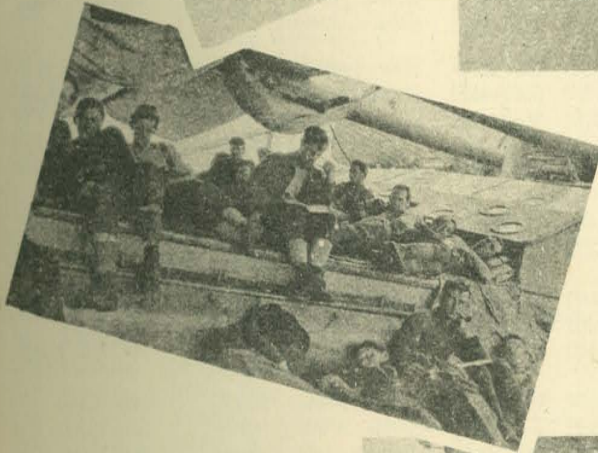
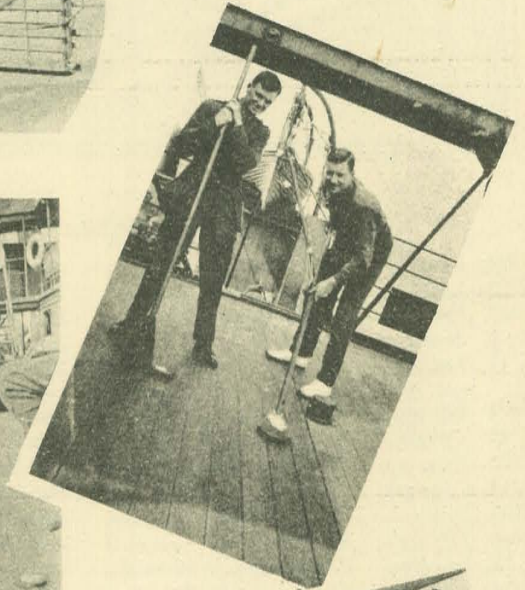
MORRISON, Robert Percy, 23rd Battalion—

- 30 Aug., 1915—Sergeant—Alexandria to Gallipoli.
- 3 Sep., 1915—2nd Lieutenant.
- 1 Mar., 1916—Lieutenant.
- 19 May, 1916—Embarked Alexandria for France
- 8 June, 1916—Joined 23rd Battalion, France.
- 2 Mar., 1917—To 6th Tunnelling Battalion.
- 16 Aug., 1917—Rejoined Unit from 6th T.B

WOOD, Anthony Barclay Chapman, 42nd Battalion—

- 5 June, 1916—Sergeant—Embarked from Australia.
- 23 July, 1916—Disembarked at Southampton.
- 14 Aug., 1916—On Command School, Hayling Island.
- 25 Nov., 1916—Proceeded to France.
- 3 Jan., 1917—C.S.M. (W.O. II.).
- 26 June, 1917—2nd Lieutenant.
- 5 Oct., 1917—Wounded.
- 25 Oct., 1917—Lieutenant.
- 23 Dec., 1917—Wounded and evacuated to England.

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OUR HOMEWARD STUNT



From sketch by H.G. Bishop

No. 1 MILITARY DISTRICT.

284	Private	Alder, Angus Bruce	26th Batt.	2847	Private	Emery, John	15th Batt.
2103A	L./Corp.	Akes, Robert Nathaniel	31st Batt.	360	Private	Fisher, Walter Edwin	26th Batt.
127	Private	Alcock, Arnold Edward	31st Batt.	190	Driver	Ford, Ernest	15th Batt.
5	Sergeant	Arthur, Percy Acrill	26th Batt.	2708	Private	Frampton, Harold J. (M.M.)	15th Batt.
19	Private	Avard, Ernest	26th Batt.	4838	Corporal	Freeman, Robert Alysus	2nd Div. Sigs.
474	Private	Barry, Ralph	26th Batt.	100	Private	Galbraith, Albert Daniel	26th Batt.
25	Private	Barry, Henry Joseph	26th Batt.	110	Corporal	Gee, Joseph	26th Batt.
3235	Private	Barker, Cecil Ernest	15th Batt.	2364	Private	Gilson, George H. (M.M.)	15th Batt.
1514	Corporal	Bell-Booth, Norman	26th Batt.	2366	Private	Giggens, Thomas Charles	15th Batt.
2108	Driver	Beal, William	15th Batt.	2140	Private	Grant, James Stevenson	15th Batt.
2666	Private	Berner, Henry	15th Batt.	4893	Sapper	Grace, John	2nd Div. Sigs.
32	Private	Biddlecombe, William H.	6th Bde. H.Q.	209	Private	Gibson, Robert	31st Batt.
327	Private	Biviano, Guisepppe	26th Batt.	1841	Sergeant	Hair, James	1st A.M.T.C.
4482	Corporal	Blackwell, Keith	1st. F.A.B.	1953	Sergeant	Hayes, Joseph Alphonsus	4th Pnr. Batt.
20	Private	Blow, Cecil Alfred	26th Batt.	2151	Private	Howard, Edward	15th Batt.
1737	Private	Blower, George	8th Batt.	657	Private	Jack, William	26th Batt.
1501	Driver	Brown, Edwin Robert	26th Batt.	481	Private	Kelly, Michael David	1st M.G. Batt.
1513	Private	Bryant, Christopher	26th Batt.	2217	Private	Kyle, Charles Samuel	15th Batt.
27	Private	Cameron, Allan	26th Batt.	2663	L./Corp.	Lamont, William Edmond	15th Batt.
2713	Corporal	Chapman, William M.	15th Batt.	362	Private	Leahy, Thomas Patrick	26th Batt.
2118	L./Corp.	Chick, Francis Richard	15th Batt.	670	Private	Little, John	7th. A.L.T.M.B.
330	L./Corp.	Clarke, Ernest	26th Batt.	650	Driver	Masson, Victor Henry	26th Batt.
332	Private	Climpson, James	26th Batt.	928	T./Corp.	Martin, William Henry	26th Batt.
2348	Private	Clancy, Patrick Edward	15th Batt.	428	Private	Marsden, John Edward	26th Batt.
607	Sapper	Cook, Phillip	2nd Div. Sigs.	1681	Private	Maddick, Henry Lewis	26th Batt.
68	Driver	Coleman, Wilfred	26th Batt.	438	Private	Mills, Edgar Ashwin	26th Batt.
611	Private	Collis, William Thomas	26th Batt.	386	Private	Miller, Lawrence Victor	26th Batt.
1541A	Driver	Colwell, Leonard	59th Batt.	681	Private	Mitchell, William	26th Batt.
389	Driver	Daly, William Francis	1st F.A.B.	1982	Private	Mitchell, Harley Leslie	15th Batt.
591	Gunner	Davis, William Maurice	1st F.A.B.	1608	Private	Moran, Patrick Francis	26th Batt.
2240	Gunner	Davie, James	5th D.A.C.	934	Private	Moody, Thomas James	26th Batt.
306	A./Q.M.S.	Davis, William Henry	7th A.L.T.M.B.	430	Corporal	Mason, Kenneth George	26th Batt.
647	Private	Darlington, John	26th Batt.				
85	Private	Dykes, James Leonard	26th Batt.				
86	Private	Dynon, David	26th Batt.				

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OUR HOMEWARD STUNT



15th Batt.
 26th Batt.
 15th Batt.
 15th Batt.
 2nd Div. Sigs.

 26th Batt.
 26th Batt.
 15th Batt.
 15th Batt.
 15th Batt.
 2nd Div. Sigs.
 31st Batt.

 1st A.M.T.C.
 4th Pnr. Batt.
 15th Batt.

 26th Batt.

 1st M.G. Batt.
 15th Batt.

 15th Batt.
 26th Batt.
 7th. A.L.T.M.B.

