

On June 5th at 4 A.M. we started on our voyage to N. Russia from Victoria Docks London. We are part of the North Russian Relief Expeditionary force and our unit is the Hospital Corps. The boat on which we sailed is one of the T. Belle Company boats. There the London Belle and another which sailed ~~in~~ ^{out} with us the Walton Belle. These boats are fitted out as River Hospital Carriers. The London Belle had 165 beds the Walton not quite so many. The fitting out of these paddle Steamers incurred great expense, everything being done to ensure the comfort of the patients. If only some consideration had been shown for the crew & sick berth ratings life on board would have been lived with some degree of comfort. Apparently such mundane thoughts did not trouble the Admiralty hence from the very start dissatisfaction was loudly expressed by all and dissensions ~~was~~ ^{were} the order of the day. The provisioning arrangements too were most unsatisfactory and were a conclusive instance of government mismanagement. We were not a day out of port before we were out of bread. The boat was tied up to a buoy off Sheerness and myself with two others of our staff went ashore to buy food. Another cause of complaint was the utter lack of washing accommodation. This was particularly inconvenient for the Stokers & greasers who had to bathe every time they came off duty. At last a couple of buckets were found. There were no rooms or brushes provided indeed nothing was served out to us for cleanliness & comfort. The voyage was con-

2
-tinued on the 6th at 6 p.m. North Shields being our next port of call where we arrived the next day. Our stay at Shields was most enjoyable giving us opportunities of visiting Newcastle & South Shields. It was at North Shields too where the discontent of crew & staff found open expression. Lining up on the top deck in front of the Captains Cabin we demanded to state our grievances. The Captain appeared and our case presented to him. The stokers & greasers absolutely refused to take the ship to sea unless great alterations were made both in regard to food & accommodation. At last definite promises were made that these matters would be remedied, the crew then returned to duty. Taking advantage of leave being granted we visited places of interest in the neighbourhood.

Getting on a tram some little distance from the quay I had a nice ride to Newcastle and was well repaid. Fine buildings, streets & gardens and favoured with bright sunshine combined to give a very good impression of this City.

It happened to be Whit Monday. The streets were thronged everyone apparently bent on a days enjoyment. The weather was on its best behaviour, the glorious sunshine making the faces bright with gladness. One place which claimed special attraction is Jesmond Dene, a great natural park. Crowds of people gathered there for the day. In one part there is an open air theatre & various other amusements. The lakes were very popular with the children. One regrettable incident occurred which marred

the pleasure of a few holiday makers. A little girl leaning over a high plank overbalanced & fell into the water. She would certainly have been drown but for a sailor who chanced to be passing. He immediately went in & got her out. Except for the soaking neither were any the worse. It must have been very uncomfortable for the sailor. Jack always appears to be at hand when wanted.

On the opposite to where our boat was lying is South Shields. I was fortunate in being able to visit this place several times & some very pleasant hours were spent on the sands which extend far out & along the coast. The Corporation has reclaimed some hundreds of acres from the sea and transformed the sands into parks & gardens. It reminds one of Southport altho' not so extensive but the sand dunes are similar, the gardens too resemble those of Southport. They have been somewhat spoiled by military operations. Gun emplacements have been erected & other parts commandeered for camps &c. &c. Altho' the expense of reclamation was certainly heavy yet the results have amply justified the expenditure. Early on the morning of the 12th some little excitement was caused by hearing loud crys of Ship ahoy, we could not see who was calling for some time but at last we discovered a man in the water astern of us holding on to a rope with one hand and a bicycle with the other. He had been riding along the quay

wall when he was tripped up by a stone and thus
 had an early morning dive. He was rescued by one
 of our Seamen named Pat, a typical Irishman. On
 the 13th of June at 4.30 AM. we left for Aberdeen. It was
 a good trip without incident except that about half
 way across the engine bearings became overheated
 making it necessary to lie too for them to cool. This
 delayed us about two hrs. Reaching Aberdeen at 6 P.M.
 the same day ~~to~~ we tied up alongside the quay to go
 thro' the usual experience of Coaling & Watering. Being
 allowed ashore we paid an evening visit to this interesting
 City. Aberdeen is a very fine town. Its fish quays are
 marvellously clean & well arranged. The streets too are kept
 in splendid order. Its system of tramways is one of the
 best I've seen. Union Street is a street of which any city
 might well be proud. Fine commercial buildings of
 granite give a most imposing & substantial appearance
 to this wide thoroughfare speaking of prosperity & progress.
 We all hope to visit Aberdeen again. I went for a long tram
 ride to the Dee valley and was well repaid. One thing amused me
 both at Newcastle & Aberdeen in connection with the trams: viz
 The Corporation issue $\frac{1}{2}$ tram fares both for soldiers & sailors. It
 is very considerate of them. We appreciate greatly these acts of
 consideration. And speaking generally wherever we went the
 people were always kindly disposed towards us, there was scarcely
 an exception. The boat left this port for Berwick in the Shettlands

57
On June 15th at 4.15 A.M. arriving at 10-15 P.M. the same day. The weather was fine but cold. Lerwick is a place of some importance, there are some good sized buildings. Unfortunately we were not allowed ashore because, (so we were given to understand) of the misdeeds of former sailors, overstaying their leave &c thus delaying the sailing of their ships, a very serious offence in the Navy. We made the best of our stay & a boatman kindly did all he could for us in bringing goods from the shore. We were highly interested in watching the thousands of fish playing about the paddle wheels. We tried to catch them with all sorts of improved fishing tackle, potatoe nets, coal sacks &c. &c. but we were not very successful. Two small fish were the total results. We need not have troubled for fish could be bought cheap enough. A box of kippers for 3/6, 72 large fish for 3/- and the sailors bought a large skate weighing some 60 or 70 lbs. The fish made a very welcome change from the continuous bully beef & biscuits. The provisioning of this ship is a positive disgrace to those responsible also the absolute lack of accommodation for bathing & cleansing. So bad was the accommodation for the crew and the food for us all that at 5 o'clock the whole company lined up on the top deck to see the Captain and absolutely refused to take the ship to sea unless things were remedied. On the Captain faithfully promising to carry out some improvement the crew proceeded to their duties. It is needless to say that the promise was not fully carried out.

I do not think that any of the sick berth staff would have gone to sea had they known the conditions under which

6
they had to sail. We left Lerwick on the 17th at 5 A.M. for Norway. The North sea was wonderfully kind to us except for a heavy ground swell there was nothing to complain about. Crossing the North sea there is some danger of striking floating mines. Our old pack had a narrow escape from two. One passed within a few yds of her ^{port} paddle box. We reached the Coast of Norway about noon arriving at Aalsund our first port of call in the evening at 8 P.M. We were allowed ashore. Everyone was very kind to us. Crowds of people lined the quay to watch our arrival. Aalsund is a charming little town of some 3000 inhabitants. At one of the Cafés the proprietress kindly made our party some excellent coffee with plenty of milk & sugar, also beef & cheese sandwiches all of which was very enjoyable. This was about 9 o'clock in the evening business did not really begin till after 12 when the theatres opened and the people turned out to enjoy themselves. The view from a little café perched high on a rock was magnificent. The boat left Aalsund at 8 A.M. on the 19th. All the way the trip through these Norwegian fjords and between the numerous islands was a real delightful treat and I for one stayed on deck as much as possible. We had very little sleep because it never even got dusk and sleep seemed out of the question when amongst such beautiful scenery & with such glorious sunshine. At the foot of the high rocks & hills we noticed numerous patches of bright green grass and funny little houses painted in vivid colors red, green, yellow & some white making a most picturesque scene.

