

THE ERASMIAN.

SEPTEMBER, 1914.

Editorial.

THE memory of the Summer Vacation, which came to a close on the 31st of August, will remain with most of us to the end of our days. Little did anyone think as we separated for the holidays, that in a few short weeks the nations of Europe were destined to find themselves engaged in a struggle, as titanic as that which was waged with Napoleon, just a century ago. Soon the hopes that Great Britain could maintain a neutrality were rudely shattered, yet amid the horror which accompanied the declaration of war, we all felt thankful that the step which had been taken by us, was only in the interests of righteousness and justice, and also as the event proved, in the sacred cause of liberty against the armed aggressiveness of the German.

It is our duty as members and citizens of our great empire to do all in our power to help our land in her hour of need. One thing we suggest is that every boy in the upper school, who is not yet a member of the Rifle Club, should join at once. We earnestly pray that our armies and those of our allies may soon prove completely victorious, but it is impossible to say for how long the war may not last. In the event of it being protracted perhaps for years, even those who are now at school might at some time be called upon for service, and how could they better prepare for such a summons then by attaining proficiency with the rifle.

It is right that we should remember those of our Old Boys who are even now engaged in fighting our country's battles, and as our thoughts go out to them we feel proud and glad that the High School should be represented in our Army and Navy, whose glorious deeds already thrill our hearts. We are assured that if the necessity arises, the present boys of the school will be ready to follow in their footsteps.

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The results of the Intermediate Examinations were announced towards the end of August, and served to divert our thoughts for a short time from the all prevailing topic of the war.

It is pleasing that we can record a marked improvement on the results of last year. The numbers of boy passed has risen from

twenty-three to thirty-four, showing an increase of almost fifty per cent.; our percentage of passes this year is over seventy, while the percentage of Ireland as a whole is only 58. The Junior Grade redeemed itself this year, there being no failures in English, Latin or Greek, only one each in French and German, and only two in Arithmetic and Algebra. The only disappointment was in the Honours boys in Geometry who seem unaccountably to have been confused by the new arrangement by which both Pass and Honour questions were set on the same paper.

* * *

Our Annual Sports proved as successful as ever. The weather was splendid and we had a very large attendance of visitors. J. M. Mounsey repeated his performance of last year in carrying off, with little opposition, the Challenge Cup presented for the highest number of points. A full account will be found elsewhere.

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This number completes the eleventh year of the *Erasmian*, and with it our editorship comes to an end. In our last editorial we wish to remind our readers that they can all help the magazine both by literary aid, and also by any suggestions as to its improvement. Although we know that everyone likes to see his work in print, there seems to be some reluctance in submitting articles for approval. We assure our readers that all contributions will receive very careful consideration, and if at all suitable will be inserted at the first opportunity. The excellence of a magazine depends largely on the editor having a supply of articles, from which he can select the best.

With these words we relinquish our duties, with regrets that we have not fulfilled them better; and we pass them on to our successor with the cordial wish that under his guidance, the *Erasmian* may flourish as it never did before.



School Notes.



THERE are two changes in the teaching staff this term. Mr. M. Briggs and Mr. W. H. T. Walker have left us, and their places are being taken by Mr. G. A. Watson, A.R.C.S.I., F.I.C., and Mr. S. R. James, B.A.

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Our School Sergeant was called upon by the War Office early in September and has gone to Shorncliffe Camp to assist in training the new army.

* * *

A large number of Old Boys has, to our knowledge, applied to go on active service, and the Headmaster would be glad to have

a complete list of all who are serving or have volunteered for the war. He would also like to know to what corps or regiment they are attached. The following is only a partial list:—

L. Barron (1899-1902)	R. G. Kelly (1909-1910)
Jos. Bell (1906-1911)	A. S. Larkin (1908-1913)
C. W. Bright (1903-1910)	D. Lawson (1908-1912)
G. V. Butler (1898-1905)	C. S. Marchant (1911-1913)
H. M. Daniel (1901-1909)	W. H. D. McClenaghan (1905-1910)
G. G. Duggan (1896-1904)	F. Synnott (1899-1904)
C. E. A. Ferguson (1910-1911)	T. M. H. Stratford Tuite (1906-1910)
H. B. Goulding (1903-1909)	R. L. Valentine (1899-1909)
E. R. Gray (1900-1909)	F. Wallen (1909-1910)
R. Green (1903-1908)	G. L. Worthington-Eyre (1909-1912)
N. L. Hannon (1910-1913)	
G. B. Holmes (1908-1911)	
J. Kelly (1911-1912)	

* * *

After having been associated with the school for thirty-two years, the caretakers Mr. and Mrs. Maude, who were best known to us as the dispensers of the good things of the tuck-shop, have retired on a pension. We sincerely regret their departure which removes from our midst figures that were familiar to many generations of boys.

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On account of the scarcity of water in the Roundwood Reservoir, we found the Iveagh Baths closed on our return to school. As a result the Swimming Club was unable to have its usual Autumn Session.

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The Rifle Club, however, was thus enabled to commence its weekly practice about a month earlier than usual. On account of the greatly increased membership resulting from the war, the shooting has been confined for the present to boys from Form 4 upwards.