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645 L./Corp.	McDonald, Charles A.	26th Batt.
378 Sergeant	McEvoy, Michael	7th A.L.T.M.B.
452 Private	McGuckin, John Hilarion	26th Batt.
4271 A./Bdr.	McIntosh, William David	3rd Army Bde.
1251 Driver	McKenzie, David	5th A.C.
455 Private	McKenzie, John William	26th Batt.
918 Private	McKnoulty, John	26th Batt.
8528 L./Corp.	McNally, William George	12th F.A.B.
1652 Private	McWalters, Peter Hannah	15th Batt.
1621 Private	Neale, Edward Garnet	26th Batt.
531 Private	Newton, Gordon Samuel	26th Batt.
1190 Gunner	Nicholls, Richard	5th M.T.M.B.
3434 Private	Noble, Sydney Henry	31st Batt.
1094 Private	Norris, William John	26th Batt.
2869B Private	O'Rourke, John Page	31st Batt.
2625 Private	Otterbridge, Herbert S.	15th Batt.
474 Private	Osborne, Robert	26th Batt.
538 Driver	Overlack, Francis	26th Batt.
198 Driver	Parsons, William Robert	26th Batt.
2223 Private	Patterson, James Kerr	15th Batt.
955A Private	Pearson, Crisping William	29th Batt.
13637 Private	Peebles, Joseph	4th F. Amb.
6548 Driver	Peters, James Patrick	5th Div. Train
572 Private	Phillips, Douglas	26th Batt.
6727 Private	Richards, John	56th Batt.
152 Corporal	Richards, Edward C. D.	26th Batt.
1687 Private	Reilly, Corneilous	26th Batt.
218 Private	Robertson, John Gordon	26th Batt.
970 Corporal	Ross, William Thomas	26th Batt.
726 Private	Royan, Donald Robert	7th A.L.T.M.B.
4754 Driver	Ryan, Francis John	2nd F.A.B.
498 Private	Scott, Luke	26th Batt.
4539 Driver	Shekelton, Burnett	3rd Army Bde.
1642 Private	Sheppard, William	26th Batt.
1647 Private	Shrubsole, Frederick W. J.	26th Batt.
4062 Gunner	Sikes, Thomas	3rd Army Bde.
761 Private	Skidmore, John Thomas	26th Batt.
235A Private	Smith, James Edward	26th Batt.
1578 Private	Stone, John	26th Batt.
1558 T./Corp.	Straiton, James	6th Army Bde.
996 Private	Sutton, William	26th Batt.
2418 Driver	Talbot, Edward Vernon	15th Batt.
526B Corporal	Taylor, James	26th Batt.
2420 L./Corp.	Thomson, John Steel	15th Batt.
1004A Private	Tkachenko, Saveliy	26th Batt.
628 Driver	Todd, Joseph James Colvan	26th Batt.
227 Private	Trott, Sydney K. C.	7th Bde. H.Q.
1008 Driver	Ulett, Albert Edward	26th Batt.

256 Private	Verey, Sydney Scott	26th Batt.
775 Corporal	Waters, Henry Richard	26th Batt.
4917 Sapper	Walsh, Henry	6th Army Bde
728A T./Sergt.	Williams, Percival J. G.	20th Batt.
944 Gunner	Wilson, Joseph	1st F.A.B.
546 Private	Wilson, Frank	26th Batt.
1091 Private	Woodall, Leslie	5th Pnr. Batt.
315 Sergeant	Williams, Phillip	31st Batt.

No. 2 MILITARY DISTRICT.

2778 Gunner	Alexander, Harry	14th F.A.B.
473 Private	Allen, Oswald	31st Batt.
4185 Driver	Archer, Alfred David	1st F.A.B.
1292 Gunner	Armstrong, James	14th F.A.B.
3003A Private	Armstrong, William Francis	30th Batt.
3146 Corporal	Armstrong, Edward Francis	56th Batt.
2572 Private	Bager, Martin	57th Batt.
2516 Private	Bagley, William Edward	13th Batt.
2555 Private	Baker, Eugene William	13th Batt.
3260 Private	Bamford, Reginald Ralph	13th Batt.
988 R.Q.M.S.	Bates, Sydney	6th B.H.Q.
1394 Gunner	Bell, Scott	4th F.A.B.
2781 Private	Bennett, James	69th Batt.
3261 Private	Bertram, John (M.M.)	13th Batt.
1655 Private	Brady, Patrick Francis	5th A.L.T.M.B.
1056 Sapper	Brick, Whittaker John	2nd Div. Sigs.
2153 Sapper	Brockbank, Joseph Henry	8th F.C.E.
2330 Private	Boyd, Jack Crawford	5th Pnr. Batt.
1501 Driver	Brown, Edwin Robert	26th Batt.
819 Private	Bulmer, Stanley	56th Batt.
2713 L./Corp.	Burridge, Edward	56th Batt.
3244 Private	Burton, Charles Hector	5th M.G. Batt.
4352 Private	Cahill, William Francis	7th F. Amb.
392 Sapper	Cato, Esmond	2nd Div. Sigs.
3287 Private	Carpenter, George Walter	13th Batt.
11926 Corporal	Challis, Herbert Francis	7th F. Amb.
187 F./Sergt.	Clarke, George Henry	1st F.A.B.
1671 Sergeant	Clarke, James Edward	3rd Batt.
29056 Sergeant	Clarke, Frank Wensley	Pay Corps
587 Sergeant	Clarke, Ormand David	Pay Corps
2494 Private	Clunes, Reginald	56th Batt.
3027 Sergeant	Cohen, Clive Phillip	Pay Corps
606 Private	Collins, Alfred	26th Batt.
108 T./Corp.	Conrick, Michael John	56th Batt.
387 Private	Cooper, Walter Howard	30th Batt.
749 C.S.M.	Cook, Arthur	20th Batt.
982 C.S.M.	Crawford, John	2nd Div. Sigs.
2801 Driver	Croke, William	13th Batt.
839 Sergeant	Clayton, Alfred Grant	20th Batt.



