

charm. The next morning we spend looking at the cathedral which is the centre of the city. Afterwards we must again make our way to the train which is waiting in the station for us.

Once again we are soon on our way, proceeding southwards, but this time we are going to Lyons. Two hours later we have arrived and after having a quick change we can amuse ourselves. We now have the opportunity to look over the shops where almost everything may be bought. The river with its winding course may be visited, or a tram taken to the surrounding countryside or a ride up the fascinating Funicular. This is a train which proceeds up a hill and as it goes up, one more comes down, the one coming down pulling the other one to be seen and perhaps photographed.

We all meet that evening and have a typically French dinner with the red French wine. Our next stop is Lucerne in Switzerland, and for that journey we have to travel by night. We embark in the evening with the plains of the South of France countryside rolling past and to awake in the morning to find ourselves in a different country with the hills rolling past us as we near our destination by the Lake of Lucerne. We embark on one of the Lucerne steamers which are paddle propelled, for a trip round the lake. We call in at the various villages and get off at a very old landing stage from where we take a train up to a nearby town.

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sorts and sizes. We return to our ship and the paddle boat takes us back to Lucerne. The afternoon is spent as we like and towards evening we can take a train to Berne. That night we sleep in one of the very modern smart hotels. The following morning we visit the bears, which are the special attraction of the capital. Also on the way back we stop to watch the old clock strike with the cuckoo and the watchmaker's hands mending a watch. These are only two of the models that come to life each time the clock strikes.

After this amusement we once more pack our cases and this time proceed to the airport. We pass, as is customary, through the customs and then board our Swissair plane bound for Hanover. A coach quickly takes us into the town from the Hanover Airport, and that little trip takes only two hours. Here the buildings have been rebuilt almost entirely of glass. The streets are wide and the trams run between the grass verges. We are shown to our hotel and after an evening meal we can amuse ourselves. The next morning we go shopping for the souvenirs and from them we can see what type of goods this area of Germany can offer. There are plenty of restaurants and at one we tackle a lunch with the usual quantity of wine available. There is a lake nearby and a quiet half an hour in a little boat may be spent there. Our next engagement is at the zoo. Here we see a new idea—that of allowing certain animals out of their cages.

In the evening we take the train to Brussels—in this year it is where the World Fair is being held—and is a wonderful place to enjoy a holiday. We arrive at the Gare du Midi at about 6 o'clock. A tram takes us from the station through the busy streets to our hotel on the hill. We are shown to our rooms and from them we can see the Atomium and exhibitions of the Great Fair. After the hotel greeting meal we can walk along the boulevards and see the English-styled shops and the greatly publicised autobahn which runs right through the city. An English book shop for the benefit of visitors is also there.

The next morning we have to say goodbye to Brussels and this time we have to go to the Gare du Nord for our train. We get on and are soon on our way, this time bound for Ostend. We pass through Bruges and Ghent, each town well known for its beautiful churches. We arrive in Ostend Quay in an hour and make our way through the barrier to have a last walk on the Continent. We walk along the quay and see all the fishing boats, for Ostend is the main fishing port for Belgium. We walk along the promenade and see the Cour Salle which is the equivalent of our Brighton Pavilion. Soon, however, we have to return to the quay as the Channel steamer is about to leave for the crossing home.

As we pass through the Customs we have to declare what wines and other gifts we have bought. At last we go on board the ship and soon the quay is slipping away. A little later we look back and see our last glimpse of the Continent vanishing in the distance.

With acknowledgements to M. J. GOLZ.

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THE ISLE OF WIGHT

In this edition of the "Grayton Times" we take our annual look at a spot where a very enjoyable holiday may be spent. This time our article comes from Ryde in the Isle of Wight, and is all about that sunshine Isle.

THE Isle of Wight, known as "England's Garden Isle," is situated fairly near the mainland and is easily accessible by steamer from Southampton and Portsmouth. These take cars and passengers to Cowes and Ryde with Lynton and Yarmouth being another alternative route. Within the 60 miles of coast and an area of 147 square miles there is everything for the holidaymaker and many different resorts offering a wide variety for choice—the quiet seaside villages, golden stretches of sand, hills, dales, woods and rivers and plenty of opportunity for walking through the country lanes and over the rugged coastal scenery. Whichever way you go there is beautiful scenery and other wonderful amenities. The climate varies from mild to bracing and is very suitable for those seeking the sun and wanting a more active holiday.