7
Arriving at Christiansund the same day at 1-30 we anchored
some distance from the shore. The people here did not seem
quite so hospitable as those at Alesund perhaps it was mere
imagination. It is a much larger city and quite a charming
place with its varied colors of architecture and peculiar positions
of the buildings. As usual we took on board coal & water.
No one was sorry to leave Christiansund. At 7 P.M. on June 20
the next stage in our journey was commenced. From now
onwards the country near the sea became more fertile.
Trees covered the lower slopes of the hills. Villages and fishing
centres became more frequent. Little patches of cultivated
ground were noticeable and the pretty white churches dotted
here & there made the whole scene from Christiansund to
Bodø very beautiful. I think we enjoyed our short stay
at this place more than at any other thus far. One or two
of the people could speak fluent English. Two gentlemen took
me to their home & entertained me to tea. One peculiar item
of diet was the sweet cheese which was very appetizing.
Perhaps this was because I had been living on ships biscuits
& bully beef so long. As usual crowds of folk lined the
quay to greet us and send us off with good wishes.
On the 22nd at 3-30 P.M. we left Bodø for Tromsø arriving at
8 P.M. the same day. It was an enjoyable trip altho' it
was a bit choppy when we got into the open sea. This was
only for a few hours for we were soon amongst the islands
again & into calm water. Tromsø is in the Vest Fjord. We

8
were not allowed ashore at this port - but as one looked
at it some little distance off the town had a clean, prosperous
appearance. Our stay here was only for a few hours
just to take in coal & water. While lying there the tug
"Flying Foam" from Murmansk came alongside and reported
passing thro' a severe storm also that she sighted our
sister ship the Walton Belle which had preceded us by
some 12 hrs. She had to take shelter in the nearest port.
The "Flying Foam" carried our mails to England
proceeding from Tromsø at 5 p.m. on the 23rd we arrived
at Hammerfest - the most northerly port in the world early in
the morning of the 24th. This night I had my first view
of the Mid-night Sun. Hammerfest is a quaint little town.
Just at the back of it there is a very high hill on the
other side of which is a lake which was still frozen
over, there was also plenty of snow. On mid-summer day ~~had~~
our lads had the unique experience of ~~have~~ a good game
of snowball. The entire absence of trees, shrubs &c gives
this region a very desolate & forlorn appearance. There are
just one or two tiny wild flowers. In the windows one notices
a few plants such as geranium, ivy & carnations. The only
relief to the monotonous aspect are the ~~many~~ ^{varied} colored houses.
I noticed that in several of these Norwegian towns many
of the houses had thick turf on the roof and long grass
growing. The reason so the people said was to keep
the interior warm during the winter. Looming up
thro' these fjords there are many tiny little lighthouses.

9/
perched on the points of rocks. These lighthouses are about as tall as a man, & painted white. They are all connected with an electric station, lighting automatically. One

On June 24th at 10 P.M. we left Hammerfest. All the population seemed to be on the pier to watch our departure. The skipper threw them all into a state of excitement by giving three tremendous blasts on the siren. It was amusing to see them crowding around the paddle box to watch the wheels revolve. One young urchin was ~~just~~ caught actually crawling thro' one of the openings & was just rescued in time. It must have been a rare occurrence to see a paddle steamer. To them the London Belle was a very big ship. Many of them came aboard before we sailed. They admired the hospital beds (of which there are 156) and other arrangements for the reception of patients. The 18,000 horse power engines were a source of wonder & ^{fascination} ~~amazement~~ to the male portion of the visitors. Proceeding on our way towards the Murmansk coast we approached the most Northerly Cape in the world (North Cape) It is here that the best view of the mid-night sun is to be obtained. We were particularly fortunate. Altho' there was a strong wind blowing the sun was unclouded. One of the finest sights I've seen was on this night at 12 o'clock. As bright and clear as a mid-summer day in England. One of my mates took my photo on the upper deck just as the clock struck

10/
twelve. Both of us stayed on the deck till about 1 A.M.
It then became too rough so we turned into our hammocks.
As the morning advanced the wind increased so much
that it was impossible for us to weather the North
Cape. The course of the ship was altered to starboard
~~and~~ and passing between the some Islands tried to
escape the storm. The pilot should have been transferred
to the mail steamer which was sighted about 3. A.M.
but the rough sea made it altogether impossible. Our
boat was now shipping a lot of water so we flew for
shelter into a little fjord where is the small fishing
village of Kjølly. We anchored here ^{on the 25th} just before entering
this fjord a small tug was sighted apparently having a
rough time of it. Sometimes her screw was some feet out of the
water and it appeared as though she was nose-diving down below.
There is only provisions, water & coal enough on board for two
days. Unless the storm abates we must about ship & return
to Hammerfest for fresh supplies. The ship's steward tells me
this morning that the last of the margarine has been issued
so alone for that a great surprise was sprung on us. The
cook has actually made some bread. Of course this might
have been done before had it but occurred to the provisions
department. The crew are anxious to know whether the
treat ~~is~~ is to be continued. Towards ^{the} morning of the 26th
the ~~storm~~ ^{storm} slackened & we left Kjølly fjord at 7 A.M. The wind
freshened up again & very soon the storm was worse

than before and the poor old "London Belle" was having her roughest experience. Her starboard paddle wheel almost came off, her decks sprung and altogether things began to look awkward. The Captain tried to enter a little port called Vassoe but no pilot answered our signals and after getting somewhat knocked about the Captain steamed ahead for Vardö which was reached at mid-night in beautiful sunshine. Crowds were waiting on the quay. In this part of the world the people take full advantage of the short summer time.

The life of these Norwegian towns seems to commence after eleven at night when the folk come out for their pleasures. Vardö does the largest fishing trade in Norway. It is a dirty, dusty little town of about 3,700 inhabitants. There is always an intolerable smell of fish & glue pervading the place.

There are no trees or shrubs growing here. In a very few gardens just a limited number of flowers that we are accustomed to see in England such as tulips, daffodils, wallflowers &c. Not many wild flowers can be found, some small pink & white moss blooms, a yellow flower like a buttercup & one very much like our wild anemone appears to exhaust the catalogue. provisions, cloth, ironmongery & in fact everything is very dear, except, matches & fish. Margarine is 3/6, tea 5/-, boots 45 to 50/- other things proportionately expensive. ^{June} July 27th I had a very enjoyable walk across the island which is pretty in some parts. There are peat bogs covering a considerable portion. The peat is dug, dried & used for fuel. A considerable good deal of snow

was still lying in the hollows. The night of the 27th & 28th was beautiful & the mid-night sun shone with exceptional brilliancy not a cloud in the sky. Leaving Vardö at 1-10 A.M. we proceeded towards the Murman Coast reaching the depot ship A.M.S. Glory⁺ at 2 P.M. 0-o'clock on the 28th we anchored off the town of Alexandrovsk. After the stormy passage from Hammerfest to Vardö the voyage thro' the still Island waters was very agreeable. It is a beautiful "night" of sunshine again, sleep seems out of the question. The weather is very hot and we are constantly tormented by swarms of mosquitoes. The welcome message has just come thro' that peace was signed at 3 o'clock to-day. This was duly celebrated in the usual naval fashion by the blowing of the Sirens of all the ships in harbour. Our little steamer seemed to make the biggest noise of all the lot. After this there came the splicing of the main brace and all who wished had a double tot of rum.

Today the 29th (Sunday) the ship was coaled & the tanks filled with water. We also took aboard some American officers & men. At 10 p.m. the voyage of 500 miles to Archangel was commenced. Night was calm, cool & clear. I stayed on deck till about one o'clock watching the mid-night sun & the beautiful scenery. Before leaving Alexandrovsk with some Russian sailors & seamen there was a good deal of bargaining with some Russian sailors & seamen off the boats lying close to us. Sometimes the scene was quite exciting. They were apparently eager to buy anything

Especially articles of clothing. The great regret of us all was that we had not brought a good supply of old civilian clothes & boots. Such things as these fetched a lot of money. It is all paper money. Some being issued by the British government which is of the value of 6 per rouble and some issued by the Russian government which is 3 per rouble. 100 Kopets go to the rouble.

In beautiful weather we passed thro' the White Sea. Our boat steaming well at 15 knots. If the provisioning of the ship had only been better all would have been just A.I. as it was the bad food spoilt it all. We have had no margarine or potatoes for several days. Fish for breakfast, fish for tea, fish for supper, bully beef dished up in a variety of forms each worse than the other, this has been the daily routine except that to-day we were given salt-junk which apparently must have been part of the provisions of Nelson's fleet. During the cooking of this ~~salt~~ salt-junk the whole ship was permeated with an intolerable odour but this was mild torture compared to what we passed thro' when the stuff was put on the table and cut up. Two or three plucked up courage enough to try & eat it after it had been thoroughly disinfected with pepper, mustard, sauce & pickles but they soon gave up the struggle. 10 P.M. The real history of this salt-port has just come to light. It was not part of Nelson's provisions but when alive it was closely related to the herd that ran violently down a steep hill and was drowned in the

midst of the sea, hence its saltness. This pork was found during dredging operations. In future gas masks have to be worn in consequence of the odoriferous perfume that emanates from it during the process of cooking. Once a man succumbs to this overpowering perfume his recovery is very slow and tedious.