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The following is a Summary of the Intermediate Results :—

GRADE	No. of Boys Entered	Passed	Percentage	Percentage for All Ireland
Senior	10	8	80	69'1
Middle	14	9	64'3	63'0
Junior	24	17	70'8	54'3
Total Result	48	34	70'8	58'5

In the Senior Grade, G. K. Carpenter passed with honours; in the Middle, J. Levy, R. H. Molloy and C. D. Wilding; and in the Junior, E. C. Smith.

* * *

The Prize List was published on the 14th September—G. K. Carpenter was awarded a Second Class Exhibition in the Classical Group, and also a £1 prize in Latin and French, and a £2 prize in Experimental Science, for both of which he was ineligible. I. Levy obtained a £3 prize in Classics.

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The following boys were elected on the Athletic and Literary Committee:—

6TH FORM—J. Bell, A. J. Smyth, C. G. White, H. C. Dodds.

5TH FORM—R. V. Jackson, H. S. Larkin, H. T. Bird, A. K. Ferguson.

4TH FORM—S. Smyth.

3A, 3B, and 3C.—D. Pedlow.

SCHOOL REPRESENTATIVES—G. S. B. Mack and G. E. Larkin.

* * *

The first meeting of the Committee was held on Tuesday, the 15th of September. The officers elected for the Football Club will be found elsewhere. The other officers elected were as follows:—

Editor of the Erasmian—G. S. B. Mack.

Hon. Sec. and Treas.—C. A. Kinnear.

Captain of the Rifle Club—J. M. Mounsey.

Hon. Secretary—H. C. Dodds.

* * *

The Headmaster made a statement of the accounts of all the clubs for the preceding year, showing that there was a balance in hand of over eleven pounds. It was then proposed and unanimously carried, that ten pounds of this money should be given to form the nucleus of a general subscription on the part of the school, to the Prince of Wales' National Relief Fund. Accordingly we appeal to every member of the school, who has not already done so, that he will send in his subscription to the Headmaster without delay.



Notes on Old Boys.



OWING to the war it has been decided not to have the Annual Old Boys' Dinner in December this year.

ROYAL COLLEGE OF PHYSICIANS AND SURGEONS.

The following have passed :—

Preliminary Examination—Julius Zlotover (1906-1910).

1st Professional Examination—L. M. Leventon (1911-1912).

Final Examination—G. M. C. Powell (1904-1909).

ROYAL VETERINARY COLLEGE.

The following have passed :—

1st Professional Examination—A. Hayman (1910-1913) with Second Class Honours.

2nd Professional Examination—Joe Bell (1906-1911).

Mr. James O'Hara (1883) has been appointed by the Lord Lieutenant a J.P. for the County of Dublin.

Mr. Jas. Sealy, B.L. (1886-1894) has been appointed Revising Barrister for Belfast.

The Rev. M. Dunlop (1891-1896) Senior Curate of St. George's Parish, has been appointed to the Bishop Stearn Lectureship for the years 1915-17, in the room of the Rev. R. G. Proctor, B.D., Incumbent of St. Jude's.

Mr. H. A. Hinkson, B.L., has been appointed by the Lord Lieutenant to be Resident Magistrate for County Mayo.

Lieutenant R. G. D. Small (1902-05) of the Flying Squadron, on active service in France, has been promoted to be Flying Commander with the rank of Captain.

W. G. Tomlinson (1905-09) sailed for the Malay States on the last Saturday in June, having been appointed Engineer there in the service of the government.

R. L. Valentine (1899-1909) obtained First Place at the recent examination for a vacancy in the Geological Survey.

E. S. O. Dunlop (1905-12) has passed successfully for the Second Division of the Civil Service.

S. L. Heard (1909-12) has obtained a clerkship in the National Bank.

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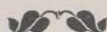
MARRIAGES.

STRONGE (1896-1898) AND MOLYNEUX—August 11th, 1914, at St. Bartholomew's Church, Dublin, by the Rev. J. F. Moncriff Cox, B.D., Warden of the Divinity Hostel, assisted by the Rev. H. Acheson, M.A., Rector of Dunlavin, Cyril Clare, younger son of the late S. E. Stronge, M.A., I.S.O. and Mrs. Stronge, Old Court, Dunlavin, to Grace Mary Elizabeth, only daughter of Thomas Molyneux, Esq., J.P., The Decoy, Dunlavin, Co. Wicklow.

ELLIS (1897-1901) AND COLLINS—September 16, 1914; at St. John's Church, Ballinasloe, by the Rev John G. Hodges, B.D., assisted by the Rev. H. A. Charles Ellis, LL.B., Barrister-at-law, elder son of Wm. Edward Ellis, LL.D., Barrister-at-law, 41 Waterloo Road, Dublin, to Jane Dancer, elder daughter of Thomas Tenison Collins, L.R.C.P. and S. (Edin.), River Street, Ballinasloe.

OBITUARY.

It is with great regret that we announce the death, after a few days illness, on August 25th, at Glendermott Rectory, Londonderry, of John Dermott Colquhoun, age 20, youngest son of The Archdeacon of Derry and Mrs. Colquhoun. He entered the school in the autumn of 1908 and left in 1912 to enter Trinity, where he joined the Engineering School. He leaves behind him the memory of a quiet refined honourable character. In his last year at school he was on the Interprovincial team against Ulster and was largely instrumental in saving the match.



The Athletic Sports.