The Borough of Ryde has a population of 19,730 and it extends from Brading Harbour on the east to Wootton Creek on the west. Within these two there are numerous villages and pretty hamlets including: Spring Vale, Seaview, St. Helens and Fishbourne. Ryde has a pier nearly half a mile in length and from the fine promenade the exciting yacht races of the Royal Victoria and Royal Thames Yacht Clubs may be viewed to great advantage. A magnificent view across Spithead may also be obtained and many interesting ships of H.M. Navy and the liners pass through. Ryde is noted for its stretches of fine, clean sand, with the possibility of walking along at low tide, and there are excellent facilities for sea fishing and boating. Every kind of sport may be indulged in, varying from tennis to bowls. Putting greens and canoe lakes are also available. During the summer there are the customary military bands and the concert parties. There are a number of pleasant walks that may be taken and special mention must be made of the woodlands walk to the ruins of Quarr Abbey and the adjacent Benedictine Abbey. In the adjoining parts of Ryde there are many historical items of interest with boating and fishing going on all the time.

Benbridge is the next place to mention—a quiet and picturesque village, it is an ideal place to spend a restful and enjoyable holiday. The principal pastime is sailing and there are excellent bathing facilities. Several enjoyable walks may be taken in the district and over Benbridge Down with obelisks and wireless stations marking the landscape. On the hill stands Benbridge School, famous for its library of Ruskin's works. Benbridge is one of the principal motor lifeboat stations on the island.

Go where you may along the coast from Shanklin or Sandown through the beautiful undercliff from Ventnor to the rugged coast of Freshwater or inland to its beautiful villages of Godshill and

Calbourne, to name only two, you will be surprised with a scene from paradise. Ancient with history with such places as Carisbrooke Castle, Osborne House, Whippingham Church, Farringford House, or Mottisone Manor, the island offers something for every one of its visitors. Sir Walter Scott called it "That beautiful island which he who once sees never forgets, through whatever part of the world his future path may lead him."

Safe bathing and lovely sands, rambles through the countryside or for the motorist beautiful leafy lanes—there is always more to be seen in all too short a time. Carisbrooke with its donkey in the wheel house; St. Catherine's Lighthouse with its six million candle power light; Blackgang Chine, well known in the old days for smuggling; the glorious coloured cliffs at Alum Bay; Godshill the "Church on the Hill"; Ryde, the gateway to the island from whence to watch the mighty liners such as the "Queen Mary," passing by; we could go on for ever such are the attractions of the Isle of Wight. The island measures at its greatest length 23 miles and 13 miles across, its total area being 157 square miles. At the last census the population was just over 90,000. It has always been highly placed in the sunshine records for which it is well noted, towns like Ventnor and Sandown having at various times led the rest of the country for sunshine records. Other places of interest on the island we will mention and visit briefly.

Sandown is renowned for its golden sands with the finest bathing beach on the island and an esplanade over a mile long, an ever popu-

lar resort. Shanklin, perhaps the best known in recent years offers many attractions for all classes, notably the pretty thatched "Old Village," the beauty of the flowers on Keats Green together with the pleasant sandy beaches. Ventnor, often described as the "English Riviera," a title to which it can well live up, is built upon terraces which offer a view unsurpassed elsewhere, protected from the north with St. Boniface Downs 787 feet high, hence the mild climate for which it is well renowned.

Passing along the coast to the smaller resorts we have Freshwater, famous for its connection with Tennyson, Totland, a delightfully situated resort, whilst further on we come to Yarmouth, another gateway to the island by ferry. It is one of the oldest towns having received its first charter in 1135. Further inland we reach Newport, the capital of the island, the main commercial centre and also the largest shopping centre; proceeding to Cowes, famous the world over for yachting, the home of the Royal Yacht Squadron.