July 1st Arrived at Archangel 6-30 PM. The course up the river was interesting. Many miles of timber ready for shipment were passed. This timber comes down the river in tremendous rafts towed by little tug boats it is then drawn up into one of the numerous saw mills and cut into different lengths & thicknesses^{and}. On reaching Archangel half the watch were allowed ashore. Only watch was aboard. One's first impressions of the city from the river is an appreciative one but this appreciation undergoes somewhat of a change after visiting its streets & seeing the houses &c. There were the first evening shadows at the close of this day. They were welcome for somehow after all one misses the darkness of night with its sleep & rest. Lying in my hammock this evening I saw one of the most gorgeous sunsets I've ever witnessed. All the colors imaginable. Red, pale green, purple yellow, just a tinge of pink, then a blue making a most exquisite picture. Not that the sun set completely for the night is not dark, just like the commencement of a summers evening at home. The slanting beams of sunlight falling on the golden domes & minarets of the mosques & churches.

with the multitude of shipping on the wide river for as the foreground made a most picturesque scene. July 2nd moored close to the "Garth Castle" in mid-stream. On the 3rd we moved up the river about 7 miles to Solombolo for coal. Whilst lying at the wharf we were much interested in watching the Russian women in their boats bringing milk &c from the outlying farms. The milk they carry in little yellow tubs & other produce in wide chip baskets. Five of the women came aboard & down into our cabin with milk. They did not want roubles, only food, soap or whiskey. Whiskey we had not got but for two pieces of soap (about a pound together) a few pieces of Bull, beef, two or three crusts of bread & a little cooked rice we had about 6 gallons of very nice milk. It was a most welcome change from the yellow water of the Dwina which we had had to drink. There is a tramway system from Solombola to Archangel. The cars are very good & run smoothly, the fare is 2 Roubles for a distance of some 4 miles. The cars are about the only thing that do go smoothly for the roads are terrible. Many of the side roads are soft & spongy covered with thick grass, a wooden pavement runs either down the centre or along the sides. The main road is covered with rough cobble stones, ruts, some of them 2 ft deep are frequent but the droshky drivers take no notice of such trifles, they drive straight on and the poor passenger reaches the end of the journey.

bruised & shaken. The park is ~~the~~ ^{the} place of attraction. Crowds gather to hear the band & do their courting during the evening. Along the Troitsky prospect is a capital Y. M. C. A. doing good work for the troops. They have a fine lending library greatly appreciated by the men. We could not take advantage of it because our movements are so erratic. It is a puzzle to know how the people manage to live considering the high cost of food & clothing. Oranges were 15 Russian Roubles, Cheese 12 to 14/- a lb Chocolate 60 Russian Roubles. Clothing of all descriptions is scarce & expensive, Whiskey 6/- a bottle, Eggs 3/- each, Cup of tea or Coffee 8 to 10 Roubles, plate of ice cream 20 Roubles (would be 6 in England). Everything is dear. July 4th Some excitement was caused this evening by a biggish fire close to the wharf. All the houses with but few exceptions are built of wood, this one was a very large one & it burnt merrily. Fire engines were soon on the spot. These engines are amusing contrivances. A big barrel fastened to a kind of timber wagon with a hand pump behind. This lot is drawn by three little Tartar ponies. There was one really up to date engine, one of Shand, Mason's electric power machines which soon had the fire under control. Before leaving Sobambola we had quite an exciting experience. At low tide the boat had drifted under the timbers of the wharf, as the water rose her sponsons became wedged; a tug was requisitioned to pull us off but in doing this we took a great portion

of the wharf with us doing a very considerable amount of damage. Our next berth was near the "Cark Castle".

Rumour is busy again concerning the future of our packet. One is to the effect that as our boat draws too much water we are to be used as a stationary over-flow hospital ship. Another is that the boat with several others is being sent back to England. I went ashore to-day and had a good ramble about the City. The condition of the roads is terrible in the extreme. The pluck of anyone who rides a motor car or a motor cycle thro' Archangel is admirable and I admired the few I saw. My visit to one of the many Churches was perhaps of more interest than anything else. The few worshippers who were there at this early hour of the afternoon were apparently most sincere. The Russian people as a whole are profoundly religious and the influence of the priest is exceedingly strong. One meets these priests in almost every street, tall men as a rule, with long beard and hair. Dressed in long flowing gowns and tall hats. Their expressionless faces & peculiar garb gives them a very strange, ^{grotesque} appearance, something like ~~any~~ ^{a very} antiquated father Christmas only in black instead of white. July 5. The Captain was taken ill to-day, I had the misfortune to have a night-watch on him. It was a wet, stormy night. July 6th (Sunday) warm, brilliant sunshine, watch aboard. First-mail arrived after leaving England. Letters were posted on June 15th. Later in day heavy rain. July 7th Braemar Castle

18
was expected to-day with more mails. Have been told
off to go on a small paddle steamer "S.S. Smaillie" Hospital Carrier
to go some 160 miles up the river to evacuate some wounded
Soldiers from a place called Pinegar. Probably shall be gone
some weeks. July 8th No mails, had a most enjoyable afternoon
& evening in Archangel. On July 9th our little steamer proceeded
up the river at 10 A.M. for Pinegar. Picked up stores from
S.S. Oro & S.S. Bacchus. Left at 2 P.M. The scenery up the
very beautiful the weather too is all than can be
desired. The Dvina is very wide and for some 70 to 80
miles up the Current is slow about 5 knots an hour. The
evening is far advanced as we near the first stage
of our journey, the rays of the setting Sun are reflected
in the smooth water on our left and the moon is
showing up on our right. It is a rare treat. The
white churches with their green & brown spires which we
pass at intervals are exquisitely picturesque. In some
of the villages there are queer little windmills look; very
 quaint reminding one of Dutch scenes. The scent from
the pine woods ^{which} comes floating on the evening air is
delicious & sweet & invigorating. It seems scarcely possible
that we are in the war area all is so still & quiet.
Our little craft tried to pile herself on a sandbank
about nine o'clock but floated off again shortly before 10.
The staff of the boat consists of a Surgeon Lieut. my mate
Ernest Stanford & myself. There is a crew of ten. My mate

& I agreed that this first day on the S.S. Smailie is the happiest day we've had since joining the M.M.R. Life on board the London Belle was most unhappy & uncomfortable. All the staff seemed to be continually at variance one with the other. This is a most welcome change.

We arrived at El Estero (mouth of pinega river) at 3 A.M. Had rather a rough night of it. My mate was very unwell. Also there were more visitors than we cared for. Thanks to Reatings we were relieved of their attentions. The weather is extremely hot. ~~Q~~ Gnats, flies, dragon-flies & other insects apparently aware that we were new arrivals gathered in great force to welcome us. The river is falling rapidly & it will be impossible for us to ascend the river as far as pinega itself which 100 miles further up. The Bolos are busy around us just now. July 10th Rain to-day first for some time. It did not last long but helped to cool the air a little. Very hot. The Cabin is too close & stuffy so we are sleeping on the deck. We had to cover ourselves with mosquito netting. July 11th Had a delightful night's sleep. Heavy thunderstorm to-day. When it had cleared I paid a visit to the village, went into some of the houses which were very clean. Saw the girls & lads playing a game of base-ball. July 12th Extremely hot to-day. Troops left for pinega across country, about 75 miles, Bolos have been attacking. They paid this village a visit a few

days since. July 13th Another hot day and the only place
 to keep cool is bathing in the river. Expecting to take
 sick & wounded to Archangel either to-day or to-morrow.
 Have just heard that the enemy entered the village again
 last night carrying off one of the Civil guard. During
 the day in spite of the terrific heat, regimental sports were
 held in the camp. Trenches have been dug, sand-bag defenses
 & gun emplacements have been erected facing the North. Tonight
 at 10-30 we went several miles up the Pinega river to take
 in wood. All these river steamers burn wood instead of
 coal. The wood is sawn up into pieces of from 2 to 4 ft
 in length, they are then split into halves & quarters, this
 is done principally by women. Indeed it seemed to me
 that women ~~do~~ do most of the heavy work. After the
 wood is chopped it is put into stacks on the river banks.
 When a captain requires wood he stops his boat
 near these stacks, measures off how much he wants &
 pays for it when he reaches the next village or destination.
 It is difficult for him to dodge payment for the au-
 thorities know much his bunkers hold & how long it will
 last. Also all vessels are checked up & down the river.
 The man in charge of the wood section also knows how
 much wood has been taken & what steamers have passed
 during the day. July 14. Some girls brought down two
 badly wounded soldiers in canoes. These girls left their
 village some 45 miles up the river at 4 o'clock in the

morning arriving at Ust Pinega at 6 in the evening. During their passage down they passed thro' a heavy thunderstorm which soaked both them & their patients.