THIS important event took place at Ballsbridge, on Saturday, the 27th June. For several weeks previously we had been enjoying lovely weather, and our only hopes were that it would continue so far as the Sports' day, so that we might have as fine an afternoon as last year. These hopes were more than realised, for the sun shone brilliantly from a cloudless sky while a gentle breeze tempered the extreme heat. The attendance was large, especially when one takes into consideration the fact that two other schools were holding their sports on the same day. All arrangements were carried out without any hitch, and the function was a complete and enjoyable success.

The "Throwing the Cricket Ball" Competitions were decided on Wednesday, the 24th June, in Belgrave Square. A. J. Smyth won the Senior event with a throw of 76 yds., 1 ft., J. Bell being second. Among the Juniors S. Smyth obtained first place for 66 yds.

The opening item on the programme was the Senior Long Jump, which was timed to begin at 1 p.m. Nine competitors entered. J. M. Mounsey easily secured the event with a splendid jump of 18 ft. 1 in.; G. Fletcher was second with 16 ft. 6 ins.; while Westropp came third with 8 ins. less. In the Junior Long Jump T. Harris (6 ins.) beat F. Swayne (12 ins.) by 1 inch with a distance of 14 ft. 5 ins.

The various heats in the Hundred Yards were now run. In the "under 10" division two heats were necessary, the winners being H. Byrne (scr.) and E. Montgomery (5 yds.) In the final Byrne

was first, with Montgomery and R. McGarrigle respectively second and third. Time 15 seconds. The "under 11" heats were won by N. Mather (2 yds.) and C. Digges (scr.), the latter winning the final by a few yards. Mather came in second and G. Taylor (scr.) 3rd. Time $14\frac{3}{8}$ seconds. In the "under 12" there were three heats, of which R. Stephens (1 yd.), H. Brassington (scr.), and H. Bardon (1 yd.) proved the winners, and in the final the order was, Brassington, Bardon, and Stephens. Time 14 secs. The Hundred Yards "under 15" attracted a large number of competitors. Of the first heat J. Mackay (scr.) was the winner; of the second heat T. Harris (scr.), of the third F. Crawford (2 yds.), of the 4th H. Armstrong (scr.), of the 5th R. Wright (1 yd.), and of the 6th L. Allen (1 yd.). The semi-finals were won by L. Nuzum (2 yds.), who was second in the first heat, F. Crawford, R. Wright, and L. Allen. The final result was—first, R. Wright; second, L. Nuzum; third, J. Mackay. Time 13 seconds.

The Hundred Yards Senior was a well contested race. In the first heat J. Bell (1 yd.), in the second A. S. Thornton (1 yd.), in the third H. Digges (3 yds.), and in the fourth H. Westropp (2 yds.) gained respectively the first places. In the final Westropp beat Bateman by three yards, with J. Bell as third. Time $11\frac{2}{5}$ seconds.

The next event was the Junior High Jump, at which a splendid exhibition of jumping was given. The contest lay between H. Armstrong (scr.), T. Harris (scr.), and S. Smyth (scr.). The two last eventually proved their superiority. Harris jumped very cleanly, and reached the remarkable height, for a junior, of 4 ft. 9 ins. Smyth's jump was 2 inches less. The Senior High Jump was, as was expected, carried off by J. M. Mounsey, with the same height as Harris had reached in the junior event. G. Fletcher and J. Bell both cleared 4 ft. 8 ins., but the former was given second place for the cleaner jump.

There were three divisions in the 220 yds. race. In the "under 12" the result was—1st, C. Digges (8 yds.); 2nd, H. Brassington (scr.); 3rd, T. Tickell (3 yds.). The "under 15" had to be run in two heats, and in the final S. Smyth (scr.) was the winner, T. Harris (scr.) and L. Allen (3 yds.) being not far behind. In the Senior 220 two heats were also decided, and the following qualified for the final:—C. Bateman, H. Westropp, R. Molloy, J. Mounsey, A. Smyth, and H. Digges. Westropp's chances were especially favoured, but he was only able to tie for 3rd place with Mounsey; while Bateman created a surprise by coming in first, followed by A. Smyth, who was, however, disqualified. Time 26 secs.

The Siamese Race calls for little comment, and was won by G. Bateman and H. Larkin (3 yds.), with H. Bird and W. Thrift (4 yds.) second.

The next race was the Quarter Mile "under 15." This was

well won by N. Nuzum (15 yds.) in 68 seconds. H. Brassington (20 yds.) and S. Smyth (scr.) were next in order. Mounsey was universally expected to win the senior event, and he justified his supporters. He made a fine spurt about 80 yards from the tape and proved an easy first. R. Shortt and C. Bateman tied for second place, and A. Smyth was third.

The Sisters' Race came next; and Dorothy Thrift, E. Thrift, and E. Wayland were successful in the order named.

The Hurdles were now set up. Three heats took place for the Seniors, and in the deciding race J. Mounsey out-distanced A. Smyth by a couple of yards, with H. Dodds third. The Junior event resulted as follows:—1st, H. Brassington (5 yds.); 2nd, F. Crawford (scr.); 3rd, E. Agnew (scr.).

Seven Competitors started in the Half Mile, and a good race ensued. Mounsey ran with excellent judgment, and breasted the tape some 3 yds. in front of Digges, close behind whom was R. Shortt.