OUR HOMEWARD STUNT

3588	Private	Dalton, Cecil Ernest	13th Batt.	2402	Corporal	Johnson, Ernest E. (M.M.)	5th A.L.T.M.B.
3033	Corporal	Dengate, Richard Allen	13th Batt.	2096	C.S.M.	Jones, Frederick S. (D.C.M.)	56th Batt.
2620	Private	De Vere, Leo Clifton	13th Batt.	208	Driver	Jones, Reuben Thomas	56th Batt.
2024	Gunner	Devitt, John Alban	13th F.A.B.	3073A	Private	Jordan, James Brennan	13th Batt.
2743	Gunner	Dingle, Wardley Stanley	1st F.A.B.	2863	Private	Kelly, Arthur	5th Pnr. Batt.
4601	Driver	Dingle, John James	1st F.A.B.	2855	Driver	Kent, Thomas	5th M.G. Batt.
1681	Private	Dillon, Edward	5th A.L.T.M.B.	1958	L./Corp.	Kentwell, Isaac Milton	17th Batt.
926	T./R.S.M.	Doyle, Patrick Joseph	14th F.A.B.	2394	Private	Knight, Reginald Charles	5th Pnr. Batt.
3300	Private	Draper, Maurice	13th Batt.	2634	Gunner	Lance, Arnold Fuller	13th F.A.B.
1527	Private	Durrington, John Thomas	26th Batt.	1613	Sapper	Lee, Frank	2nd Div. Sigs.
991	Sergeant	Edinburgh, Joseph	1st M.G. Batt.	1762	Driver	Leeks, Frederick Charles	4th Div. Sigs.
1293	Private	Edmunds, Thomas Patrick	30th Batt.	2631	Sergeant	Lovett, Arthur Harold	56th Batt.
1743	Private	Edwards, Harold	13th Batt.	7996	Driver	Lyons, Norbert Hart	5th Div. Trn.
3040	Private	English, James	13th Batt.	2524	E.R./Corp.	MacPherson, William B.	1st D.A.C.
416	L./Corp.	Eggins, Robert Clive	17th Batt.	922	Corporal	MacFarlane, Archibald	5th A.L.T.M.B.
417	Private	Evans, Stephen	30th Batt.	1255	Sapper	MacFarlane, Alexander	2nd Div. Sigs.
884	Sergeant	Ford, William Leslie	17th Batt.	3100	L./Corp.	Magrath, Carleton	56th Batt.
3316	Private	Foster, John (M.M.)	13th Batt.	2635	Private	Markrow, Charles W.	13th Batt.
1417	Private	French, Russell Sullivan	5th A.L.T.M.B.	965	Private	Marshall, James Charles	28th Batt.
2050B	Private	Freebody, Ossie	59th Batt.	4399	Driver	Martin, Wallace Stanley	2nd F.A.B.
2598	L./Corp.	Gallagher, William Ernest	56th Batt.	2853	L./Corp.	Matthews, Charles Henry	5th Pnr. Batt.
1671	Private	Gaynor, Herbert Arthur	26th Batt.	937	Corporal	Miller, William James	5th A.L.T.M.B.
4179	Driver	Gilberthorpe, Arthur H.	1st F.A.B.	2203	Private	Miller, William E. C.	13th Batt.
2597	Private	Glenister, Sydney Norman	13th Batt.	2872	Private	Michael, Frederick George	13th Batt.
3047	Private	Glennie, Arthur	13th Batt.	1990	T./Corp.	Mitchell, Lawrence Scott	13th Batt.
3318	Private	Goodchild, Frederick C.	13th Batt.	3081	L./Corp.	Mostyn, Alfred J. (M.M.)	56th Batt.
1084	Private	Gove, David	18th Batt.	2415	Private	Moore, Robert David	13th Batt.
2371A	Private	Graham, William Bremner	56th Batt.	2876	Private	Monro, David Henry	13th Batt.
800	Sergeant	Gravenor, George L.	17th Batt.	10	Driver	Moncrieff, Edward George	18th Batt.
314	Sapper	Griffiths, Thomas Addie	2nd Div. Sigs.	2452	Private	Morrison, William Henry	1st Pnr. Batt.
550	Driver	Grosse, Leonard Arthur	18th Batt.	3584	Private	Mullavey, John Patrick	13th Batt.
2383	Private	Groutsch, Victor George	13th Batt.	2419	Private	Murphy, Daniel	56th Batt.
559	Private	Gurnett, Wilmore Richard	5th Bde. H.Q.	4620	Driver	McDonald, Charles	1st F.A.B.
2405	Corporal	Gulley, Thomas Edwin	5th A.L.T.M.B.	4335	Corporal	McDougall, John	1st F.A.B.
577	Private	Hack, Ernest Madisson	27th Batt.	2658	Private	McFadden, Ronald Arthur	15th Batt.
232	Driver	Hagen, John Joseph	18th Batt.	1261	Private	McGaughy, John W.	5th Bde. H.Q.
4182	Corporal	Hampson, Norman Cecil	1st F.A.B.	8084	Private	McGivern, Thomas Joseph	13th F.A.B.
3342	Private	Hart, George Gariboldi	13th Batt.	1006	Sapper	McGavick, Arthur Ernest	2nd Div. Sigs.
1023	2/Corp.	Hast, Thomas Harold	2nd Div. Sigs.	3403	T./Corp.	McIlveen, Harold George	13th Batt.
2848	Driver	Hargreaves, Alexander	5th Div. Sigs.	1068	2/Corp.	McKay, Alnardin J. W.	2nd Div. Sigs.
2958	Corporal	Hardie, John Henry	56th Batt.	1743	Driver	McKenzie, William Haddon	2nd Div. Sigs.
8417	Driver	Healy, Arthur Edward	5th Div. Trn.	227	L./Corp.	McKenzie, John James	20th Batt.
3573	Private	Hickey, John Fitzpatrick	5th Div. Sal.	5196	Sergeant	McKinnon, Reginald	30th Batt.
2830	Private	Hindmarch, George	56th Batt.	3404	Private	McLeenan, John	13th Batt.
2838	Private	Hindwood, Alfred Henry	13th Batt.	2186	Sapper	McLennan, Alexander	8th F.C.E.
2838	Driver	Hobbs, Charles	56th Batt.	2623	Gunner	McPherson, Martin James	13th F.A.B.
2604	Private	Hodgess, George Edward	16th Batt.	1057	Private	McVicar, Hugh Graham	13th Batt.
2845	Driver	Houley, Felix Owen	5th M.G. Batt.	2211	Private	Nixon, Reginald Rex	56th Batt.
2937	Sergeant	Howley, John James (M.M.)	58th Batt.				
593	Private	Jerrom, John Joseph	20th Batt.				

OUR HOMEWARD STUNT

5th A.L.T.M.B.	2892	Private	Oakley, Henry George	13th Batt.	2495	Private	Tanner, William	13th Batt.
56th Batt.	253	Private	O'Connor, Charles Herbert	30th Batt.	2102	Private	Tulloch, Angus A. (M.M.)	13th Batt.
56th Batt.	952	Private	Ogle, Thomas	30th Batt.	3933	Private	Turner, Ernest Spencer	13th Batt.
13th Batt.	979	Sergeant	O'Keefe, Edward Joseph	17th Batt.	2892	Private	Vandenburgh, Charles S.	14th Batt.
5th Pnr. Batt.	960	Driver	Palmer, Richard	5th Bde. H.Q.	709	Private	Vine, Frederick James	5th Bde. H.Q.
5th M.G. Batt.	3197	Private	Pattison, Arthur Leslie	13th Batt.	301	Corporal	Wallace, Stanley Murray	5th A.L.T.M.B.
17th Batt.	666	Sergeant	Patterson, Hugh	13th Batt.	1745	Private	Wallace, Wilson	24th Batt.
5th Pnr. Batt.	31	Driver	Phillips, Garnett Ernest	1st. F.A.B.	2867	Corporal	Wassell, Harry James	56th Batt.
13th F.A.B.	1392	Sergeant	Pomroy, Percy Harold	18th Batt.	3512	L./Corp.	Watson, Alfred W. (M.M.)	13th Batt.
2nd Div. Sigs.	2880	Corporal	Porritt, Samuel Jones	56th Batt.	1399	Sergeant	Welch, Alex. L. (D.C.M.)	20th Batt.
4th Div. Sigs.	306A	Private	Price, John Elias	20th Batt.	2475	Private	Whitney, James Aldane	56th Batt.
56th Batt.	2429	Gunner	Purcell, Daniel James	13th F.A.B.	2925	Corporal	Williams, Algenon B.	13th Batt.
5th Div. Trn.	4768	Driver	Quinn, Henry	1st F.A.B.	2931	Private	Willoughby, Arthur E.	15th Batt.
1st D.A.C.	3105	Bombdr.	Rae, Archibald Francis	13th F.A.B.	2212	L./Corp.	Wood, Dudley J. (M.M.)	56th Batt.
5th A.L.T.M.B.	1064	Sergeant	Rees, John	17th Batt.	3507	Corporal	Woolcock, Frank N. (M.M.)	13th Batt.
2nd Div. Sigs.	1759	Private	Reid, Percy Clement	20th Batt.	45	Private	Yeo, William	18th Batt.
56th Batt.	3129	Private	Rein, Walter Regis	56th Batt.	1021	Driver	Young, Albert E. C.	20th Batt.
13th Batt.	2432	Private	Readford, Herbert M.	56th Batt.	3RD MILITARY DISTRICT.			
28th Batt.	964	Private	Rich, John Reuben	8th A.L.T.M.B.	9507	Sergeant	Abbott, Harold Athelstone	Pay Corps
2nd F.A.B.	1535	Private	Ridsdale, Thomas	20th Batt.	2248	Driver	Aird, Albert John	4th B.H.Q.
5th Pnr. Batt.	643	Private	Rimington, Herbert J.	18th Batt.	1232	Driver	Aitken, Herbert Arthur	5th D.A.C.
5th A.L.T.M.B.	1104	Corporal	Roberts, Herman Harold	5th Div. Sigs.	1091	Sapper	Alexander, Herbert	2nd Div. Sigs.
13th Batt.	2000	Gunner	Robertson, Wallace Reid	13th F.A.B.	2983	Private	Alexejew, Albert Alfred	57th Batt.
13th Batt.	2659	Private	Rollins, William Henry	4th Batt.	2457	Private	Aldred, Eric	5th Pnr. Batt.
56th Batt.	3113	Private	Rook, George Frederick	13th Batt.	1273	Gunner	Alker, Sydney	14th F.A.B.
13th Batt.	2522	Private	Roser, James William	13th Batt.	572	Private	Anning, Hallie W. H.	31st Batt.
13th Batt.	3532	Private	Rowe, George Burdett	13th Batt.	2306	Sapper	Anderson, Leonard Charles	8th F.C.E.
13th Batt.	2408	Corporal	Ruskin, Edward Henry	5th M.T.M.B.	775	Private	Anderson, Thomas Joseph	22nd Batt.
18th Batt.	2950	Private	Sarratt, Frederick	50th Batt.	1034	Private	Atkinson, Clement	30th Batt.
1st Pnr. Batt.	2281	Private	Saunders, George Thomas	5th A.L.T.M.B.	2552	Private	Ashton, Thomas	58th Batt.
13th Batt.	4824	T./Bomb.	Scott, Walter W. D.	1st F.A.B.	2931	Gunner	Baldry, Frederick Charles	14th F.A.B.
56th Batt.	14	Sapper	Scobie, Wallace Wilfrid	2nd Div. Sigs.	690	Driver	Ball, Victor Thomas	24th Batt.
1st F.A.B.	5028	Gunner	Sharratt, Henry Edgar	1st F.A.B.	772	Private	Bailey, James Rufus	32nd Batt.
1st F.A.B.	1386	Private	Sharrock, Lucius Edwin	6th Bde. H.Q.	2210	Private	Barfoot, Frederick	14th Batt.
15th Batt.	3411	L./Sergt.	Shaw, James Law	5th M.G. Batt.	3013	Driver	Baxter, Percy	5th D.A.C.
5th Bde. H.Q.	2938	Private	Simpson, George Thomas	56th Batt.	1085	Gunner	Berwick, Thomas Scott	5th M.T.M.B.
13th F.A.B.	3070	T./Sergt.	Sinclair, George Robert	1st Mob. Vets.	1184	Private	Bean, Archie	22nd Batt.
2nd Div. Sigs.	2703	Private	Smith, Jack	45th Batt.	5031	Gunner	Bean, Neville	1st F.A.B.
13th Batt.	540	Driver	Smith, George William	30th Batt.	2790	L./Corp.	Beer, John Leslie	14th Batt.
2nd Div. Sigs.	541	Private	Smith, Henry Francis	30th Batt.	2574	Private	Beavis, Herbert Charles	14th Batt.
2nd Div. Sigs.	2902	Private	Smithies, Joseph	56th Batt.	7271A	Private	Bell, Francis John	16th Batt.
20th Batt.	667	Sapper	Spedding, Lawrence B.	2nd Div. Sigs.	1517	Sapper	Bennett, Henry James	2nd Div. Sigs.
30th Batt.	2232	T./Corp.	Stoddart, George R. S.	13th Batt.	472	Private	Bergin, William Patrick	32nd Batt.
13th Batt.	2937	Private	Strong, John Patrick	56th Batt.	2124	Private	Bishop, Hillas Tore	13th Batt.
8th F.C.E.	1855	Private	Sullivan, Charles Joseph	3rd Batt.	1721	Driver	Blay, William Henry	1st D.A.C.
13th F.A.B.	3563	Private	Smith, Ernest William	13th Batt.	764	Private	Blanch, Andrew	24th Batt.
13th Batt.	4372	Driver	Smith, William Charles	2nd F.A.B.	20117	Sergeant	Blair, Douglas Granville	Pay Corps
56th Batt.	1424	Private	Tait, James	2nd Batt.	584	Private	Bleazby, George Reid	5th Div. Sal.
	969	Gunner	Tanner, Donald	6th A.F.A.	2331	Private	Bloxham, Henry	14th Batt.