Everybody admired the pluck & stamina of these young girls for of course there was the return journey to be made. Beside the wounded men they brought the wife of one man (a Mr Schilling). The thunderstorm reached us in due course and almost washed away our little sick-bay. The downpour was terrific. Later on I went ashore further up the

Pinega river and gathered some beautiful wild flowers. Many of these are just like our English wild flowers. Also there are plenty of Red Currants, Raspberries, Bilberries & other fruits including strawberries. Russia is a wonderful Country with vast resources which need development. ^{July 14th} Today we took on sick & wounded at 10 A.M. The two wounded Russians

amongst them. One was shot in both arms, right knee & breast, the other in the jaw, breast & shoulder. Fine looking men both of them. The wife also came. Five officers, five men & two orderlies completed the list. Left Ust Pinega 10-45 arriving at Archangel 7-45 same day. The officers were evacuated to Somalie quay, the remainder we took down to the 85th General Hospital at Solombola. Returned from there to Somalie quay, ^{12.45} tied up at 1-45^{A.M.}. July 15th Left Archangel for Ust Pinega 11.14^{A.M.}

During the afternoon quite an exciting little episode broke the monotony. The sparks from the funnel set alight to the stretchers stacked on the roof of the sick bay. Soon

the lot was burning merrily. Fortunately one of the crew noticed it & a few buckets of water brought the fire-work display to a finish. Three of the stretchers were destroyed. This is one of the contingencies we have to guard against when the boat is steaming. Large flakes of red hot wood fly out of the funnel. Presently one awakes to the fact that either the coat, cap or hair is on fire & the occasional hot cinder dropping down the back helps to keep things lively. It is interesting to notice the various customs & habits of the Russian people. The women do their washing on the river side. It is the women too who bring the produce & manufactures to the market; they also do most of the field work & agricultural labour. As a rule the men seem to be walking about & smoking. They are rough bearded fellows generally with a scowl on their face, ^{almost} inevitably dirty. Occasionally one is seen well dressed, ^{clean &c} especially so if they have been in the army. The people drink their Chi (tea) from tumblers, without milk. At first I wondered what it was they were drinking, it looked like a pale wine, they soon told me it was Chi. Other drinks are difficult to get & very expensive. If a Russian enters into conversation with an English Sailor almost the first thing he asks for is Whisky, Rum, Tobacco. His idea apparently is that we drink very little else but spirits & that it is our general custom to get drunk.

Angliskey minorga whiskey he will say. (that is English have plenty whiskey) So much for the general impression of Angliskey. The weather continues excessively hot although it is not quite so oppressive while steaming up the river. Stopped to bunk at a little village about five miles from pinega. Soon the entire ~~village~~ company of inhabitants were on the beach to see who we were & to skulka some ~~malaka~~ ~~milaka~~ ~~milaka~~. This was 12 mid-night but as light as day.

Left again at 1.30 A.M. July 16 reaching pinega 2-30. News arrived that the Bolos have raided our communication lines about 20 miles from here. As far as we know the attack was repulsed. July 17th there was great excitement to-day upon the arrival of a N.A.C.B. barge. This will enable us to buy a few luxuries making a change from maconochi or bully beef. Large supplies of stores, guns, ammunition troops &c landed here to-day making a great addition to the camp. Had a beautiful & delightful walk along the cliffs bringing back with me a nice lot of bilberries. Several officers came in to dinner today. Our cooking was quite successful. We gave them a five course dinner. The bilberries were enjoyed by them all. We also cooked a berry like a blackberry in shape but in color yellow & pink. Did not care for them a great deal there were too many

seeds. The funeral took place to-day of a R.E. Soldier who was killed several days ago. The men have a habit when taking their horses for a wash in the river of hanging on to their tails. This is all right if the horse is swimming but a dangerous game if standing in the water. It was so in this case. The man was bathing & hanging on to the horse's tail when it kicked out striking him in the forehead, stunning him. He sank & was carried out by the strong current. His body came ashore three days later. It was intended to bury him in the churchyard & a grave was dug but at the last moment the priest objected. So he was taken to a little cemetery outside the village & buried there with full military honors. July 18 The weather continues very hot altho' there is a little breeze which makes it somewhat more bearable. Still lying at Ust-pinega. The natives take full advantage of our fellows camping here. I tried to buy some yates (eggs) they asked 4 Russian Rubles (1/2) each. Some excitement was caused today by an aeroplane circling around the camp & dropping a message, we understand it was ^{an} urgent one from pinega. The nights are gradually getting darker. The sun set at 10 o'clock to-night and it was a magnificent spectacle. We sleep on the deck in preference to the cabin which is too stuffy. Altho' there was a heavy thunderstorm one night yet I slept on the deck with a couple of oilskins over me. July 19/19 Gathered a fine lot of bilberries.

this afternoon. Left Ust. pinega for Berezniki at 4 p.m. It seemed likely that we should have some trouble with our Captain who had made up his mind that he was going to pinega (where his home ^{is} ~~was~~) & he did not like going to Berezniki which is right up in the fighting line. Eventually he cooled down & we proceeded on our course. I lost our stiff broom overboard today which is a sad loss for brooms are scarce & very difficult to get. We are passing some magnificent country. On the shore the people are very busy haymaking & harvesting. The girls in their varied bright colors, the beautiful forests & glorious sunshine make a brilliant-panorama. It is a pleasurable trip altogether, a nice cool breeze is blowing tempering the heat & making the day most enjoyable. Our little paddle boat is chug chugging along as tho' she too was having a good time of it. We pass a number of villages with names too quaint to spell or pronounce properly but they are something like the following, Slo-pe-nor, Co-pe-wo-do-wo, Ore-voy-a & many others. July 20. This is Sunday (at least I think so) somehow one forgets what particular day each one is for they are all just alike. We stopped this afternoon to take in wood. In consequence it will be very late before our arrival at Berezniki. Nights are getting much colder. July 21st Arrived at Berezniki at one a.m. It thus took us 30 hrs to do the distance of ¹²⁰ 75 miles. This is a busy military & naval centre. Numerous craft of all sorts, shapes & sizes are lying in the river. Close to us is the "Queen Empress" a paddle steamer rather larger than the London Belle.

26/
She is a Clyde boat fitted out as a hospital ship. She draws too much water to go further up for the river continues to fall rapidly, neither can she return because of the sandbanks. She will have to remain till the rainy season at the end of Aug. The large hospital barges are well equipped & very creditable. Aeroplanes & Hydroplanes are busy, especially at night when they go off on their bombing expeditions. News has come to us of a mutiny amongst some Russian troops. They have murdered their officers. (13) English & Russian. We hear that most of the mutineers have been killed or captured. Those captured have been brought down to Bereznik. July 21. The trial took place to-day of the mutineers, most of them will be shot to-night. 6-30. 15 of the condemned men have been executed on the bank close to us. The weather continues hot during the day but the nights are cold.

July 22. A big fire has occurred at the aerodrome, most of the machines have been saved. There is also a large forest fire raging some little distance away. A good many vessels have been stuck in the sandbanks in their endeavours to reach Bereznik. It looks awkward for us too. No mails. Up to date I've only had two from home & three from friends.

23rd Went ashore to-day. Bought goods from N.A.C.B.

24th My surgeon has been temporarily transferred to S.S. Courier. I'm to go with him. We are to go to Iritsa the most advanced fighting line, 40 miles further up the river, for sick & wounded. Started at 2-30. There are many channels up this section of the river but now that the water is so low

there is only one navigable. In some parts the river must be 3 to 4 miles wide. Great sandbanks 10 to 20 feet thick & from $\frac{1}{2}$ to 1 mile in width stretch across the river when the flood time comes all these banks are covered & the largest vessels can come up. There must be 40 to 50 feet of water when the river is in flood. It is a fine sight in early spring. Distant villages & the inevitable pair of Churches are very frequent. The churches are always in pairs generally one steeple green & gold & the other brown.

We passed the wreck of a Bolo gunboat which was sunk by shell fire from one of our monitors. Lying on the sands on our right some distance further on ^{are} the remains of a British ~~aerop~~ hydroplane just like a bird with broken wings. Its occupants escaped without injury. This part of the river is not so beautiful or interesting as the penega river. On either side miles & miles of ~~desert~~ sand, in the far distance there are some big forests. We pass two paddle steamers, their superstructures just above water. They are the Sword Dance & Langdango both used as mine sweepers & gunboats. Both struck mines & sunk.

The water here is much deeper. We also passed the remains of an aeroplane smashed up thro' engine trouble. Troita was reached at 11 O'clock. July 25th early this morning we took aboard a number from the hospital barge 335 also several Col cases from H. M. S. Hyderabad. It will be a long time before there is enough water to

28
float this gunboat down, altho' there is plenty of water here there are too many shallows between here & Archangel. probably it will be the end of Aug. before she comes down.

The return trip to Berezovik was commenced at 8-30 A.M. We stopped at Sulgas to take on patients from the hospital barge there & also to bunkers. Went ashore here & gathered a nice lot of malinas (Raspberries). A short distance inland the country is apparently very fertile. Left Sulgas 10-15 reaching Berezovik 3-30. Disembarked our patients on to barge 332 the Surgeon & myself rejoining the C.S. Smaellie 26th & 27th Not much doing. Various rumours about evacuation also of a final stint of our troops at Troitsa before turning things over to Russian troops. We hear of the probability of a Bolshevik attack on Berezovik. General Ironside with his staff transferred to Archangel General Jackson's brigade taking their place. Had a delightful stroll thro' the meadows woods & villages close by. The peculiar methods of Russian agriculture are very interesting. potatoes are not planted in straight rows but all over the ground each plant being earthed up by itself. Wild flowers are very beautiful. Forget-me-nots, Marquerites, Cornflowers &c &c reminding one of the Country at home. In the village there was quite an amusing scene. The Y.M.C.A. Manager was trying to teach a crowd of boys how to play football. The youngsters had no boots on & they were playing on a rough road covered with wood chippings but they got on very well.