The Sack Race furnished much amusement. The winners were R. Molloy, H. Larkin, and R. Stephens.

The Mile had only five competitors, as most of those who had entered were tired owing to their previous exertions, and were content with what they had already performed. H. Digges ran well and came in first. The second and third places were filled by R. Wayland and H. Molloy. Time 5 mins. 40 secs.

The Old Boys' 220 yds. resulted in a win for W. H. B. Mack, who was closely followed by P. C. Bell. The Boot Race was easily carried off by H. Armstrong, A. Wallen and F. Rainsford being second and third. In the Bicycle Race three started. A. Smyth gained the victory comfortably from Thornton. The last events of the day were the Consolation Races, of which the following were the winners:—"Under 12," G. Taylor, Rice, Mackay; "under 15," Saville, J. Allen, F. Milligan.

For the second year in succession J. M. Mounsey was awarded the Challenge Cup for the best performance, having easily gained the highest aggregate of points with a total of 27.

Much credit is due to Mr. Wyon for his services as handicapper and starter, which contributed greatly to the success of the day.

Mrs. Carleton very kindly distributed the prizes at the conclusion of the races.

The Band of the King's Own Yorkshire Light Infantry attended, and gave many pleasing selections of music.



Cricket Notes.

CONSIDERING that we made a very poor start, we had an excellent season.

The team was nicely balanced. The batting was on the whole very fair, the bowling very good, and the fielding greatly improved. Bell did excellently all through the season. He scored 308 runs for 15 innings, with an average of 20·5, and took 66 wickets for just under 7 runs a piece in 14 matches. H. S. Larkin has the excellent record of having taken 33 wickets in 7 innings with an average of 5·8.

During the season we scored 1,304 runs, with an average of 9·4 per wicket, to our opponents' 1,454 runs, with an average of 8·7.

As a tribute to the fielding, it might be mentioned that in our first two League Matches there were 20 catches held, and only 2 dropped.

We thank Mr. Timms and Mr. Ellwood for helping us through the season. We expect to have ten of last year's team available next season.

THE HIGH SCHOOL v. ST. MARY'S COLLEGE, 6TH JUNE.

We played our second League Match at Belgrave Square in fine weather. St. Mary's took first knock, and cut a sorry figure, making only 35. H. S. Larkin took 5 wickets for 14 runs, and Bell 4 for 19. We were more successful, knocking up 122. Boyers, Larkin, Parker, Scales and Mounsey take chief credit. Boyers played his best game during the season, and the same may be said of Parker and Mounsey.

St. Mary's, although failing to avoid the innings defeat, did much better in their second venture, the figures reaching 84. H. S. Larkin and Bell again bowled well. Score:—

ST. MARY'S.

1st Innings.		2nd Innings.	
Culhane c Smyth b H. Larkin	.. 1	b Bell	.. 2
Cussen c Dodds b Bell	.. 1	c Dodd b Bell	.. 3 ^o
Murphy c Boyers b H. Larkin	.. 2	c Dodds b H. Larkin	.. 1
McLoughlin b Bell	.. 1	b Bell	.. 10
O'Grady b Bell	.. 6	b Bell	.. 0
O'Connor c G. Larkin b H. Larkin	.. 12	c Scales b H. Larkin	.. 0
Murphy c H. Larkin b Bell	.. 13	b H. Larkin	.. 13
Richardson c Scales b H. Larkin	.. 3	b H. Larkin	.. 7
Tierney run out	.. 0	not out	.. 11
White c Bell b H. Larkin	.. 0	b G. E. Larkin	.. 3
Donovan not out	.. 4	lbw b. Thornton	.. 0
Extras	.. 2	Extras	.. 7
Total	.. 35	Total	.. 84

THE HIGH SCHOOL. 1st Innings.

J. Bell lbw b Tierney	..	..	.. 3
N. F. Boyers b Tierney	..	..	.. 31
H. S. Larkin c McLoughlin b O'Grady	..	..	.. 4
G. E. Larkin run out	..	..	.. 20
H. S. Scales c Cussen b Culhane	..	..	.. 16
C. D. Parker b Culhane	..	..	.. 29
W. G. Dodds b Culhane	..	..	.. 0

F. S. Marchant lbw b Tierney	..	..	..	1
J. M. Mounsey b Culhane	..	..	..	13
S. Smyth b McLoughlin	..	..	..	0
A. S. Thornton not out	..	..	..	2
Extras	..	..	..	3
Total	..	..	..	122

BOWLING—ST. MARY'S.

1st Innings.					2nd Innings					
	O.	M.	R.	W.		O.	M.	R.	W.	
Bell	..	8	3	19	4	..	7	0	22	4
H. Larkin	..	7.5	1	14	5	..	9	0	48	4
G. E. Larkin	..	..	..	..	..	..	3	0	0	1
A. S. Thornton	..	..	..	..	..	..	2	0	0	1

THE HIGH SCHOOL v. ST. COLUMBA'S, 13TH JUNE.

We were unfortunate in having to play our most important fixture on what was the only soft wicket we experienced during the season. It was a great disappointment to lose, but I feel confident that if we had been less nervous we would easily have pulled through.

Our opponents won the toss, but gave us the lead. Smyth played splendidly, but was unfortunately run out. Parker was the only one who looked like making runs, but no one stayed with him. Our score was 52. On Columba's taking the field, so well did H. Larkin bowl, that 7 wickets were down for 48, 3 falling without a run being scored. The eighth wicket, however, did not fall till 55, and the score reached 71.