OUR HOMEWARD STUNT

5339	E.R.S./Sgt.	Blight, Ivie Beaumont	A.I.F. Kit Stores	2392	Corporal	Ditterick, Clarence Herbert	14th Batt.
7114	Driver	Bowell, Joseph	5th Div. Train	1186	2/Corp.	Donaldson, Ralph Charles	2nd Div. Sigs.
496	Private	Boyd, Thomas Leslie	6th A.L.T.M.B.	2370	Private	Donovan, James Thomas	14th Batt.
827	Sergeant	Boyle, Albert E. W.	24th Batt.	3305	Private	Downe, Reuben Milton	14th Batt.
565	Corporal	Boughton, Frank	6th A.L.T.M.B.	2962	Driver	Doyle, John Andrew	5th M.G. Batt.
2580	Sergeant	Brandenburg, Theodore	59th Batt.	2145	Private	Duckworth, Walter	14th Batt.
8057	Driver	Briggs, James Ross	5th Div. Train	589	Private	Dunne, James Francis	22nd Batt.
8051	Driver	Briggs, Charles J. W.	5th Div. Train	5093	Driver	Dunnett, Driver Percy E.	2nd F.A.B.
768A	Corporal	Briginshaw, Reginald Cecil	26th Batt.				
1521	Private	Briggs, Robert George	24th Batt.	1534	Corporal	Earey, George	24th Batt.
3235	Private	Brown, Gordon	14th Batt.	2373	L./Corp.	Earll, William John	14th Batt.
75	L./Corp.	Brown, James John	22nd Batt.	615	L./Sergt.	Edwards, Victor James	24th Batt.
2805	Private	Brown, William George	58th Batt.	3313	Private	Ewensen, James	14th Batt.
2578	Corporal	Brophy, Charles F. J.	57th Batt.				
108	Gunner	Buckler, Ernest Arthur	6th Army A.F.A.	1671	Driver	Fahey, Edward Joseph	24th Batt.
4779	Driver	Burbridge, Robert J. R.	2nd F.A.B.	466	Private	Falconer, James Ronald	26th Batt.
1852	Gunner	Burgan, Thomas	3rd Army A.F.A.	1741	Private	Farrell, Walter Henry	14th Batt.
567	Private	Butler, Patrick Thomas	22nd Batt.	3318	L./Corp.	Fielden, Geoffrey Bruce	14th Batt.
2525	Private	Byrne, Walter	58th Batt.	340	Private	Field, Sydney	23rd Batt.
1275	T./Corp.	Broughton, Frederick	6th A.L.T.M.B.	1581	Private	Finnis, Henry Charles	24th Batt.
				2380	Private	Fitzpatrick, Henry E.	14th Batt.
				2616	Private	Fitzgerald, James	5th Pnr. Batt.
2741	Driver	Cahill, Matthew Patrick	14th Batt.	28	L./Corp.	Fitts, Fred. E. T. (M.M.)	32nd Batt.
2817	Private	Calway, Leonard Samuel	14th Batt.	1193	Corporal	Flett, Hector Sutherland	6th A.L.T.M.B.
4157	Private	Carey, David	14th Batt.	2475	Private	Ford, William Thomas	5th M.G. Batt.
2575	Private	Campbell, James	14th Batt.	1738	Corporal	Foster, Mark	6th Army A.F.A.
381	Private	Cameron, Joseph	32nd Batt.	2937	Private	Fowler, Hugh	14th Batt.
813	Private	Campbell, Percy Stewart	24th Batt.	2757	Corporal	Franklin, Archie Vincent.	14th Batt.
842	Corporal	Carine, Henry Daniel	24th Batt.	2152	Driver	Frankland, Samuel George	59th Batt.
3064	Driver	Cariss, Henry James	14th F.A.B.	818	L./Sergt.	Freeman, Athelstan W.	22nd Batt.
4350	Driver	Caldwell, Robert	1st F.A.B.	1053	Sergeant	Frowd, Hugh McGee	22nd Batt.
4644	Gunner	Chambers, Victor George	2nd F.A.B.	2140	Private	Fraser, Charles Henry	58th Batt.
2353	Private	Clarke, James Henry	14th Batt.				
2933	Private	Clarke, Ernest Walter	58th Batt.	1130	Private	Geddes, David	22nd Batt.
385	Private	Cleland, Francis David	24th Batt.	2932	Private	Gilbert, Charles A. E.	14th Batt.
1123	Private	Cole, Charles R. G.	31st Batt.	5208	Driver	Giles, William Arnold	8th Bty., 3rd F.A.B.
3015A	Sergeant	Cole, Frank (M.M.)	59th Batt.				
4447	Driver	Collins, John Michael	2nd F.A.B.	3338	Private	Goldberg, Albert Edward	14th Batt.
3291	Private	Collins, George Henry	14th Batt.	741	Corporal	Graham, George Arthur	24th Batt.
3286	Private	Conroy, George Bowen	14th Batt.	5077	Corporal	Gray, Charles Gordon	2nd F.A.B.
2840	Private	Cook, Wilfred Morgan	58th Batt.	1154	Driver	Greenway, Robert	24th Batt.
2806	Private	Cook, Thomas William	5th M.G.B.	687	Private	Grass, Edmond Joseph	31st Batt.
3278	Private	Corrigan, Francis Frederick	46th Batt.	3329	Corporal	Grieves, James (M.M.)	14th Batt.
2595	Driver	Currie, Finlay	57th Batt.				
346	Private	Corrigan, Thomas Norman	24th Batt.	1681	Private	Hargreaves, Victor Richard	24th Batt.
352	Sergeant	Cornell, Oswald C.	22nd Batt.	137	Private	Harris, Phillip Sydney	23rd Batt.
518	Private	Crouch, Charles	23rd Batt.	1674A	Private	Harris, Leonard	24th Batt.
605	Private	Crouch, Ernest John	24th Batt.	1238A	Driver	Harrison, Skill Rupert	13th F.A.B.
				174	Gunner	Hazeldene, Charles Gilbert	6th Army A.F.A.
366	L./Corp.	Dafter, James	24th Batt.	266	Private	Hearn, Christopher Franl.	32nd Batt.
643	Private	Dawson, William Henry	31st Batt.	4664	Driver	Hendy, Percy Gordon	1st F.A.B.
5208	Gunner	Day, Marshall	13th F.A.B.	399	Driver	Hennessy, William	22nd Batt.
5097	Driver	Day, Walter	13th F.A.B.	5099	Driver	Herron, Alfred William	1st F.A.B.
1522	Corporal	Dean, Albert Edward	24th Batt.	1687	Private	Hildebrand, William James	22nd Batt.