29

28th

about 80 miles

Received orders to go down stream ^{about 80 miles} to a stranded hospital barge & evacuate her patients & staff to Archangel. Left at 7-30. Reached the barge 6 ^{left 6-30 PM.} P.M. passing ^{H.M.S.} the Glowworm at 7 P.M. Our skipper not understanding did not stop ~~at~~ when ordered by the ~~Glowworm~~ Glowworm's Commander who sent a steam pinnace after us & threatened to sink us. We returned. Humble apologies were made to Cap^t Green who cursed us very heartily in real British fashion. Took a patient (Russian Officer) off this boat. Reached Ust. pinega 7. A.M. next morning we had a good number of sick off the barge here leaving for Archangel 9 A.M. (It has been a very, very cold night I had been on watch thro' the night. Look on wood 4 A.M.) Our little boat is quite full this trip & I find it hard work to feed them all. No provision is made for cooking & I shall be glad to reach Archangel which will probably be 5 o'clock. Arrived at 6. disembarked the officer at Somalié quay, then proceeded to the Gark Castle with two sick Naval ratings afterward to Solombola with remaining patients returning to Somalié quay at 11 o'clock. July 30
Look on stores at Somalié 18 Ched, Crossed over to the Edinburgh Castle, London Belle & then berthed alongside Subordinat quay. Bought goods from N.A.C.B. down the Troitska prospect also ^{got some} goods from Red Cross. July 31st
Went to the Edinburgh Castle again for Surgeons luggage One doctor & two sick berth ratings for 4 lighters at Ust. pinega Also stopped at the S.S. Aro for stores. Started for Ust. pinega 3-30

Stopped for wood 10 o'clock reaching the pinega at 5 A.M. on the 1st Aug. Stayed here till 2 o'clock. Heavy rains both yesterday & to-day. This, mosquitoes &c exceedingly troublesome. proceeded up the river at 2 P.M. Went ashore for wood at 5 P.M. The Country here is beautiful I wandered in the forest discovering some new specimens of ferns & flowers. This is certainly the most delightful spot among the many lovely places I've been in since arriving in North Borneo. Tried our first steak pudding to-day & congratulated ourselves on a decided success. I also tried what to me was a new method of roasting meat - that is to boil it in lard. This sounds paradoxical nevertheless it is certainly a splendid method of roasting meat. It takes less time, makes it more tender, preserves the flavour & retains the juice. The lard is not wasted, it can be used again. We all enjoyed it immensely. Most glorious sunset to-night. Far more exquisite than any painting. The colors, the reflection in the still water of the wide river, the quaint houses with the dark forests on either side for a frame-work made a scene beautiful beyond description. Momentous developments are expected any day. Have just heard that a Ching is to be shot tonight for attempting to murder his officers.

Aug 2 Reached the Glow worm at 4-30 A.M. put one rating aboard whom we picked up at the pinega. proceeded to X 170 which has been stranded for about 3 weeks. Got alongside at 5-30 A.M. delivered some letters &c resuming

our journey at 6 AM. We have about 75 miles in front of us before reaching Berezovik. Heavy rain again to-day. Berthed alongside H.C. 4 at 2 AM Aug 3rd. Taken at Berezovik the previous week we were entertained every afternoon watching the performances of a Russian flying Officer. He did some marvellous flying, looping the loop &c. &c. During the war with Germany this Officer had 50 German machines to his credit. We deeply regret to receive the news to-day that he has just been killed. His machine got out of control & crashed to the ground.

During the evening I saw a most beautiful sight; the reflection of a very brilliant rainbow arching the river from bank to bank. ~~It~~ It was reflected in the water making a complete circle. Those who appreciate beauty & color had a rare treat. Aug 4. Very violent storm to-day. Our little sick bay & sleeping quarters were flooded. After the rain I spent a busy four hours nailing tin on the roof to cover the holes burnt by the sparks from the funnel. Cap covers, coat shirts &c have suffered a similar fate from the red hot cinders. (Of course we could not nail tin on to them)

Another flying machine accident occurred to-day. One machine crashing down into another that was just getting ready to fly, after smashing this it continued its work of destruction by finishing off another machine that fell a few days previously it then smashed itself to pieces.

The sunset to night was very exquisite. For a night & a day I've had a very bad attack of ptomain poisoning. Many cases have come under my care for treatment suffering from this complaint but this is my first personal acquaintance with it. My sympathies go out to any one who has an attack. No pain accompanies it but the itching is simply awful. Rest is out of the question completely. Aug 5th Better to night. Hope to get some sleep. Nothing doing. 6th Still very quiet. 7th Heavy rains. River gradually rising. Fighting is getting more intense. Many wounded coming in from Troitsa. Constant rumours about evacuation. 8th The superstructure of our boat has been removed to-day to enable us to tow some barges up the river. ^{we are} taking one barge some distance up ^{so} that soldiers on another ^{stranded} barge ~~that is stranded~~ may be taken off. We are then to proceed to Troitsa. Left Berzonski at 5 p.m. & after a very wet uncomfortable night we reached Troitsa at 8 A.M. Aug 9th, berthed along S.S. Courier. The Dr & I were transferred to this boat & my mate remained on the Emillie to look after the stores. Heavy rains. Some prospect now of the bigger ships getting down. I believe we are evacuating Troitsa after a big stunt either to-day or tomorrow. Aug 10th The forward movement was begun at 11 A.M. to-day (Sunday). Heavy bombardment of the Bols. positions by our monitors, these co-operated with the artillery ashore. Some of the 6 in shells fell close to the barges. One striking just forward of 334 & another aft. They fell very thick around the monitors.

But fortunately there were no casualties. One very heroic deed was performed by some sailors & P.O. in a small boat. A floating mine was coming down the river dead on to one of the hospital barges. These men in the boat got between it & the barge with the consequence that they were blown up. The lives of many sick & wounded were saved by this plucky act. During the afternoon the monitors went further up the river the gunfire increasing in intensity. About 3 o'clock a big fire was started in the village of Seltzo. I had a good view of the operations having to go close up to the firing line. At 7 p.m. gunfire became much heavier & as the evening wore on assumed gigantic proportions. Latest reports state that all is going well. In spite of the high wind & continuous downpour of rain, which is quite tropical in character, our hydroplanes & airplanes are very busy returning again & again for further supplies of bombs. All the hospital barges are moved higher up the river to receive the casualties which are heavy. The fighting is very stiff. Most of it is amongst the swamps & forests. The Church at Troitsa just opposite the Hyderabad, (where we are berthed) has been repeatedly struck by shells & bullet. On one tower the Cross is only held in position by one stay. It is most remarkable seeing that all else has been shot away. 10 p.m. firing has ceased for the time being. Seltzo is burning furiously. The army ashore is advancing rapidly. It has been quite an exciting day. A great number of reba (fish)

are floating down the river killed & stunned by the explosion of shell in the water. Aug 11th Excellent progress has been made by the troops. Several villages captured. Many prisoners are coming along the river banks, about 2000 reported up to 11 A.M. Our casualties are numerous but nothing in comparison to the Bolos. The British have been using gas shells & numbers of the enemy have come in blinded (temporarily). prisoners still coming in amongst them come women wearing bandoliers & carrying rifles. A continuous line of droschies with wounded are coming along the banks. Two Bolo monitors have been captured by scooters & one sunk by gunfire. One of our minesweepers was sunk thro' striking a mine this afternoon. The British officer & crew were drowned.

The rain today has been exceptionally heavy. We loaded up with wounded at 6 p.m. Many of them badly knocked about. Our troops have lost a lot killed. One Company was cut up entirely, very few escaping. More prisoners arriving. Among the wounded on board our packet is a little boy and a girl of about 16th. Both hit by shrapnel in feet & legs. They are from Seltzo. Our boat reached Beresnik at 11 p.m. transferring ~~the~~ ^{the} load ^{of Patients} to N.T. 332. The "Michigan" & H.C. 4. I was now sent for duty on 332. Aug 13th My last little boat S.S. Smialli came down the river to-day towing the hospital barge 345 which had on board 160 wounded. Amongst them a number of Bolos. Much rain to-day, S.S. Volchannon took several of our patients to Archangel.

Aug 14th More wounded brought aboard today. Several of them being Bolos (2 officers) very badly hurt. Talking with several of our fellows who were right in the first firing line I learnt that the fighting was much more severe than was expected and the prisoners more numerous (several thousands). The wounded Bolos seemed very glad to be on our barge. They appear to be half starved & ragged & dirty. They are greatly surprised at the kindly treatment given them. It was a treat too to have a comfortable bed to lie upon.