We went to the wicket a second time with only an hour to play. Bell hit in fine style for 37, which included eight fours, and we were able to declare with 5 wickets down. However, it was hopeless trying to avoid defeat.

HIGH SCHOOL.

1st Innings.				2nd Innings.			
Bell lbw b Perkins	..	5	c	b Perkins	..	37	
Boyers b Caldbeck	..	3	not out		..	6	
H. Larkin b Perkins	..	0					
G. Larkin c Caldbeck b Perkins	..	3	b Caldbeck		..	0	
Smyth run out	..	1	c Caldbeck b Perkins		..	10	
Scales c & b Perkins	..	8	run out		..	1	
Marchant c O'Conner b Caldbeck	..	2					
Parker not out	..	14	c Moore b Perkins		..	4	
Mounsey c & b Caldbeck	..	1					
Jackson b Perkins	..	5	not out		..	14	
Dodds b Perkins	..	5					
Extras	..	5	Extras		..	1	
Total	..	52	Total (for 5 wickets)	..	73		

ST. COLUMBA'S.

1st Innings.		2nd Innings.	
Manley b H. Larkin	.. 7		
Delmege lbw C. H. Larkin	.. 1		
Gamble b H. Larkin	.. 13	not out	.. 6
Caldbeck st Scales b H. Larkin	3		
Perkins c Larkin b H. Larkin	.. 28		
O'Connor lbw b H. Larkin	.. 9	b Bell	.. 0
Moore b H. Larkin	.. 0	b Bell	.. 1
Sibley lbw b H. Larkin	.. 0		
Hone b G. Larkin	.. 6	not out	.. 17
Fitzgerald c Scales b H. Larkin	1		
Jones not out	.. 1		
Extras	.. 2	Extras	.. 3
Total	.. 71	Total (2 wickets)	.. 27

BOWLING—ST. COLUMBA'S

1st Innings.					2nd Innings.				
	O.	M.	R.	W.		O.	M.	R.	W.
Bell	.. 8	2	21	0	..	4	0	16	2
H. Larkin	.. 14.5	2	38	9	..	..	..	..	..
G. Larkin	.. 7	2	11	1	..	4	0	8	0

In recognition that we were at least the second best of the schools, three members of the team were elected to play against Ulster—Bell, Larkin, G., and Boyers. Leinster was obliged to send a very weak team, and were badly beaten by an innings; Larkin batted well in both innings, but unfortunately as our season had ended sometime before, Bell and Boyers showed much want of practice.

BATTING AVERAGES.

Name.	No. of Inns.	Times not out.	Most in an Inns.	Runs.	Average.
Mr. Ellwood	4	0	59	119	29.7
J. Bell	15	0	75	308	20.5
Mr. Timms	4	1	23*	55	18.3
G. Larkin	14	1	59	159	12.2
C. Parker	14	4	29	83	8.3
F. N. Boyers	16	2	31	121	8.2
H. S. Scales	15	1	20	107	7.6
H. G. Dodds	8	3	29	14	5.1
R. V. Jackson	13	2	14*	50	4.5
S. Smyth	3	0	10	11	3.6
F. S. Marchant	13	0	13	45	3.4
J. M. Mounsey	12	0	13	34	2.9
H. S. Larkin	8	1	9	18	2.6

* Not out

BOWLING AVERAGES.

Name.	Overs.	Maidens.	Runs.	Wickets.	Average.
H. S. Larkin	52'4	6	192	33	5'8
J. Bell	156'4	39	458	66	6'9
G. E. Larkin	106'1	22	266	27	9'8
H. G. Dodds	13	1	68	6	11'3
Mr. Ellwood	45'5	3	169	13	13'0
R. V. Jackson	23	4	96	7	13'7

CATCHES.

Bell	.. 12	H. Scales	.. 4	H. Larkin	.. 2
G. Larkin	.. 9	J. Mounsey	.. 4	C. Parker	.. 2
R. Jackson	.. 7	F. Marchant	.. 3	Mr. Timms	.. 1
F. Boyers	.. 6	Mr. Ellwood	.. 2	S. Smyth	.. 1
H. Dodds	.. 5				

MATCHES—Played, 14. Won, 8. Lost, 6.

	Runs.	Wickets.	Average.
HIGH SCHOOL	.. 1304	139	9'4
OPPONENTS	.. 1454	168	8'7

The two silver medals, kindly presented by Mr. Cousins for the best batting and bowling averages, were won respectively by J. Bell and H. S. Larkin.



Intermediate Results, 1914.



THE following are the marks of the boys who passed. Full marks are 400 in every subject. The figures in italics are marks obtained on honour papers, and the others those obtained on pass papers:—

SENIOR GRADE.

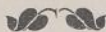
	English.	Greek.	Latin.	French.	German.	Arithmetic & Algebra	Geometry.	Trigono- metry.	History & Geography.	Science.
Bell, Jno.	250	..	155	135	227	200	320	175	..	P
Carpenter, G. K.	285	222	300	215	..	203	175	155	215	270
Kinnear, C. A.	320	..	275	177	..	220	245	150	180	..
Mounsey, J. M.	265	254	250	203	..	205	360	120	..	136
Phillips, J. S.	235	..	160	226	..	240	270	200	..	220
Scales, H. S.	200	279	265	160	..	172	355	195	..	200
Smyth, A. J.	225	..	125	123	..	165	150	..	..	P
White, C. G.	265	..	165	167	..	123	..	275	120	200

MIDDLE GRADE.