At East Cowes there is the Osborne Estate and Osborne House at one time a favourite residence of Queen Victoria, afterwards presented to the nation by King Edward VII. Not far away is Whippingham Church built by Albert, Prince Consort. Striking features are the Battenburg Memorial Chapel and the memorials to Queen Victoria and the Prince Consort. We have mentioned Carisbrooke Castle, a famous Norman fortress, standing on a hill at a height of 150 feet overlooking the village. The museum contains unique Stuart relics and other antiquities. The castle well and draw well are features of considerable interest and the chapel, St. Nicholas in Castro, dates from 1070. The interior of this chapel is the island War Memorial.

Of all the places we have mentioned perhaps the one most liked and known is Alum Bay and the Needles. This is in the Totland district and is the extreme western point of the island. Alum Bay provides the best view of the three massive chalk rocks known as the Needles. The Needles Lighthouse is 80 feet high, built of granite and dates from July 1858. The light is visible at sea for about 15 miles. There is a fog horn operated by compressed air. The tower is dwarfed by comparison with these huge rocks at the foot of the outcrops of which it stands. The cliffs of Alum Bay which most visitors like to see are best viewed from a boat, when the full beauty of the different coloured sands can be appreciated. Many holidaymakers like to collect the coloured sands and many different test tubes of shades and sizes are obtainable from the local shops.

Those are a quick view of the interesting parts of this isle and they may only be fully appreciated by seeing them on a holiday and so, perhaps, the seaside spots of the Isle of Wight will have the pleasure of entertaining you next summer. Here for your guidance are some island villages and places of interest.

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BONCHURCH—An old world village, half a mile from Ventnor, and the old church of St. Boniface dating back to 1070.
BRADING—One of the oldest towns in the island. Under the Town Hall can be seen the stocks and whipping post.

SEAVIEW—Situated a short distance from Ryde by bus; there are two attractive bays, ideal for bathing. One of the island's smaller but popular resorts.

COLWELL BAY—Between Freshwater and Totland. One of the finest beaches on the island. A very fine view across the Solent can be seen from here.

CALBOURNE—Approximately two miles from Shalfleet, whose main attraction is Wimple Street, a charming row of old world thatched cottages with masses of roses and other flowers.

THE UNDERCLIFF—On the Vennor-Blackgang road. This should not be missed; here is one of the finest drives or walks in the island, sheltered by masses of trees and towering cliffs, a really wonderful picture.

SHANKLIN CHINE—An enchanting glen with beautiful ferns. The Chine is a fissure about 180 feet wide and 300 feet deep. This beautiful spot provides a welcome refuge on a hot day.

NITON—A delightful old village adjoining the famous Under cliff; stands on a headland which is the most southerly point of the island.

That is just to mention a few, but make sure you see every enchanting aspect of the island by visiting it yourself. There are many hotels, youth hostels and holiday camps to choose from.

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LONDON AIRPORT

ALTHOUGH one of the largest airports in the world, London Airport is still expanding. There are seven runways now in operation which are so positioned that whatever the wind direction, at least one can be used. Of these the longest is 9,504 feet, while the shortest is 5,798 feet. The permanent buildings for staff of the offices of all the various departments and Air Company offices have been constructed in the centre of the Airport. These are reached by means of a road tunnel which has been completed whilst there is still in the process of being built.

Among other extensions on the east side of the Airport the British Overseas Airways Corporation have had some hangers built which are capable of holding the largest aeroplanes in the world. An enjoyable day can be spent in the public enclosure, where "joy flights" and coach trips around the Airport are available with running commentaries on the different types of aircraft landing and taking off. The authorities have also provided a refreshment bar and various amusements for young children as well as stalls where postcards and books may be bought.

R.S.

THE SUBJECT OF CAREERS

In each edition of the "Gayton Times" we run a special feature section and because of very many requests we are this time turning the spotlight on the subject of careers. We are very grateful to Mr. M. G. Venn for giving us this very interesting and inspiring article. We trust, and we are sure that he does too, that you will find this of great benefit in your choice of careers.