The river is rising steadily in consequence of the heavy rains. Bolos have been driven back a considerable distance about, 50 miles. Aug 15th An aeroplane came over this morning very much damaged. One of its occupants was hanging over the side either killed or badly hurt.

Several of our fellows were up before the commander this afternoon for firing rifles on the right bank of the river during the previous night causing some uneasiness & consternation among the inhabitants of a little village close hands. There was a deal of excitement also on the H.C. 4. Two of their number had gone into this village and were arrested. They did not regain their liberty till a S.B.L. officer appeared. In their rage they went over to the other side & obtained some Mills' bombs. It was their intention to return to the village & bomb the people. On the return journey they called at the H.C. 4 to try & get some of the other fellows to go with them. Fortunately the Captain

got wind of this little expedition she promptly stopped it.
 If their intention had been carried out things would have
 been very awkward for lots of the people are not too
 friendly as it is. N.T. Barge Michigan cleared of
 patients preparatory to going down river. We evacuated
 23 of our sick on to the Voligshannin. 16th Several
 operations both yesterday & to-day. A large number of
 sick & wounded arrived. 17th Transferred 28 patients to
 to. ss. Courier for shipment to Archangel. Very busy now
 not much time for writing. 18th Moved alongside H.C. 4
 Apparently the Officers have got the wind up anticipating a
 Bolshevik attack. 19th The H.C. 4 is being lightened as much
 as possible. All the iron bedsteads have been taken down
 & fitted on our barge. Also much of her superstructure
 & surplus stores &c have also been taken off. She draws
 6 inches less water. The River also has risen. Today a fresh
 job has been given to me. I'm put in charge of the ward
 room & also have 4 Officers to look after. Evacuation of
 Bereznik proceeding rapidly. Aug 20 Many barges are
 coming down from Troitsa loaded with troops & guns
 mules & stores. 21st Heavy rains for two days. Nearly all
 the craft have gone down. Things ^{that} ~~not~~ cannot be taken
 away are being burnt. Large bonfires every day. Some
 of the Russian Soldiers became very truculent & threatening.
 They were all disarmed today. 22nd Another
 air killed at Troitsa to-day, his machine crashing

down into the river. 23rd There have been some most exquisite rainbow scenes for 9 days in succession very beautiful to see stretching from bank to bank of the wide river making a perfect archway & to-day the beauty was increased as one of our aeroplanes came flying down from Ivotia passed beneath the centre of the gigantic arch. The rainbows were always in pairs. 24th Lord Seltington (the Duke of Richmond's heir) died from gunshot wounds at 8 o'clock this morning on board H.C. 4. Aug 25th Today was devoid of incident till 11 p.m. when the most disastrous event of the Northern Campaign occurred. I was lying in my bunk reading when there came a ~~terrible~~ terrible explosion apparently right over the barge. I thought the Boers were firing 6 inch shell & had got the exact range. Getting dressed I had just reached the top deck when a louder explosion occurred and a rain of Shrapnel fell on the roof. Then followed a terrific burst the whole sky was lit up. Shrapnel fell like a brightly-hail storm & I saw an ammunition barge blown up & sank. The full force of the disaster fell upon the Monitor flow worn whose Commander had taken his ship alongside the burning barge in an attempt to extinguish the blaze. He surely could not have known the nature of the cargo & yet he ought to have known. Close to the burning barge was a big iron lighter loaded with about 500 tons of cordite, lyddite, 6 inch shell & small arm ammunition.

If this had blown up there would not have been left a ship in harbour we should all have been wiped out. It was an anxious time. One 6 inch shell fell right into a case of Cordite, passed thro' singing the Cordite & yet did not explode it. Not till the next day was it known how narrow had been our escape. As to the Glow worm (which had only come up the day before to cover our retreat) she was simply riddled with shell & Shrapnel. About 40 holes in the port side of her hull, the funnel was just like a huge sieve, her bridge & masts were shot away & her guns damaged. But the worst part of the business was the loss of life 23 of her brave fellows were killed outright. The Commander with many others being wounded. As the Glow worm drew off & came alongside her sister ship H.M.S. Cockchafer she rammed her on the Starboard side leaving a big rent below the water line & another larger one just above. The next morning a terrible sight met our gaze. Several of the men were simply torn to pieces & all were badly smashed. The doctor was killed & a flying Corps Captain. It was a sad sight to see them all lying side by side. A few hours before all were jolly & well & now out of a crew of 75 only 25 left unhurt. Aug 26th The Commander died at 2 o'clock without regaining consciousness, his wounds were terrible. Two others died towards night. I went on board the Glow worm. I'm not likely to forget the spectacle very soon. Aug 27th Two more passed away. The funeral of the men took all the windows on our port side were blown out and several on the Starboard side

place today, 27 lying side by side in one long grave. The Officers were buried separately. All the officers on the ship were killed. Queen Empress left to-day at 10 to 11 for Archangel. 28th We started down the river at 12 noon. As we passed the poor old Glowworm & the Cockchaffer ^{what remains} the rest of the crews lined up & cheered us. On the 29th we reached the bar (about 75 miles down river) at 2 P.M. During the morning the Hyderabad, ~~for~~ Cockchaffer, Glowworm & Humber passed us. At one o'clock we sighted the poor Queen Empress piled up on the mud. Understand there is not much hope for her as the water is falling again & the tugs cannot move her. Aug 30. My old friend S.S. Smailie came alongside. She has been taken over by the military & will proceed to Troitsa or Varga. The Courier too arrived to-day. ^{Aug 31st} Rumours of smiting & stiff fighting towards Varga. We are now lying off Siscoe. This is quite a large village with some big houses. There is a battery of 6 Mountain howitzers stationed here. The place is full of English soldiers. Sept. 1st. We hear that a company of soldiers have proceeded to Emetyako (14 miles distant) with 4 guns because of a smiting amongst the soldiers of two Russian regiments stationed there. Sept 2nd S.S. Lord Morton reached us at 6-30 this morning most of our patients were transferred to her. I had a very enjoyable afternoon ashore, exploring the country around. The people are still hay making. Left Siscoe at 12 noon. Anchored for the

at 0/
night at 9.15. There was a most remarkable phenomenon to
visible to night. The moon showed up like a great conflagration
it seemed to lessen somewhat & at last resolved itself into
an immense red ball. Sept 4 Resumed our journey at
4.30 for Archangel reaching 11st pinega at 1.30. The
weather is glorious & after a tremendous storm the sun
shines out in full splendour again. The river is very full
or at least the banks are on either side. We have now
about 70 miles to go before reaching Archangel. Most of
the fellows are anxious to get there and secure a place
on one of the first boats going home. We are travelling
at the rate of 5 to 6 miles an hour. The Lord Morton met
us just before we reached the bar. We were quite excited
when she signalled that there were mails aboard for
us. When the mails came there were 5 letters & 2 parcels &
newspapers for me. Proceeding we reached Archangel at
5 p.m. & went alongside the Garth Castle transferring all our
English patients to her. We lay alongside till this morning
Aug 6th when we crossed over to Cornallie quay evacuating
the remaining sick & wounded. Amongst both English & Russian
there are some hopeless cases. What our next move
will be we are anxious to know. Fifteen ratings are
to be drafted to the R. Edward in the morning. There
has been some anti aircraft firing to day. Rumours
are many & various. Bolo is supposed to be about
30 miles away. No one is to be allowed ashore unless

41
murders are frequent. Anyway I went thro' the city to-day & all was well. I'm staying on this boat at present. I went inside one of the churches ~~to-day~~ this afternoon. It was most magnificent. All the work, panels &c were overlaid with gold & jewels. The paintings & figures representative of Bible stories, persons, scenes & incidents too were resplendent in polished gold & precious stones. Watching some of those who entered one could understand something of the power that priestcraft has upon the national life. Those who entered bowed themselves right to the ground, some even crawling in, each one crossing themselves continuously. The churches are very numerous. Every short distance there is one. Indeed this is a city of churches. The lady who looked after this particular church goes by the name of Mrs or Madame Popoff. We had quite a long conversation together. Her knowledge of the English language was very good. Her husband ~~was~~ was Captain Popoff. They had been to England several times. Visiting London, Newcastle &c staying two or three months each time. Captain Popoff has been killed by Bols. They have 3 children. The two boys being in the Russian Army. Aug 7. Fifteen of our company were sent to the S. S. King Edward before leaving for home. It has been a very busy day. Three barge loads of Russian troops from Ust Pinega & lay alongside. Also a barge with field guns & about 100 tons of ammunition. After