	English.	Greek.	Latin.	French.	German.	Arithmetic & Algebra.	Geometry.	Trigono- metry.	History & Geography.	Science.	Drawing.
Boyers, F. N.	210	230	130	269	..	290	105	190	115	246	..
Charters, R. J.	160	..	200	171	..	315	80	105	100	200	..
Digges, H. G. G.	210	280	175	230	..	230	140	..	100	P	..
Fennell, P. R. G.	155	..	205	172	..	236	285	..	..	186	..
Fitzsimmons, W. M.	145	..	180	233	..	155	135	..	..	172	145
Levy, I.	235	288	255	287	..	255	160	..	225	..	..
Marchant, F. S.	130	190	150	121	..	155	160	128	..	P	..
Molloy, R. H.	145	..	170	268	227	270	230	150	..	202	275
Wilding, C. D.	210	..	230	285	..	310	140	245	255	194	..

JUNIOR GRADE.

	English.	Greek.	Latin.	French.	German.	Arithmetic & Algebra.	Geometry	History & Geography	Science & Drawing.
Abbott, W. E.	160	305	220	242	..	290	170	100	P
Allen, N. S.	230	..	205	201	..	270	125	105	155
Bird, H. T.	170	224	101	215	..	305	120	100	157
Coleman, E. L.	205	..	255	288	311	165	145	150	P
Ellis, A. R.	220	..	206	223	..	225	180	145	P
Ferguson, A. K.	255	..	260	219	..	200	120	145	123
Fitzsimmons, R. G.	220	..	225	267	..	240	120	..	P
Flewett, T. E.	235	..	255	289	..	305	120	105	P
Harris, T. V.	235	215	190	122	..	160	140	..	P
Heatley, R. A.	310	..	245	123	..	235	80	130	235
Kahn, E.	295	..	167	191	..	230	80	175	..
Königsberg, A.	200	..	255	217	..	260	100	120	..
Mather, R. W.	180	..	160	176	..	280	140	..	166
Mushatt, H. L.	195	..	320	292	..	365	215	210	P
Robinson, V.	135	..	270	242	..	185	150	105	P
Smith, E. C.	255	..	280	245	..	290	220	295	211
Smyth, S.	140	250	255	209	..	207	180	..	P



Irish Railways.



THE first event in the history of Irish railways took place in the year 1834, when the line from Dublin to Kingstown was opened for traffic. This was four years after the completion of the Liverpool and Manchester railway, which was the first in the British Isles. The line to Kingstown cost some £50,000 per mile to construct, and the gauge was one of 7 feet. Everybody knows how fiercely the Battle of the Gauges was fought in England, how Brunel built the Great Western line on the 7 foot gauge, while all the other railways used one of 4 ft. 8½ ins., and how when the different systems were joined, the Great Western at first laid down a third rail to form a two gauge track, but finally in 1892

were forced to abolish their 7 ft. gauge altogether. Trouble was caused in Ireland over the same question, The line from Belfast to Portadown was made on a gauge of 6 ft. 2 ins. or one foot greater than that which was used from Dublin to Drogheda. The Irish Board of Works was asked to arbitrate between the Leinster and Ulster Companies, and decided that as there was little prospect of the intervening portion of the line ever being finished, the difference in gauge was of no importance.

The Ulster men, however, were not satisfied and sought advice from England, whose railway experts settled the vexed question, since they could discover no other way, by taking the average of all the existing gauges, and by this ingenious method 5 ft. 3 ins. was decided to be the standard Irish gauge.

When this necessary preliminary had been arranged, railway construction in this country was able to proceed, and by about the year 1850, Belfast, Cork and Galway had been connected with Dublin. At the present time Ireland has 4,600 miles of railway open for traffic, a third of which is owned by the Great Southern and Western. The Midland Railway of England owns 360 miles in Ulster, while the London and North Western works the Dundalk, Newry and Greenore Railway which runs around the Carlingford peninsula. These are the only two English companies which own lines in Ireland. Of the Irish companies, only the Great Southern and the Great Northern construct their own rolling stock, the other railways obtain most of it from England. Although the Great Southern is by far the largest railway, the Great Northern is the most enterprising. The main line from Dublin to Belfast is an easy one for traffic, although there are some stiff gradients leading up to the summit of the line near Adavoyle. The Great Northern has been improving its services over this section nearly every year. The fastest run at present is done by the up mail which performs the $112\frac{1}{2}$ miles in $2\frac{1}{2}$ hours, while the down mail is allowed 5 minutes more. Both these trains have three stops, at Drogheda, Dundalk and Portadown. We hope that in a short time the Great Northern will see their way to running a two-hour non stop express to the Ulster capital. A special last winter did the journey in 116 minutes, at a start to stop speed of 58'2 m.p.h., which shows that a two-hour timing would be quite feasible. In addition to the two mail trains above mentioned, there are three others in each direction which take three hours or less, and two trains each way are provided with a restaurant car.