BEFORE we start let us just look at a few points concerning this vast subject. The lack of knowledge of available careers is understandable enough in the young, both as to the number of existing fields and the nature of any one of them. The right career is a challenge which the newcomer takes up with all his ability and with all his heart. Many young people are too heavily influenced by their impressions of the opportunities offered by their own district. In reality they have no picture at all—quite naturally—of the complexity of the nation's life. In particular it should be noted that the advance of technology has led to an incredible advance in the division of labour. There is available evidence which shows that there are strong social forces opposing the pressure towards recruitment of occupations on the principles of ability and achievement, with the result that sons tend to follow occupations at or near to that of "Dad's." There are many factors that make up the final choice and statistics show that in 30 per cent of the cases parents are a major influence, in 25 per cent of cases other close friends influence choice, and in another 25 per cent it is social or personal activity. In the remaining 20 per cent the factor is the Youth Employment Officer or other adult relatives. Thus, family and near family influences are put together, they account for some 70 per cent of all choices. Much less has been offered by industry and commerce in the way of literature on careers little arises above the Fifth Form essay level. For example: "What can I do for myself now? That is a question a lot of young people ask themselves when they leave school." And the answer is often another question: "What are you capable of doing?" The real need for simple statement of fact is, however, realised by some firms.

CAREERS IN COMMERCE AND IN INDUSTRY

Throughout this article on careers in industry and commerce there will be no mention of careers in the Armed Forces, the Civil Service, Local Government or most public services. In order to avoid dealing in detail such a wide topic, it becomes impossible to avoid generalities. In limiting the article to industry and commerce some reference is bound to be made to the services that have been omitted—because certain requirements transcend such a simple division and cannot be avoided.

The two main items that must be considered, and which may be classified as headings, are the qualifications and the personal qualities needed. From these we shall move on to the opportunities offered.

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The entire field of commerce and industry is open to a boy of a grammar school education and he has good prospects of success.

Although there is variation in detail, each career has a number of basic elements of supreme importance. The first is this:—Apart from government departments, banks and similar static institutions, where progress is made on a set salary scale, industrial and commercial firms are unwilling to specify payment rates for years in advance. Secondly, they cannot formulate a general salary policy for the whole firm and as a result some parents are upset to find that their sons are unable to get a forecast of their earnings in 1999. The same comment applies to promotion. Until the boy has tried no one knows whether or not he will be successful. It is realistic to say that no one is capable of any task until he has done it.

He leaves school a promising young man, but only he can bring his promise to fruition. While on the subject of promotion—commonly called “getting on in life”—it is as well to take notice of a neglected aspect. In a land in which the idea in every way on every day we are getting on so much better—the idea of linear progression abandoned twenty years ago by the philosophers—it is difficult to commend the retention of an initial placing, but it should be remembered that there is much meat in working steadily and well in one post—often more meat than in an eternal struggle to rise.

The second great element is the place of academic work and attainment.

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Many of the pronouncements made about the need for high standards of attainment are quite surely, put down by both parents and pupils as "schoolmasterly" ideas. The reason for this attitude is that even now it is possible to progress very far in the world of commerce and industry in this country on next to no qualifications at all, provided you are the "right sort of chap." As one manager of a local firm put it, "I just got my school certificate and I got on all right. I'm not worried if my boy does not do too well at school." But perhaps his lack of educational standards prevented him from perceiving a marked change occurring in our society to-day. It does not affect the current adult population greatly, but it is going to affect boys still at school most profoundly. It is this:—British industry, now desperately seeking more and more "brains", i.e., personnel of the highest calibre, is at this late stage realising that people with degrees, advanced certificates and very good examination results have them because they are brainy.

A confident forecast may be that in the next ten years, apart from industries based upon special craft skills, nobody starting work with shaky academic qualifications will reach the top.

A further point applies—it is unpopular nowadays to mention "unemployment"—the feeling is that one only need profess a full policy of employment and everyone is employed as if by magic. Let us ignore the political aspect and view the matter dispassionately, as it concerns school leavers—if people become redundant it is those who can most easily be spared, who are put off—and that often means the less qualified.