being so close to the one that blew up & having so close a shave we have no great love for ammunition barges. This evening it has all been unloaded on to the quay but we are still alongside of it. Aug 8th we are packing stores preparatory to going alongside the S.S. Oro & transferring them. This has been a real stormy day. A perfect deluge of rain. When it does rain in Russia why it is wet & no mistake. Aug 9th Had a busy day in Archangel buying goods for the officers. Also visited the T.N.T. Office in search of letters I never saw such indescribable confusion letters & parcels all over the place. No wonder our letters do not reach us. Aug 10th Another stormy day. Discharged a great quantity of food stuffs. A big ^{ship} coming alongside almost smashed our barge. The sides were stove in also our lifeboat had one side stove in. Thousands of logs have broken loose & are floating up river on a strong tide & a heavy wind. Not only is it a loss of a big fortune but they create a serious danger to small boats, steam pinnaces &c. Everything seems to be going adrift in Archangel & indeed all over Russia. The people are greatly upset because the British are clearing out. As soon as we evacuate the Tobolsk will come in. Then will commence a terrible time for the people. I'm afraid massacres will be a daily occurrence. And also German influence ~~is~~ is sure to operate strongly against right & order. There are

dark days ahead for Russia. The winter is setting in now. Tonight is very cold & wet. Sept 11th Disturbing rumours continually reach us of critical position of some of our troops. The evacuation is proceeding rapidly, many troops & refugees have come down the river to-day. A very big transport is lying close to us. She is the S.S. Vedic. She towers high above us. It is intended for her to take refugees to Hull for trans-shipment to Odessa. The harbour is full of chipping. Sept 12th Another very stormy day. A most interesting sight was to see the hundreds of refugees with their personal belongings coming into the Compound. One long string of drunks loaded with all sorts of refugees properly lined the quay side. There must have been at least 150. And then to see the refugees themselves passing up the gangway into the great Vedic. A long, long trail indeed as tho' there were no end. It took nearly all day for the procession to pass into the Ship. Besides this lot there were about 300 Russian soldiers. They all have an idea that they are going to stay in England but they are doomed to disappointment. Had two letters to-day. We understand that the last mail is leaving for England tomorrow. Sept 13/19 The winter seems to have set in. Each day is cold, wet, & stormy. We learn that stiff fighting is going on up the river opposite Zulgas also about 100 miles up the

river Ofemsa. This river branches off from the
 Dvina or rather flows into Dvina about 150 miles from
 Archangel. Sept. 14. 15. 16. 17. 18. All these days have
 had the usual plethora of rumours. A good number
 of Bolo prisoners have passed thro' under charge of Russian
 guards. Fighting is more general along all the fronts close
 to Archangel. The Bolos entered Bereznik on Tuesday, but
 were driven out by a party of Bluejackets landed from
 one of the monitors. We have only two hospital boats up
 the river now & they are expected down tomorrow. Most
 of the big transports will be leaving during this next
 week. I am to be drafted to the S.S. Arvo & from there
 perhaps to the Baltic. Very white sharp frost occurs
 most nights now & it is difficult to keep warm in bed
 even with four blankets. These are very busy days,
 such large quantities of stores to be packed. We are
 finally giving up this barge on Monday next the 22nd
 Sept. 19. Very many troops have come down the line leaving
 things in the hands of the Russians. I hope they will show
 more pluck than they have done previously. A large number
 of civilians are drilling every evening for the defence of
 Archangel. Several transports loaded with Russian
 troops left Sabornie quay this afternoon for Bereznik.
 Great crowds gathered to bid them farewell. They left
 with parting cheers, the music from a band & much waving
 of handkerchiefs &c. The soldiers themselves singing the usual

Russian songs which consist of about 6 notes. This evening there was a beautiful display of Northern lights the best I've seen so far. They were like immense waving curtains scintillating with exquisite colours changing very rapidly. The display lasted about an hour. (Those who read these notes must excuse the scribble because of the difficulties under which they are done) Sept 20. Today has been exceptionally busy. The N.A.C.B. Stores are closing tomorrow & the officers wanted supplies, especially of Whisky & Brandy so I had to go & see what could be done. First of all the vodka N.A.C.B. Stores were tried. This meant a long trip down the Troitsky prospect. A blank was drawn here so the next move was to go to Bakaritza which meant a ferry trip across the Dvina taking about an hour. Arriving there I saw an immense fish called a sea cow. It had been killed by bombs. It measured 14 ft-long by $3\frac{1}{2}$ ft-girth. In trying to haul it on to the quay the weight snapped a $3\frac{1}{2}$ inch hawser so a steam crane was brought alongside & hauled it out.

It was at Bakaritza in 1916 that the disastrous explosion occurred which destroyed the largest Russian munition works were destroyed causing a great loss of life. I saw some of the effects of the explosion, also the great mound under which are buried some hundreds of those who were killed (about 500). Close to the quay the divers are still working getting up the

Sunken wreckage machinery &c which was blown
 up with the warships lying alongside. The upper
 parts are still to be seen of a big battleship which
 was sunk. Bakartiza is an enormous system of
 railway lines & store sheds. (these are very large) nearly
 all of them rebuilt since 1916. Of course there are dozens
 of sheds still to be erected. Everything is constructed
 of timber. The roads are made of wood. Many of the
 wharves are just simply built up by stacking logs
 of wood one upon another till they cease to sink & so
 a landing stage is made. My mission to Bakartiza
 was only partially successful. I ^{just} managed to get
 6 bottles of whisky this occupied my time from 9 AM
 till 3 PM. The S.S. Olizka came down to night
 towing the N.T. 245. This leaves one hospital boat, the
 courier up the river. Quite an exciting affair
 has just occurred. A motor driver took a wrong
 turn & drove his machine over the side of the quay
 between the quay & the barge. It hung there in peril
 but at last another motor got a tow rope on & we
 got some long poles as levers & finally managed
 to get it back into safety very little the worse.
 The driver had a severe shaking & a very narrow
 escape from drowning. Sept 21. Sunday but scarcely like a
 Sabbath day. This being our last full day on 332 everything
 has to be washed up. All the officers things cleaned. Surplus

47/
gear packed &c. &c. &c. &c. The Courier came alongside during the evening. The Bolos raked her with shrapnel & just before they reached Bereznik. Four of the sick berth staff were wounded. A barge loaded with troops was also fired up with machine guns. Eight were killed & a few wounded. Two of our monitors which could not be removed (as they drew too much water) were blown up after being dismantled. The N.T. 245 has been towed a few miles up the river to bring in the few remaining soldiers. Some trouble is expected in Archangel. Barbed wire defenses are being erected across the entrance to the landing stages & sentries posted at a number of places. Sept 22. We are saying Olesfidania to N.T. 332 everything possible has been packed but still lots of things are being left behind or dumped. Wouldn't the ratepayers' hearts ache if they did but know what is thrown away? What a revelation? We leave N.T. 332 with some feelings of regret. All the ship's company has been distributed to various homeward bound boats. Some to the Cyar, some to the Earth Castle, others to Queen Empress two of us to the Oro. (Seaton & myself) This is a special favour granted to us by the Commander as a mark of approval. We got on board at 5:30 p.m. We travel as saloon passengers, have stewards to wait on us & a very nice cabin to ourselves. Our boat leaves for Murmansk on Thursday. The last ~~one~~ leave ashore is on Wed. 24th. Sept 23 I went ashore to-day for a final

48/
visit to Archangel. Altho' there is an element of danger
surrounding us yet after all we are somewhat sorry
to leave Archangel for we feel that the place will
be occupied by the Bolsheviks & many excesses
committed. The people generally too are sorry for they
fear the future. It has been a profitable time for them
our fellows have spent the greater part of their
money in various ways & the City is richer for our
visit. Yet it is to be feared that much distress will
follow after our departure. The Russian troops are most
unreliable. It remains to be seen whether the Citizen
army has any more stamina. The weather is getting
very cold & the first appearance of ice has been seen
by some of us who get up early enough. We don't
mind the cold so much on the Oro because our cabins
are nicely warmed with steam pipes. We are very
fortunate in getting a passage on so big & comfortable
a ship. All the people aboard are kind & most anxious
for our comfort giving us a hearty welcome with one
exception & that is the Chief Sick berth Steward a fellow
named Fugeler a most detestable Cad who objects
to us because he is an Active Service rating & we are
M.M.T.R.s. As any one can guess he is altogether a
contemptible thing apart from the fact of his incompetence.
We do not desire his company, being saloon passengers
& quite happy. Sep^r 26th Two of the river transports have

been taken to the White Sea to-day & blown up. It was
 considered that the expense of taking them home would be
 greater than their value apart from the fact of their
 unseaworthiness. The vessels are the Edinburgh Castle &
 the Lord Norton. It can scarcely be said that these
 paddle steamers have justified the expenditure. Apart
 from the upkeep I understand that the fitting out
 of the nine Hospital Carriers amounted to £2,000,000.
 Some of them did practically nothing. None have done
 a great deal. It has been a mis-managed affair
 altogether. Sept 25th weather cold & wet. All the
 vessels have discharged their surplus food supplies
 to us. The barges have been finished with. The ships
 being transferred to the Czar. This vessel ^{the Czar} is alongside
 the quay to-day taking off ~~all~~ the troops from
 Smolny barracks. All the ships will be gone by Sunday.
 The hatches have been battened down on our boat-
 we sail this afternoon. Dasfidania Archangel.
 When next I see you may it be under happier
 circumstances. Anchor was weighed at 1.50^{P.M.} we left our
 berth at 2 p.m. (having taken the pilot on board the previous night)
 & proceeded down the river at half speed. The Sun was shining
 gloriously after a very wet morning. Archangel looked really
 beautiful from the river. Distance certainly lends enchantment
 in this instance. The golden spires, domes & minarets glistening
 in the sunlight. The trees with all the beauty of autumn tints,