The Midland Great Western serves a poor and thinly populated district, and therefore the passenger traffic does not justify the running of fast trains except in the summer months. Its main line extends to Galway and Clifden, and the quickest time from Dublin to the former town is 3 hrs. 10 mins. for the $126\frac{1}{2}$ miles. The Midland has lately taken the notable step of abolishing its 2nd class carriages.

Cork, the third city of Ireland, is served by the Great Southern and Western Railway. This company has a large tourist traffic, and runs in the summer its well-known Killarney express. This train is booked non stop from Kingsbridge to Mallow, but always stops for water on the outward journey at Ballybrophy, and on the return journey at Thurles. The Killarney express furnishes the fastest start to stop run in Ireland, namely, from Ballybrophy to Mallow, 77.8 miles in 88 mins. = 53.1 m.p.h. The Great Southern main line is well adapted for high speeds, as anyone who happens to be at Lucan station in the evening may see, when the three up expresses dash through between seven and half-past seven o'clock, each probably doing some seventy miles an hour. The other day the journey from Kildare to Kingsbridge (30 $\frac{1}{4}$ miles) was performed in 30 minutes.

The Dublin and South Eastern Railway has a large local traffic, serving as it does the residential districts of South County Dublin. The service to Greystones has been much improved of late years, on account of the increase of business men who travel between there and the city. The quickest train is allowed thirty-eight minutes for the eighteen miles, and although this is a comparatively slow timing, the blame must be laid not so much on the railway company as on Brunel. He it was who caused so much expense to the English Great Western by building their line on a seven foot gauge. In his desire for exhibiting his engineering skill, he projected routes to which there were great natural obstacles, regardless of the cost of construction and maintenance. In this case he designed the main South Eastern line so as to give opportunity for himself to display his genius. Bray Head afforded an excellent natural obstacle, so instead of avoiding it and bringing the railway through the Glen of the Downs, he bent it eastward around the sea side of the Head, where it was necessary to bore several tunnels and lay the track in curves of such small radius, that in two places the maximum speed is limited to twenty miles an hour. About twenty years ago, the inroads made by the sea necessitated the abandoning of a portion of the line, and a new tunnel had to be made. Sheds have also been built to guard the railway from the landslips which occasionally fall from the hill above. At the present time a third diversion is taking place on the Greystones side of the Head, where another tunnel has been driven through the hill. At the same time the line between Killiney and Bray is being moved some distance inland, away from its present perilous situation on the edge of some sandy cliffs. These few miles of railway have probably cost the Dublin and South Eastern more money than the same length of line has cost any other Irish company.

In Ulster, we have the Belfast and Northern Counties Railway under Midland management, and the largest narrow gauge line in the British Isles belongs to the Donegal Railway which is worked jointly by the N.C.C. and by the G.N.

It will be noticed that nearly all the companies which we have mentioned have a monopoly over one particular part of the country. Many of the large English cities can be reached by five or six different routes; here there are very few instances in which a traveller has even one alternative. This lack of competition is easily explained when we remember that Ireland is by no means a manufacturing country, and so her people neither need nor can afford to make many journeys. If we exclude the season ticket holders, every Irishman makes yearly seven journeys, while in Scotland and England the figures are twenty-four and thirty-six.

The efficiency of Irish railways then is caused not by competition, but by the demands of the public and the desire to keep up-to-date.

There cannot, however, be any long distance express work until the introduction either of water troughs or of larger tenders. The largest tender at present in Ireland barely carries sufficient water for 100 miles. Scotland also has no water troughs, but the Caledonian Railway has a non-stop run from Carlisle to Perth of 150 miles, which is made possible by the use of a tender holding 7,000 gallons of water. At present the longest railway journey in Ireland without a stop is from Kingsbridge to Thurles, eighty-six and three-quarter miles. However, it is the capabilities of the locomotive itself which really determines the work which can be done. Below we give a table which affords an interesting comparison between the railway engines of the different Irish companies.

The usual notation by which the various types are distinguished depends on the fact that the wheels of a locomotive fall naturally into three sections, the bogie or leading wheels, the driving or coupled, and the trailing wheels. For instance, the "Atlantic" type of locomotive is designated as a 4-4-2, as it has a four wheel bogie truck, four coupled driving wheels, and a pair of trailing wheels beneath the cab.

LEADING DIMENSIONS OF PRINCIPAL IRISH LOCOMOTIVES.

Railway	Class No.	Type	Cylinders Diam. Stroke inches	Driving Wheels ft. in.	Pressure lbs.	Heating Surface sq. ft.	Weight		Total tons cwt.
							Engine tons cwt.	Tender tons cwt.	
G.S. & W.R.	—	4-6-0 shtr.	(4) 14 26	6 7	175	2212	68 0	37 6	105 6
	341	4-4-0 shtr.	20 26	6 7	160	1856	59	37 6	96 13
	260	0-6-0	19 26	6 13 $\frac{1}{4}$	160	1186	47 4	37 6	84 10
	363	4-6-0	19 $\frac{1}{4}$ 26	5 13 $\frac{1}{4}$	160	1560	55 17	37 6	96 13
	—	4-8-0 T	19 $\frac{1}{4}$ 26	4 6 $\frac{1}{2}$	175	1565	—	—	80 10
	—	4-4-0 shtr.	19 26	6 7	165	1366	52 2	30 10	82 12
G.N.R.	174	0-6-0 shtr.	19 26	5 1	165	1354	49 0	30 10	79 10
	37	4-4-2	18 24	5 9	175	1092	—	—	65 2
	185	4-4-0 T	18 26	6 3	160	1363	51 0	35 4	86 4
M.G.W.R.	10	4-4-0	18 26	6 0	175	1200	48 2	32 1	80 3
D.S.E.R.	56	0-6-0	18 $\frac{1}{2}$ 26	5 0	175	1200	47 0	31 0	78 0
	18	4-4-2	18 26	6 0	175	1200	—	—	63 0
	20	4-4-0 T	18 26	6 0	175	1200	—	—	63 0