Finally in the academic field is the danger of the selective attitude in effort applied to subjects—that is to say "I'll work hard at physics because I'm going to be an engineer, but not at English because I'm not going to be a writer." This is the most harmful concept to be met in career work—the idea that subjects are "useful." The attitude is similarly found with prospective employers.

If a firm specifies a good pass at "O Level" in mathematics and physics, it means they want a boy who is good at these subjects, but it does *not* mean that they are therefore prepared to take him if he is bad at others.

Let us turn to personal qualities—what is the right sort of chap? They are produced at a good grammar school, and the English grammar schools are renewed for their work in this field; here in Harrow County we hold ourselves second to none in our efforts to broaden and mature the character of the pupils. This "right sort of chap" is of good address, courteous, forthright, honest—in fact possessing all the qualities children have in the beginning, but in some cases seem to lose as they get older.

In the main, before leaving school, this apparent loss is due to the difficult adolescent period and it should soon pass, but there is no excuse for a young man of eighteen to remain boy-minded at this age, for in this school he is to be treated as a man from the Fourth

Form on, with every opportunity to achieve man's estate easily and sensibly.

Every chance is given to broaden his outlook in the many out-of-school activities which take place here, but one still meets the odd boy who is doing as little as he can in this important field, with either the tacit approval or connivance of his parents.

The parent explains that the boy "does not like" whatever it may be without realising that to an employer, just as much to a school master apathy, lack of intelligent interest, lack of desire to be in the thick of things add up to a passive sort of schoolboy and if one is so passive at sixteen or eighteen one is beyond hope at thirty.

Finally nowadays a schoolboy must be mobile. If he lives in Kenton and wants a job in Kenton he must not be disappointed if he fails to achieve all his life's ambition. In the London area we have a great variety of occupations, but it is a source of amazement that the young men educated in suburban areas fail to realise that the industrial nexus of these islands lies in the Midlands and the North, and that where the industry is so are the careers in industry and commerce. Great Britain has always been an exporter not only of trade goods but of men and excellent opportunities exist for young men in companies with overseas interests.

NOW THE LEVELS OF ENTRY

In industry three terms have general significance:—

1. Craft Apprentice.
2. Student Apprentice.
3. Graduate Apprentice.

The Craft Apprentice is drawn from secondary modern schools and the weaker grammar school leaver at the end of the fifth year, with a none too distinguished "O" level result.

The Student Apprentice normally leaves grammar school at the end of the sixth form with "A" level and occasionally is recruited from fifth form leavers with exceptionally good "O" level results. Very rarely, he is an individual who has been upgraded from a Craft Apprenticeship owing to the exceptional promise he has shown in his first two years with the company. The Graduate Apprentice joins the firm after his University Degree.

The length of the courses and the qualifications aimed at vary but broadly follows this pattern:—

Craft Apprentice—Seven years. Ordinary (or very rarely) Higher National Certificate.
Student Apprentice—Five years. Higher National Certificate or an external degree.

Graduate Apprenticeship—Two years practical introduction to achieve membership of a professional association (to which both the Craft and the Student may aspire).

The difference in total time spent in training are slight—the Craft Apprentice—seven years; the Student Apprentice—two years sixth form, plus five years training, making seven; the Graduate—

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two or three years sixth form, three years in university, two years with firm, making seven to eight years.

It is in the methods of training and level of attainment that the differences lie. The Craft Apprentice goes to Evening Classes (often to repeat work, to which he paid scant attention in school) or has a day a week release to a technical college to do as well. The Student Apprentice may have a day release system plus Evening Classes as well, or a so-called sandwich scheme involving, for example, three months in the works, three months in a university or technical college until he qualifies.

The highest level of attainment is achieved by the Graduate Apprentice who has all the benefits of scholarship and broadening the personality that a university affords plus the undoubted advantage of a full time course of study. In commerce the levels of entry are less firmly defined owing to the system of articles, but the extra benefit of sixth form study is recognised in seniority, in salary, in exemption from preliminary examinations and in promotion. The same comments apply to a graduate.

The moral of this is plain. First, if a boy does not apply himself to study in school, when he goes out he will be compelled if he wishes to progress to take up those very subjects in his evening time, which he earlier neglected, often at his own expense after a hard day's work. Those among us who teach adult evening classes see all too often pupils who lacked industry when taught in school, appearing in the evening classes to hear once again the same instructions from our lips, this time with rapt attention.