The whitewashed houses & green slopes all contributed to make a picture of entrancing beauty. A disenchchantment awaits those who walk its streets. Passing down the river the scene on both banks was lovely with autumn glory ~~all~~ ^{except} as we passed Maimasea island which presented an awful picture of desolation after the terrible fire in July. The gaunt walls of the burnt out factories looked awfully forlorn, the ruins still smouldering. Long stretches of quays which recently were covered with tremendous stacks of timber ~~all~~ but now nothing but smoking ashes remain. Acres upon acres of ruins representing millions of roubles & this destruction the work of Russians themselves who have been influenced by Bolshevism.

At 6 p.m. we dropped the pilot at the mouth of the Drina & now we are out in the White Sea en route for Murmansk. Sept. 26th Arrived at Murmansk 11-30 anchoring some distance above Alexandrovsk. There is one very amusing incident which I had almost forgotten to relate. Frequently (whilst lying off Archangel) boats would come alongside with various ^{articles of} produce which the natives brought to exchange for flour, tea, sugar, butter &c. &c. They would bring cabbage, milk, eggs, live chickens. Two of the men ~~to~~ skulked some flour & other ~~articles~~ articles for some fowls. They reckoned on getting some eggs. A nice little run was made for the fowls & the two men in question got orders for new laid eggs. Early the next morning ^{this was a great} ~~a lot of~~ crowing.

was heard and the two marines were disappointed
 to find that their hens were cockerils. Of course
 all the ships company had the news by this
 time & the two men were mercilessly chaffed about
 the eggs that were ordered. The poor birds did not
 live many minutes after this. Sep^r 28th The Gark Castle,
 Hyderabad, & Baccus came in this morning. The two former
 stayed the day then proceeded homewards. No information
 has reached us yet as to how long we remain here.
 Sep^r 29th The Admirals yacht has gone ashore some little
 distance astern of our boat. Several tugs are endeavouring
 to get her off, so far without success. Weather very
 stormy & cold. A great number of vessels have come
 in during the last 24 hours. Archangel must be
 quite evacuated by this time. We are having a good
 time on this packet. Nice, warm, cosy cabin, good food
 & plenty of it. Our companions too are sociable & jolly.
 We have varied our routine to-day by rifle practice
 using bottles as targets. I sank two first shot in each
 instance. Not so bad. We hope to have big gun practice
 when we get outside again. Lewis gun practice as well.
 Sep^r 30th H.M.S. Cyclops came in today & various other craft from
 Archangel completed the evacuation. Early this morning there was
 a magnificent display of Northern light. It was beautiful
 in the extreme. After taking 32 officers aboard we sailed
 at 5-45 for England. In consequence of this unexpected
 arrival of officers & the shortage of staff I offered my
 services as a wardroom steward which were very welcome.

52
Sep^r 31 Weather very stormy. Strong head-wind. Ship only making nine knots. Sleeping on the poop deck I feel every throb of the screw especially so when the vessel pitches & the stern rises high out of the water. The screw then revolves at a fearful rate shaking the ship from stem to stern. Oct 1st Another stormy day. Many of us feel very sea sick. Fortunately I've been able to keep going but lots of the officers who came aboard at Murmansk had to keep to their bunks. North Cape was sighted at 6-30 & here we got the roughest sea & heavy snow storms. We could see that North Cape & surrounding hills & mountains ~~was~~ were covered thick with snow. Oct 2nd Weather better to-day. At Noon we could make out the Norwegian Coast snow-covered & wintry. We shall follow this coast all the way down & then cross over to Lerwick in the Shetlands. Another fine display of Northern Lights this evening. Not so cold tonight. Oct 3: Expect to reach the Shetlands on Sunday at noon, that is if the weather holds good. Making good progress. Oct 4 weather altered for worse during night. Sea very rough & the boat is pitching a great deal. At times her stern is 30 ft out of the water & then as the propeller rises the whole ship ~~is~~ seems as tho' she would break in pieces. Sighted the S. E. Cap Verde about 8 miles distant apparently

having as rough a time of it as we. Wind moderating
 a little & the swell not quite so bad. Oct 5. Sea much
 calmer ~~but~~ but the ship rolls a lot & it is difficult
 work to keep the cups of coffee & plates of soup from
 sliding right across the deck or down the necks of
 of those sitting at table. Oct 6th Sea rough, strong head
 wind. In consequence of having the 32 extra officers on board
 fresh provisions are running short so we shall be obliged
 to put into Lerwick. Ship is pitching a great deal. Reached
 Lerwick at one P.M. The officers went ashore at 5 o'clock.
 I went at 6-15. Lerwick is a nice clean little town.
 Most of the inhabitants apparently are well to do. My mate
 & I strolled around the town after which we went to the
 little picture house. The film on the screen was John Halifax
 Gentleman. It was quite good. Coming from there to the duty
 boat we looked into the ~~new~~ recreation room in connection
 with the "Mission to Seamen" & I was surprised to ~~see~~ ^{see} an
 old Newportonian. Mr Greenshields also at the bar was
 an S.B.R. who was at Husker at the same time as
 myself. The duty boat left the quay at 10-30. Nearly
 all the officers were drunk. Certainly everyone had too
 much to drink. My mate & I out of about 40 who went
 ashore were the only two quite sober. Oct 7 Ship got under
 weigh at 7 A.M. Sea beautifully calm. Making splendid
 headway. Boat doing 11 knots. During the afternoon
 we had a sight which is rarely ~~be~~ seen in these

days. We passed at very close quarters a full
 rigged sailing ship ~~under~~ with all her canvas
 spread. It is years ago since I saw so beautiful
 a sight. She was a vessel as big as ours ^{with her} ~~at the~~
 white Canvas filling with the breeze she looked very
 majestic. At 8 p.m. we are making splendid progress
 off the Scotch Coast. Oct 8th. Arrived off Newcastle
 one p.m. staying just long enough to take on board
 the pilot. proceeding on our way at 1-30 we were
 making 11 knots with a fair wind. Towards night-
 the sea became very rough, & the ship rolled &
 pitching more than it had done during any part
 of the voyage. Oct 9th we entered the mouth of
 the Thames at noon & anchored off Greenwich
 at 2-30. It was a great relief to have a quiet steady
 ship again. Oct 10th proceeded further up the Thames &
 then had to return to Tilbury. There was a lot of
 grumbling amongst the officers also amongst the ship crew
 at the delay. They are all so anxious to get to their
 homes. Arrived off Tilbury at 3-20 & anchored. At last
 a great tug came alongside for the officers & there en-
 sued a scene of wild confusion. Such a tremendous
 lot of luggage for the 32 officers. We were heartily glad
 to see the back of them. My opinion of British military
 officers was never very high, it is considerably, very,
 very considerably lower now. Uncouth, untidy, lazy

without even the first principles of gentlemanly behaviour
 &c. &c. and their language & conversation disgusting.

Oct 11th Anchored opposite Gravesend. Beautiful weather.
 Customs officers came aboard. It is quite sufficient to say
 that. Have no knowledge as to when we are going into
 dock. Oct. 12th During the night we were nearly rammed
 by a barge. It just missed our bows & ran across our
 anchored cables. She stuck there till this morning & was
 then towed off by a tug. It seems strange to hear
 the church bells in the distance. Altho' this is Sunday
 yet it does not seem like it & I shall be very, very glad
 to be ashore again & enjoy a real English Sabbath day.
 For several months now I've not been to a place of
 worship & it is a sad loss. Oct. 13th & 14th Quiet days.
 Lying out in the Thames there is not much happenin'. The
 King's yacht passed close to us with his majesty aboard.
 During the past night I was awakened by a bang
 close to my cabin. Looking out I saw that a big
 ship had dragged her anchor & swung round on
 us. It caused some excitement. Fortunately very little
 damage was done. We seem rather in the way here
 Oct. 15th Workmen are busy unfiring our big gun
 which will be removed to-morrow. Oct. 16 & 17 Rotten doing