OUR HOMEWARD STUNT

13302	T./Corp.	Hobbs, Rubert R.	12th F.A.B.	2646	Driver	Martin, Jack David	14th F.A.B.
1874	Corporal	Hodkinson, Cyril	24th Batt.	1205	Sapper	Mallinson, William	8th F.C.E.
1539	L./Corp.	Hogan, Cecil Joseph	24th Batt.	2917	Private	Maher, William	7th Batt.
27	Private	Holgate, Stanley Charles	23rd Batt.	3421	L./Corp.	Merrill, John Alexander	14th Batt.
963	Gunner	Holland, Herbert Thomas	13th F.A.B.	428	Private	Miles, Gordon Clifford	24th Batt.
2935	Private	Homewood, Charles	14th Batt.	1028	L./Corp.	Mills, Reginald Smeaton	24th Batt.
1185	E.R./Sgt.	Hunkin, Colnert Emanuel	39th Batt.	871	Private	Miller, Herbert Charles	32nd Batt.
1190	L./Sergt.	Hill, Harold David	6th A.L.T.M.B.	370	Private	Morath, Albert A. (D.C.M.)	12th F. Amb.
				315	Driver	Morrison, Henry Francis	1st F.A.B.
1321	Private	Inglis, John	13th Batt.	934	Private	Moule, William Roi	24th Batt.
401	Driver	Irvine, Robert Angar	24th Batt.	61A	Private	Murray, Roy James	4th F. Amb.
186	C.S.M.	Irwin, Joseph William	24th Batt.	937	Private	Myerscough, Edward A.	24th Batt.
405	Private	James, Frederick Charles	24th Batt.	1951	Sapper	McCallum, Edward James	8th F.C.E.
2856	S. Smith	Jordan, Charles Leonard	13th F.A.B.	866	Corporal	McDonnell, Patrick	22nd Batt.
898	Private	Joy, George Edward	24th Batt.	1544	Corporal	McEvoy, James Anthony	24th Batt.
				3399	Private	McHardy, Alexander	14th Batt.
				2645	Private	McIntosh, Archibald Hugh	59th Batt.
2744	Private	Kearney, Thomas Daniel	24th Batt.	689A	Corporal	McIntosh, Arthur	20th Batt.
40	Driver	Kell, James Campbell	24th Batt.	1116	Private	McKenzie, Thomas William	30th Batt.
2404	Private	Kelso, Edwin Milne	5th M.G. Batt.	2205	Private	McLaughlin, Hugh	58th Batt.
1666	T./Sergt.	Kent, Albert William	60th Batt.	2408	Private	McLeish, Robert Wilson	5th Pnr. Batt.
754	Private	Kerr, Thomas Hunter	24th Batt.	450	Sergeant	McMahon, John Charles	24th Batt.
160	Sergt.	Kidd, John Rowling	23rd Batt.	1992	Private	McMillan, Percy	59th Batt.
1121	Private	King, Sidney George	23rd Batt.	911	L./Corp.	McLaren, John J. C.	24th Batt.
181	L./Corp.	Kirby, Francis Victor	22nd Batt.	1555	Private	McNamara, Francis Thomas	24th Batt.
1224	Private	Kirby, John	26th Batt.	4020	Driver	McNaughton, William C.	6th Army A.F.A.
4450	Driver	Kirkpatrick, Hugh	2nd F.A.B.	2012	Sapper	McNulty, Frederick George	5th Div. Sigs.
906	Corporal	Kitchen, Stanley (M.M.)	6th A.L.T.M.B.	205	Driver	McRae, Keith	22nd Batt.
4661	Driver	Knowles, Albert Clive	2nd F.A.B.	1168	Driver	McLeod, Aubrey Wilfred	22nd Batt.
896	Private	Krause, Brune Gottfried	24th Batt.	456	L./Corp.	Meate, William	24th Batt.
2080	Private	Lacey, James	23rd Batt.	2628	L./Corp.	Neil, William	14th Batt.
67	Bombdr.	Laidlaw, Walter Thomas	6th Army A.F.A.	1198	Private	Nelson, Alexander	32nd Batt.
2920	Private	Laws, Albert G. G.	5th M.G. Batt.	1169	Private	Nelson, Aubrey	22nd Batt.
1546	Private	Leonard, Alfred (D.C.M.)	24th Batt.	4227	Gunner	Newman, Lindsay K. J.	2nd F.A.B.
900	Private	Leonard, Leo	24th Batt.	907	L./Corp.	Newman, Frederick B.	23rd Batt.
369	C.Q.M.S.	Lewis, Alfred Frank	27th Batt.	2756	Private	Normington, Arthur S.	57th Batt.
1783	Private	Lewis, Harry	5th M.G. Batt.	1989	Private	Nuzum, Edward John	14th Batt.
5407	Private	Little, Cleveland Eugene	Aust. Employ Coy.				
				4244	T./Bdr.	Oates, Arthur William	2nd F.A.B.
2593	Driver	Livermore, Clement Ross	31st Batt.	623	Private	Oakley, Herbert Gordon	23rd Batt.
1536	L./Corp.	Locke, Harold A. (M.M.)	24th Batt.	312	Private	Oakman, Thomas Henry	32nd Batt.
497	Private	Lush, Charles William	24th Batt.	460	Corporal	Olgaitie, Thomas	24th Batt.
420	Private	Lyons, Stephen Patrick	6th Bde. H.Q.	421	Driver	O'Brien, Thomas	23rd Batt.
				14327	Private	O'Callaghan, John Edward	4th F. Amb.
				5515	Private	O'Neill, George Joseph	4th F. Amb.
426	Private	Marshall, Vernon	22nd Batt.	117	Private	Parker, Kuybet	5th A.L.T.M.B.
1204	Corporal	May, James Whan	22nd Batt.	263	L./Corp.	Parker, Frank Valentine	24th Batt.
916	Private	Manger, Joseph Richard	24th Batt.	1248	C.Q.M.S.	Parsons, Maxwell Malcolm	23rd Batt.
787	Private	Markland, George Brownlie	24th Batt.	810	Sergeant	Pearson, John S. (M.S.M.)	6th A.L.T.M.B.
45	L./Corp.	Mason, William George	24th Batt.	1025	Private	Penglase, Albert Ernest	24th Batt.
3408	Private	Martin, Frank William	14th Batt.	428	Private	Perry, Robert	6th B.H.Q.
2056	Private	Martin, William Francis	57th Batt.				
1043	Sergeant	Madsen, Alfred Francis	Pay Corps				