Next, if the boy has it in him to gain a place in the sixth form, he should do so, to keep him in the school for a further two years. The importance of these years and the recognition they receive in industry and commerce cannot be over emphasised. As the grammar school population is larger than pre-war, the selection of the selected if such a phrase may be used, is indicated by the membership of the sixth form.

Finally, in this respect, if he has it in him to obtain a place in a university, send him up—even though financial return is postponed for some years, and if he pleases to go to university he should again strive in Lower and Advanced Sixth to reach such a standard that he will be accepted for Scholarship Sixth. This year will not only increase his chances of financial easement of his student days and add the status of gaining awards, but also naturally assist him in the fierce competition of his university years.

Let us look at choosing his job. His is the most worrying task for parents and allow me to say now that you have my sympathy. Shall he choose security or a quick return, a course for qualification or a vague field? A boy keen on aircraft, for example, might feel that his way leads to aeronautical engineering, not realising that riveting sub-assemblies might be a long way from "aircraft" as an idea.

Will he have the aptitude? If he wishes to become an accountant, and you have a friend who is in that profession, asked him to explain

the hard work as well as the rewards to the boy. A solicitor of my acquaintance said to me "If a boy wishes to take up my profession let him try to get into a law office during the summer vacation for a few weeks—it would save many failings by the wayside after beginning the career."

Where does the careers master come in? First he can give you the facts concerning the proposed career. Second he can offer an assessment of the boy's suitability based upon the five or seven years the school has known him. Third he can assist in preparing applications and in contacting firms. But do please remember that the school is in no sense an employment bureau. The function of the careers master is to provide information and advice and act as a liaison officer.

Mr. M. G. VENN, B.A., Non-University Careers Master.
Mr. R. S. KING, B.Sc., University Careers Master.

THE TAL-Y-LLYN RAILWAY

IN the county of Merionethshire, North Wales, is one of the most interesting private enterprises in the country. It became the oldest passenger carrying railway in the world. The gauge that was used was 2ft. 3in. The railway operates from the seaside resort of Towyn, to a typical Welsh village near the Tal-Y-Llyn Lake, Abergynolwyn. The line is seven miles long and the reason for its past success is that the railways will convey passengers from Towyn to the heart of rural Wales. It was in the past months a subject for the B.B.C. programme "To-night." Holidaymakers may fish, climb, or simply enjoy the glorious scenery to be found in the Welsh mountains.

On the route there are several stations. The first is Rhyd-yr-Onen which is 2½ miles from Towyn, then Bynglas and Dolgoch and then finally Abergynolwyn at 200 ft. Since Towyn is at sea level the railway climbs 200 ft. in seven miles—not too steep. In 1950 Sir Hayden Jones, the owner and manager, died, and it looked as if the railway might have to close down, but at the time of writing the track is in the very able hands of the Tal-Y-Llyn Railway Preservation Society.

As a result of their efforts the railway was re-opened in June, 1951. Special attention was given to the track relaying and excellent work was carried out by the staff and by volunteers interested in the railway. Very good use was made of material from the former Corris Railway. Only one locomotive—Dolgoch—of the two was in workable condition, but two others were presented to the Society from the former Corris Railway, together with a brake van.

Anyone staying at Barmouth, Towyn or Fairborne or anywhere else locally should not miss a trip on this most interesting railway.

(Reprinted from "Gayton Gazette" by permission)
S.J.H.

HIKING FOR FUN

MOST boys at some time or other in their life feel the call of the backwoods. The want to get away from the humdrum life of Suburbia and escape to the open fields and misty woods and an sleep under the stars, but when they are contemplating the reality they will find some obstacles. The first one is—where should they go? The choice of sites is limited to those licensed under the 1936 Public Health Act. You may not go and camp anywhere even if you have the land owner's permission, and so my first piece of advice is to join an organisation like the Scouts or Camping Club, where you will find experienced people who will be able to advise and help in many ways. Incidentally, the Scouts are exempt from the 1936 Act in regard to their camps.