In this table, shtr. after a type stands for a "superheated" locomotive. Superheating is a new device for increasing the effectiveness of the steam, while reducing the pressure, and causes considerable economy in practice. The first engine in our list is now in course of construction, it has four cylinders, and will be undoubtedly by far the most powerful locomotive in Ireland when completed. The Great Southern Railway will deserve great credit for having produced the first Irish engine whose weight with tender exceeds 100 tons.

The 0-6-0 locomotives are the goods engines, their comparatively small driving wheels enabling them to haul greater loads at a moderate speed. T in the *Type* column denotes the tank locomotives, which are used for heavy local traffic over short distances.

In conclusion, we append details of a run behind a Great Northern engine of the No. 174 class:—

GREAT NORTHERN RAILWAY OF IRELAND.

Log of 5.0 p.m. train ex-Belfast to Dublin taken from Drogheda to Amiens Street.

		mins. early.	mins. late.	miles.	speed from previous stat.
Drogheda—dep.	..	6.55	—	5	0
Laytown—pass	..	7.1 $\frac{1}{4}$	—	4 $\frac{3}{4}$	43.9 m.p.h.
Gormanstown—pass	..	7.4 $\frac{3}{4}$	—	7 $\frac{3}{4}$	55.4 "
Balbriggan	"	7.7	—	10	60.0 "
Skerries	"	7.11 $\frac{1}{4}$	—	13 $\frac{3}{4}$	52.9 "
Rush and Lusk	"	7.15 $\frac{1}{2}$	—	17 $\frac{3}{4}$	56.5 "
Donabate	"	7.18	—	20 $\frac{1}{4}$	60.0 "
Malahide	"	7.20	—	22 $\frac{3}{4}$	75.0 "
Portmarnock	"	7.22 $\frac{3}{4}$	—	25	49.1 "
Raheny	"	7.26	—	28	55.5 "
Clontarf	"	7.28 $\frac{1}{2}$	—	30	48.0 "
Amiens Street arr.	..	7.30 $\frac{3}{4}$	—	31 $\frac{3}{4}$	46.6 "

Start to stop speed = 53.3 m.p.h.

Load:—1 dining car, 7 eight-wheeled coaches, 1 six-wheeled mail car = 220 tons approx.

Engine—No. 173 Galteemore,

Date—7th August, 1914.

Football Prospects.

THE Officers for the coming season have been chosen as follows:—

Captain—JNO. BELL.

Vice-Captain—G. E. LARKIN.

Hon. Secretary C. G. White.

Selection Committee—The above Officers with Mr. WYON and Mr. SLADE.

We are fortunate in beginning this season under more favourable circumstances than usual. We hope to have the same set of backs as last year, and all will be under age for the Cup Team. Our pack will be weakened by the absence of Parker and Mounsey, but we shall still retain the services of Smyth, Digges, Jackson and Shortt. It is to be hoped that a greater number of the senior boys will take a more lively interest in our football than heretofore. There are some boys at present in the school who for no apparent reason abstain from taking any part in this, our chief winter pastime.

Owing to the war there appears very little likelihood of there being any senior club football, and the absence of such matches will very appreciably deplete our fixture list. This want may be supplied by an increased number of school fixtures.

Judging from the number of juniors in the school we should be able to have very strong junior teams, and we hope to arrange plenty of practice at the square for them. We ask as many juniors as wish to play in such practices to give in their names to the Hon. Sec.



Our Contemporaries.



THE Editor begs to acknowledge with thanks the receipts of the following magazines:—Masonic Boys' School Magazine St. Andrew's College Magazine, "School News" (Royal Belfast Academical Institution), "C.G.S." (Cork Grammar School), "The Droghedean," Sligo Grammar School Magazine, Rutland High School Magazine (2), The Armachian, "C.A.I. (Coleraine Academical Institution).



NOTICES

The *Erasmian* is published quarterly, in December, March, June and September; price 3d. per copy. Yearly subscription, 1s. 4d., post free. A few subscribers have not yet sent in their subscriptions for 1913-14. We ask them kindly to do so at once.

Editor—G. K. CARPENTER.

Hon. Treasurer—M. NUROCK.

The Editor invites correspondence and communications from Old Boys. The Editor for 1914-1915 will be G. S. B. Mack, and the Hon. Treasurer, C. A. Kinnear.

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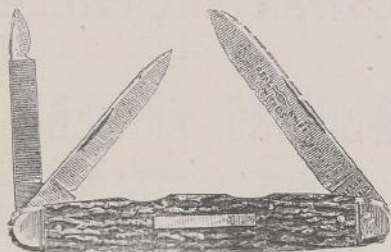
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