OUR HOMEWARD STUNT

2832	Private	Phillips, Harold Reading	59th Batt.	564	Private	Stanford, George	24th Batt.
885	Corporal	Phipps, Harry Douglas	6th A.L.T.M.B.	7904	L./Corp.	Stephens, Richard Alfred	13th F. Amb.
1562	Private	Pippin, Edward Bailey	24th Batt.	2021	Private	Stewart, Charles	14th Batt.
2656	Driver	Pickard, Albert	5th M.G. Batt.	5236	Sergeant	Stewart, Charles William	4th F. Bakery
950	Private	Polinelli, Lawrence	24th Batt.	1734	Private	Stewart, James H. (M.M.)	24th Batt.
905	L./Corp.	Poynton, George Walton	32nd Batt.	699	Private	Stranger, Lionel Percy	27th Batt.
4656	Driver	Pretty, Charles Read	2nd F.A.B.	3365	Corporal	Swan, Archibald George	22nd Batt.
671	L./Corp.	Price, Louis (M.M.)	32nd Batt.				
760	Private	Primrose, George Samuel	24th Batt.	2922	Private	Taylor, Webster Stanley	4th B.H.Q.
3552	Private	Pugh, Arthur	14th Batt.	14817	Driver	Thomas, Albert Evan	18th F. Amb.
272	Private	Pulbrook, Leslie John	14th Batt.	3484	Private	Thompson, Clarence Hugh	8th Batt.
84	Sergeant	Pynor, Edward H. C.	1st A.G.H.	3508	Corporal	Thomson, David Arthur	14th Batt.
				1118	Private	Tilleard, Eric Jim	23rd Batt.
2472	Private	Reed, Frederick	14th Batt.	527	C.Q.M.S.	Tough, Stuart	24th Batt.
19	Private	Renehan, Thomas	22nd Batt.	2679	Driver	Tregenza, George	57th Batt.
1030	Sergeant	Rennie, Albert Newton	5th Div. Sigs.	2907	Private	Trotman, Harry	57th Batt.
275	Private	Reynolds, Arthur	24th Batt.	528	Private	Tuchin, Charles John Mc.C.	24th Batt.
4651	Gunner	Rickards, Gordon	2nd F.A.B.				
7434	Private	Robartson, George	13th F. Amb.	1349	Driver	Walker, John Stanley	14th F.A.B.
451	Private	Robin, Albert Arthur	22nd Batt.	2911	Driver	Walker, Charles Augustine	5th D.A.C.
724	Private	Robins, William	24th Batt.	775	S./Smith	Walls, Daniel Frederick	6th Army A.F.A.
3488	L./Corp.	Roberts, Edwin F. R.	14th Batt.	1196	Private	Watson, James Gardiner	26th Batt.
3470	Private	Robertson, Percy Gilbert	14th Batt.	717A	Private	Warner, Horace Walter	22nd Batt.
13348	L./Corp. (Driver)	Rocke, Gerald Martin	12th F. Amb.	936	Private	Warren, William	22nd Batt.
13349	L./Corp.	Rooney, James Edward	13th F. Amb.	2440	Private	Ward, Ivan Walter	14th Batt.
2204	Private	Ross, John	14th Batt.	2896	Private	Watts, William Evan	14th Batt.
1034	Gunner	Rounds, Ernest Edgar	13th F.A.B.	1853	Sergeant	Watson, Alfred George	6th Batt.
2444	Driver	Rowe, Walter	5th D.A.C.	485	Private	Walsh, James	27th Batt.
9096	L./Corp.	Ryan, Martin	12th F. Amb.	268	Corporal	Webb, Robert	23rd Batt.
1038	Private	Ryan, Ernest	23rd Batt.	2825	Private	Western, Alfred Lewis	57th Batt.
172	L./Corp.	Rumpff, Alfred James A.	24th Batt.	1134	Private	Wharton, Edward James	24th Batt.
				1001	Private	White, John Williams	24th Batt.
286	Sergeant	Semple, John (D.C.M.)	24th Batt.	1004	Private	Whyte, Alexander	24th Batt.
965	Private	Scott, Fritz	24th Batt.	5206	Gunner	Williamson, John Harock	13th F.A.B.
430	S./Sergt.	Shaw, Alfred Ferdinand	6th Army A.F.A.	912	Private	Williams, Bert.	22nd Batt.
656	Private	Sharpe, Henry Sant	23rd Batt.	471	Private	Williams, Alfred Charles	23rd Batt.
457	L./Sergt.	Schammer, William	22nd Batt.	2701	Private	Williams, Ernest George	57th Batt.
1283	Private	Sheehan, William	5th Batt.	2907	Private	Williams, Edwin George	58th Batt.
687	Private	Simmonds, William	22nd Batt.	2201	Driver	Williams, Vincent John	59th Batt.
2854	Private	Short, Thomas Frederick	14th Batt.	287	L./Corp.	Willis, Thomas	22nd Batt.
3498	Private	Sloan, Silas Henry	14th Batt.	1650	Private	Wills, Henry	13th F. Amb.
1064	Private	Small, Walter	22nd Batt.	767	Private	Wilkins, Frederick William	6th A.L.T.M.B.
461	L./Sergt.	Smart, Ernest Charles	22nd Batt.	2923	Private	Wilson, Lionel Victor	58th Batt.
327	Private	Smith, Sydney Boswell	24th Batt.	2040	Private	Withers, Harry David E.	14th Batt.
3507	T./Corp.	Smith, Alexander	14th Batt.	914	Private	Wood, Alfred Percival	22nd Batt.
13356	Corporal	Smith, Frank H. E.	13th F. Amb.	917	Private	Wood, Sydney Glen	22nd Batt.
2680	Private	Smith, James	58th Batt.				
4228	Driver	Snowden, Henry Edward	3rd Army A.F.A.	8011	W./Corp.	Young, Gavin Glenday	5th Div. Trn.
1732	Driver	Spears, Merlin George	59th Batt.	1114	L./Corp.	Young, John Frank	2nd Div. Sigs.
2438	Private	Squires, John	59th Batt.	292	C.Q.M.S.	Yourger, Stanley William	22nd Batt.
979	Private	Steel, Edward Charles	24th Batt.				
4665	Driver	Stapleton, John Michael	2nd F.A.B.				

OUR HOMEWARD STUNT

No. 4 MILITARY DISTRICT.