I shall assume that the obstacles have been overcome and the choice for a likely camp site has been made. Then a carefully studied look at an Ordnance Survey map of the camping district and that and perhaps an on the spot survey will give you absolutely the best position for your purpose. The special points to note are the vicinity of a fresh supply of drinking water and shops for food. Wood will be needed for the "camp fire" and for cooking. A wood will give you protection from the wind and weather, but it is better not to pitch a tent under a tree because of the danger of falling branches and lightning. Another point to note is that hollows should be avoided as they become quite boggy after a downfall of

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(NO CAMPING GOODS)

rain if the soil drains badly. Perhaps the ideal camp site would be a large clearing in a mixed tree wood, with a ridge or clearing to give a good view.

The problem of what gear to take has always been vexing. It may be divided into two classes—personal gear and "camp" gear. Personal gear is the same practically, with certain omissions, as for any other type of camp holiday. Camp gear varies with the number going on the camp, methods of transport and size of the camp. I shall assume that two people are going on a hike over a week-end and camping for one night only. They take a 2 man tent which should weigh between 5 or 6 lbs. and cost about £5. Groundsheets to cover the floor area are essential and should be of rubberised canvas. This makes them rather heavy, but the lightweight ones are made of plastic or oil skin and these are not very durable and are torn extremely easily.

Whenever there is a mention of camping, there has to be a mention of camp food: if you are camping where there are no materials in the form of wood, then a primus or a methylated stove must be taken. You will also require a canteen set, which is a pan, for boiling two pints of water, a frying pan and, of course, usual eating utensils and crockery. A canvas water bucket is handy, and detergent with a tea towel is essential.

Personal gear should be carried in a rucksack which should have a metal frame for added support and comfort. A sleeping bag is preferable to blankets as it is lighter. All other personal gear should be selected with a view to lightness and need. Then take only the equipment that you are sure to need.

These have been just a few tips and ideas and we hope that it will be of some help to you and hope that as an experimental camper you will enjoy it as much as the experienced ones do.

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FRENCH RUGBY TOUR

The following is an on the spot and frank report of the French Rugby Tour by our 1st XV. It comes from M. Stubbs and although it will probably be reported more fully in the School Magazine, we are pleased to give you the first available story of the team's work!

IT was on the 29th March that we assembled at school at the frightening hour of 6.45. Mr. Mees arrived a little the worse for wear after a hectic previous night at the play. We were soon in the coach heading for Dover, but when, after only an hour's travelling we had to stop because of great clouds of steam gushing from under the bonnet, some of us began to wonder if we would ever reach Dover, let alone the distant Med. However, we somehow reached the coast intact and after formalities, embarked. It was not long before we were out of the harbour and, with Mr. Mees snoozing peacefully in the shade of a deck chair lying at an impossibly shallow angle, we settled down to enjoy the crossing. At Dunkirk there were all kinds of forms to be filled in but after endless arguments between our masters and the officials, while we were listening to France thrashing Wales in Cardiff, we were finally able to begin our long drive South. It was past midnight before we reached the cathedral city of Rheims but, after a tussle with the warden for blankets, we were soon asleep.

Next day we travelled the odd 200 miles to Haccu and in the evening we dispersed to see the sights. Most of us spent a comfortable night but we heard next morning that some of our number had unfortunately experienced rather severe tummy trouble, owing, no doubt, to the rather rich food. These sufferers were as a result rather subdued during the day's journey to Avignon.

The following day, 1st April, we finally reached Pierpignan after yet another 200 mile run. It was wonderful to wake next morning with no coach ride to endure, but it was no day for relaxation for us because we were training for our first match on the Saturday. It was soon obvious that four days in a coach had done great harm to our rugby fitness and our training spell was a bit disappointing to