5	C.S.M.	Adair, Cyril Morrison	27th Batt.	1605	Driver	Gilford, Frank	27th Batt.
250	Sergeant	Andrew, Edward George	27th Batt.	82	Sergeant	Grandison, Leslie	27th Batt.
1256	T./Sergt.	Atkins, Clifford August	14th F.A.B.	568	Private	Gray, James Sowden	27th Batt.
				2612	Corporal	Grant, Frederick Kenneth	16th Batt.
991	Ftr.	Barber, William John	2nd F.A.B.	102	Private	Haines, Cyril	32nd Batt.
495	Private	Barnard, Lancelot Lee	27th Batt.	88	Private	Haley, Albert Francis	27th Batt.
1052	Private	Baker, Charles Henry	27th Batt.	242	R.Q.M.S.	Harbey, Vernon	27th Batt.
739	Private	Beech, Alfred	27th Batt.	94	Corporal	Haines, Norman C. R. (M.M.)	7th A.L.T.M.B.
2798	Sergeant	Bowditch, Howard Byron	10th Batt.	1074	Private	Hope, Walter Vernon	27th Batt.
26	Private	Bowering, Walter Edgar	27th Batt.	1719	Private	Howe, Eric	27th Batt.
14	Driver	Branford, Horace Percy	7th Bde. H.Q.	89	Corporal	Howe, Herbert George	27th Batt.
752	L./Corp.	Bruce, Thorold Mervyn	27th Batt.	2633	Private	Hoare, Stanley Ivanhoe	16th Batt.
277	Private	Burgess, Alfred	27th Batt.	343	Corporal	Hunt, William Horace	27th Batt.
1622	Corporal	Burnett, Arthur Ernest	27th Batt.	1607	Sapper	Hurley, Murnay Francis	2nd Div. Sigs.
				536	Private	Inglis, Wilfred Maurice	32nd Batt.
1562	Sapper	Carr, William Robert	1st Div. Sigs.	1534	Sergeant	Irving, Henry Victor C.	27th Batt.
1802	Private	Cakebread, Ernest	27th Batt.				
3048	Private	Chapple, Douglas Leonard	16th Batt.	539	Corporal	Jew, Edward Samuel	32nd Batt.
1678	Private	Chester, Henry William	27th Batt.	2613	Private	Johnson, Alfred Michael	16th Batt.
1682	Private	Clarke, John Cornelius	27th Batt.				
8839	Driver	Claxton, Robert	1st Div. Trn.	850	Private	Kanally, Clifford Clement	27th Batt.
1905	L./Corp.	Coles, Henry Charles	5th Div. Sigs.	611	Private	Keane, Leonard John	27th Batt.
530	Private	Cooper, William James	27th Batt.	1053	Private	Keen, Ernest Charles	27th Batt.
47	Private	Conlon, Henry	27th Batt.	847	Private	Keynes, Bertram Gordon	27th Batt.
288	Corporal	Corcoran, William Albert	27th Batt.	363	Sergeant	Keynes, Arthur Samuel	27th Batt.
39	Private	Craig, McAlister	27th Batt.				
1093	C.S.M.	Curtin, Michael Joseph	27th Batt.	851	Sergeant	Lamb, George Stanley	27th Batt.
				8910	Driver	Lane, John	20th A A S C.
8846	Driver	Dabinett, William Burt	2nd Div. Trn.	4872	Sapper	Lee, John Henry	2nd Div. Sigs.
1686	Private	Dansie, Charles Gordon	27th Batt.	1768	L /Corp	Leith, William James	4th Pnr. Batt.
538	L./Corp.	Davis, Joseph Alexander	27th Batt.	1458	Sergeant	Love-Band, Howard Gordon	1st M.G. Batt.
1689	Private	Diggins, Charles Robert J.	27th Batt.				
785	L./Corp.	Doyle, Harry	27th Batt.	1936	Sergeant	Morgan, George E. (M.M.)	41st Batt.
1690	Corporal	Drewett, Leslie Roy	27th Batt.	1800	Private	Malthouse, Clifton D. R.	27th Batt.
787	Private	Dwyer, Jack Luke	27th Batt.	132	Private	Maly, John	27th Batt.
				1011	Driver	Maytum, George Edwin	6th Army A.F.A.
69	Private	Earl, Wilton Hartington	27th Batt.	135	Corporal	Mellish, Walter Wordly	27th Batt.
303	L./Corp.	Earney, Arthur Ernest	27th Batt.	3015	Private	Mercer, Stanley Archer	16th Batt.
1001	E R /Sgt	Edwards, John Rowland	A.A.P.C.	143	Private	Mildren, Frederick Julian	27th Batt.
558	Driver	Egan, William	27th Batt.	866	Sergeant	Mills, Edwin Charles	27th Batt.
556	Private	Evans, Percy George	27th Batt.	2628	Private	Moore, Thomas	4th A L.T.M.B.
				2021	Sergeant	Morris, Alfred Ernest	4th M G Batt.
679	Driver	Falvey, Albert Edward	32nd Batt.	62118	Private	Morony, Clement Joseph	4th Gen. Rfts.
1703	Driver	Fielder, John William T.	27th Batt.	3409	Private	Muller, Harold Adolph	4th F Amb.
798	Private	Fitzgerald, Leonard James	27th Batt.				
				877	Private	McCann, Peter Felix	27th Batt.
803	Private	Gale, George	27th Batt.	1147	Sergeant	McCarthy, Harcourt	2nd Div. Sigs.
1711	Private	Gray, Herbert Edward	7th A.L.T.M.B.	1818	Corporal	McDonald, Allan Kenneth	27th Batt.
1194	L./Corp.	Gibaut, Edward James	2nd Div. Sigs.	1057	Private	McGuire, Eugene Joseph	27th Batt.
807	Private	Gibson, James Edward	27th Batt.	880	Private	McFenzie, William John	27th Batt.
808	Private	Gilbert, Basil Rodney	27th Batt.	2352	Private	McKim, William James	16th Batt.

OUR HOMEWARD STUNT

406	Driver	Neagle, George Lewis	27th Batt.
1751	Private	Nelson, Clifford Augustine	27th Batt.
883	Corporal	Nettle, James Colclough	27th Batt.
407	Private	Norman, Harold	27th Batt.
2204	Private	North, James Malyon	27th Batt.
1753	Driver	Oldfield, Ross	27th Batt.
663	Sergeant	Oldfield, Harold	27th Batt.
5006	Private	Paddick, Albert Richard	1st F.A.B.
167	L./Corp	Peters, Frederick James	27th Batt.
164	Private	Peterson, Benjamin Taylor	27th Batt.
2819	Private	Phillips, Arthur Bradshaw	16th Batt.
415	Private	Pierce, Charles Robert	27th Batt.
411	Private	Pond, George	27th Batt.
412	Driver	Pope, Benjamin	27th Batt.
1560	Sergeant	Provis, Roy Lincoln	27th Batt.
1614	Driver	Quarrell, Frank	27th Batt.
1031	Driver	Ranford, Cyril Jennings B.	6th Army A.F.A.
894	Private	Rankin, Eric Charles	27th Batt.
897	Private	Rebea, Anastasia	27th Batt.
900	Corporal	Reidy, Michael	27th Batt.
905	Sergeant	Robinson, Edgar Lewis	27th Batt.
435	Private	Rhode, James Hermann	27th Batt.
1612	Sergeant	Ryan, Thomas	2nd Div Sigs.
457	L./Sergt	Schammer, William	22nd Batt.
441	Driver	Scholz, Otto	27th Batt.
7969	Private	Siebert, Augustine F. (M.M.)	13th F. Amb.
921	Driver	Simons, Francis	27th Batt.
689	Private	Skipper, Alfred John	27th Batt.
437	Private	Smith, John Joseph	27th Batt.
460	Private	Smithers, Frederick	27th Batt.
201	Private	Solley, George	27th Batt.
700	Private	Sutherland, Donald Grant	27th Batt.
1574	Driver	Tame, Arthur	27th Batt.
471	Sergeant	Thacker, Herbert Harry	27th Batt.
1577	Private	Thomas, James Alfred	27th Batt.
704	Private	Thornton, Percy Grey	27th Batt.
1578	Private	Till, Alfred Simon	27th Batt.
1103	Corporal	Townley, Alfred George	27th Batt.
217	Private	Tremain, Roy William	27th Batt.
1608	Corporal	Tudor, Joseph Basil Grove	27th Batt.
221	Corporal	Vaughan, Francis B. A.	Postal Corps
952	L./Corp	Veitch, Lance Stuart	27th Batt.
2822	Private	Walters, Percy George E.	16th Batt
236	Sapper	Walters, William	2nd Div. Sigs.
6912	Private	Waterman, Leslie George	12th F. Amb.

2602	Private	Warr, Joseph Thomas	16th Batt.
478	Sergeant	White, Arthur	27th Batt.
1440	Sergeant	Whittle, Albert Leslie H.	10th Batt.
234	Driver	White, Frederick Bacon	27th Batt.
480	Driver	Winch, Charles Henry	27th Batt.
224	Driver	Winch, Harry	27th Batt.
1033	L./Corp.	Winston, Easton Clarence	27th Batt.
966	Sergeant	Wilson, Walter Broughton	27th Batt.
8997	Private	Wooding, Percival Charles	5th Div. Trn.

No. 5 MILITARY DISTRICT.

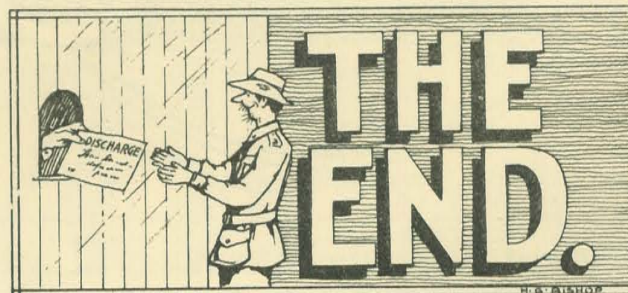
1220	Sergeant	Daley, Owen (M.M.)	12th F. Amb.
1933	Sergeant	Fitzpatrick, Frederick M.	2nd M.G. Batt.
1557	Private	Healy, John	11th Batt.
1183	Sergeant	Hocking, William James	28th Batt.
1821	Private	Hunter, Bernard Douglas	4th Div. H.Q.
2668	Private	Iok, Henry Edwin	16th Batt.
8316	Private	Leunig, Charles	12th F. Amb.
1642	T./W O.11.	Mulgrave, Andrew	A.M.C. Details
3330	Private	Ogden, Errol Charles	16th Batt.
2030	L./Corp.	Oldfield, Sydney John	4th F. Amb.
		(Driver)	
2178	Private	Ortis, Henry	4th Pnr. Batt.
5573	L./Corp.	Reardon, John Joseph	12th F. Amb.

No. 6 MILITARY DISTRICT.

4307	A./Bdr.	Alexander, Albert	3rd Army A.F.A.
998	Private	Anderson, Hazel Erskine	26th Batt.
1038	L./Corp.	Allison, Henry	26th Batt.
4907	Driver	Bartley, Thomas William	3rd Army A.F.A.
4339	T./Corp.	Boyer, Charles	3rd Army A.F.A.
1055	L./Corp.	Boys, James Henry	26th Batt.
1015	Driver	Bryan, Leslie	26th Batt.
830	Driver	Burge, David	26th Batt.
1249	Private	Clark, Charles Henry	7th A.L.T.M.B.
1064	L./Corp.	Cooper, William Milford	26th Batt
1061	Private	Cutler, Francis William	26th Batt.
2024	Private	Freeman, Arthur Frederick	26th Batt.
1255	Corporal	Forster, John Cumine	26th Batt.

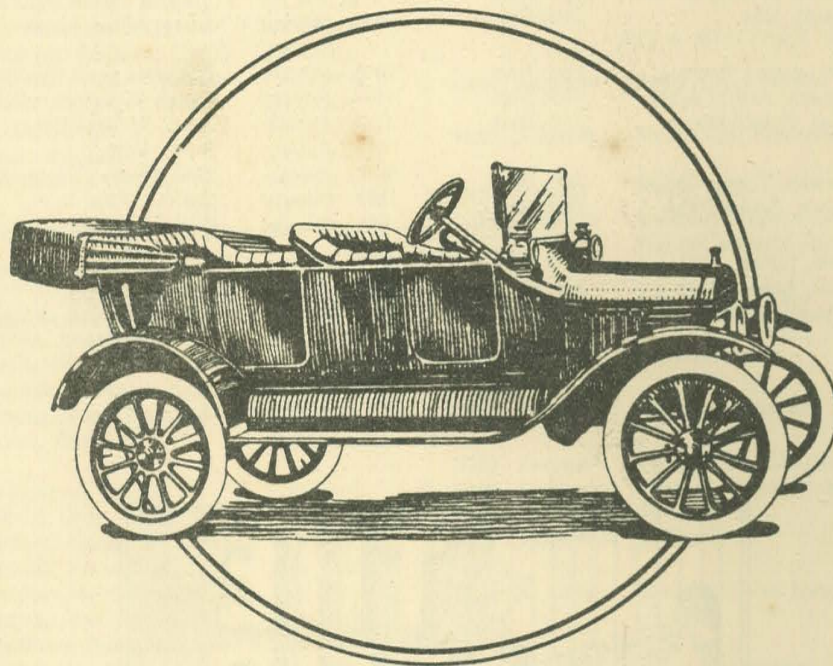
OUR HOMEWARD STUNT

881	Private	Gilbert, Frank Bryant	26th Batt.	922	Private	Mathers, Keith	26th Batt.
885	Private	Glann, Herbert William	26th Batt.	1561	Driver	Morris, Rheuben	28th Batt.
1089	Private	Grundy, Francis Henry	26th Batt.	929	Private	McGuinness, Frederick H.	26th Batt.
				1004	Private	McIntosh, Alexander Gorey	26th Batt.
1217	Corporal	Hall, Clare Henry Horace	26th Batt.	1139	Private	McLagan, Leslie Stewart	26th Batt.
1804	Private	Hack, Frederick Joseph	26th Batt.				
2716	Driver	Harvey, Edward Thomas	2nd F.A.B.	931	Private	Nichols, Ronald Mervyn	26th Batt.
896	Private	Hewitt, Claude Benjamin	26th Batt.				
897	Private	Hosking, Cecil Phillip	26th Batt.	1165	Private	Palmer, James Allen	20th Batt.
1100	Private	Howell, Osmond Ernest	26th Batt.	1395A	Private	Petterwood, James Henry	5th D A C.
1107	Corporal	Howell, John	26th Batt.				
				945	Private	Riley, Alfred James	26th Batt.
916	Private	John, Alfred James	26th Batt.	2505	Private	Sampson, Cyril Claude	15th Batt.
906	Private	Johnson, Arthur Albert	26th Batt.	1175	Private	Salter, William Frederick	26th Batt.
2038	Private	Jones, Harold Moore	15th Batt.	1174	Private	Scott, William Henry	26th Batt.
				971	Private	Scott, John	26th Batt.
1130	Driver	Knowles, Trevor George	26th Batt.	3570	Private	Shea, Vernon Reginald	15th Batt.
2292	Private	Kearns, Ernest Owen	15th Batt.	1277	Private	Shelton, Ellis	26th Batt.
				955	Private	Stansfield Percy	26th Batt.
2071	Corporal	Laird, James	15th Batt.	1283	Private	Warren, William Victor	26th Batt.
4305	Private	Lucas, James Dixon	3rd Army A F.A.	990	Private	Wilson, Norman	26th Batt.
1133	T./Corp.	Lipscombe, George	7th A L.T.M.B.	1653	Private	Williamson, Henry John	52nd Batt.



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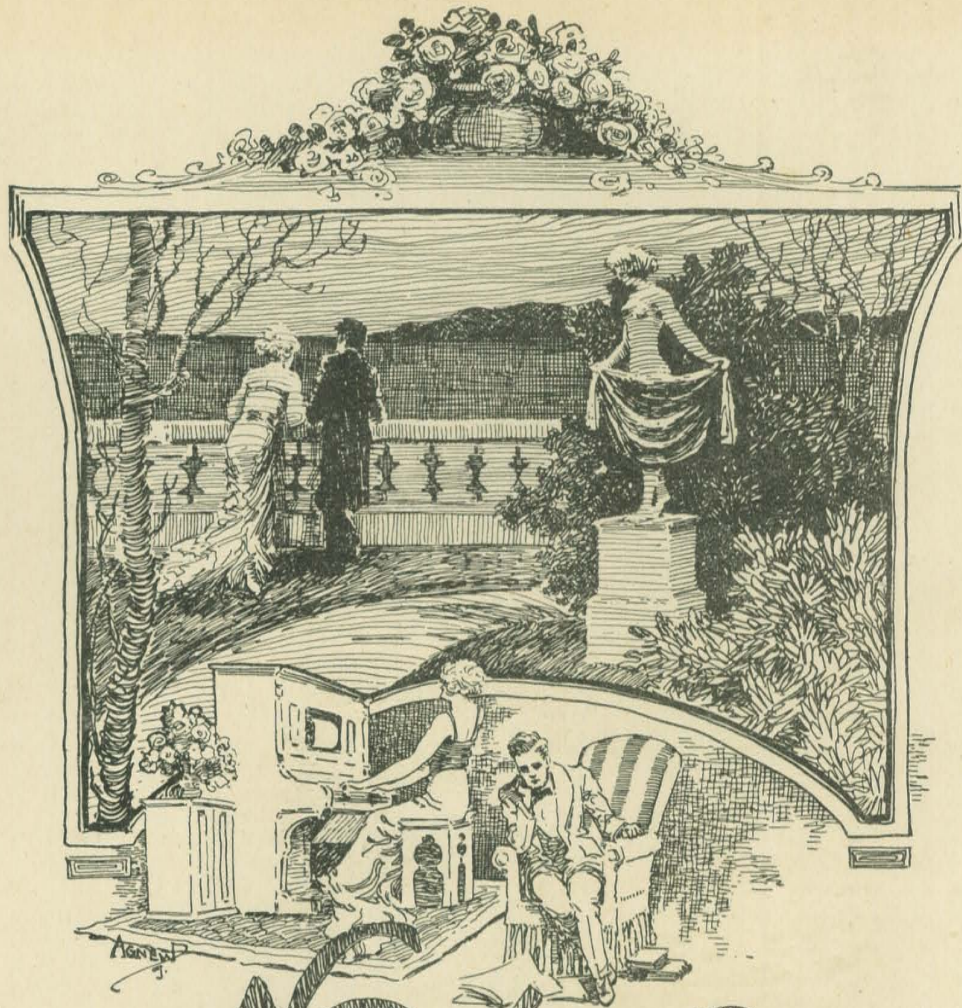
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