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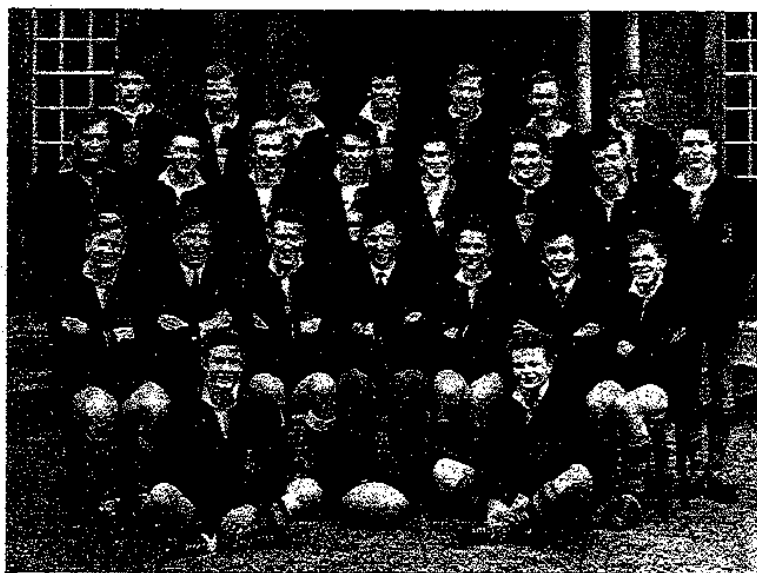
say the least. That afternoon we were taken on a tour of the local wine factory (Byrrh Caves) which holds all kinds of records for the largest vat in the world and the largest cellar and mixer, etc. We were shown round by a very knowledgeable official, but I don't think he realised that only about one person in ten could understand anything he said.

The training session next morning was not so strenuous as that of the previous day, but it was obvious that we were moving with more drive, energy and enthusiasm and consequently were infinitely more cheerful that afternoon when we went to the beach. There R. Wade unaccountably showed a desire to lie down in a hole in the sand buried up to his neck. After leaving the beach we were taken along the coast and the beauty spots.

We spent most of the next morning in Le Perthus, a town on the border of Spain and France, very close to the Pyrenees. Here articles were substantially cheaper than in France and we bought most of our presents in the many tourist shops of the town. The weather was marvellous and the scenery was superb. Good Friday in Perpignan is the day of the Easter procession and we were all there in the crowded streets as the solemn religious but very melancholy procession passed by.

The day of the match had come at last and after passing the morning very quietly we had an early lunch and arrived at the Stadium in plenty of time. The kick-off was at 3 o'clock and as we ran on to the pitch the roar of the quite considerable crowd greeted us. The pitch was very hard and the sun was blazing down as the match began. It was clear from the start that we were up against it and sure enough we were pinned in our own half for most of the match. They were faster, fitter, stronger and heavier than we were and their handling of the ball and the covering of their forwards was superb. It was only in the last ten minutes that we staged any form of fight-back. Twenty-nine points down, we drove into their half and crashed over a try. The crowd was right behind us, shouting "Arro, Arro, Arro," but we could not cross their line again.

Next day we travelled north to Caliers via Toulouse and Carcosse and the following afternoon was spent in preparation for the match against Lycee Gambetta. The weather was much cooler and the pitch was quite soft as we kicked off next day before a much smaller crowd. It was obvious that Gambetta were not nearly as good a team as the Lycee Arago had been, but even so we were nine points down at half time. However, we finally managed to beat them (despite three substitutes) by 11—9. That same evening we travelled on to Lindales arriving at midnight, cold and aching. After a mere six hours' sleep we were almost literally dragged out of bed as we had to reach Paris at a reasonable hour in the evening. After a 300-mile drive we eventually reached Paris at about seven p.m. and we split up to see something of the capital (there was no rioting then).



TOURING XV 1957-58

Back Row: R. Veltman, G. E. Lewin, N. G. W. de Brunner, M. W. Stubbs, C. Clifford, R. Peel, R. T. Perry
 Middle Row: R. J. Worsfold, D. G. Rogers, D. A. Routh, A. Matheson, A. H. K. Maynard, R. W. G. Wade, G. R. G. Morris, M. L. Way
 Front Row: B. Hortin, Mr. H. Mees, D. R. Ridley (Capt.), Mr. G. Underwood, J. E. O'Malley, Mr. C. Johns, A. J. Wyatt
 Seated: B. A. Higgs, R. Greenwood