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QUEENSLAND UNIVERSITY.

THE FIRST SENATE.

BRISBANE, April 14.

The Governor-in-Council has approved the appointment of the following 20 persons to constitute the first Senate of the Queensland University:—Sir William Macgregor, M.D., K.C.M.G., C.B. (Governor of the State); Hon. A. H. Barlow, M.L.C.; Hon. David Hay Dalrymple; Hon. Frank McDonnell, M.L.C.; Hon. A. J. Thynne, M.L.C.; Mr. E. G. C. Barton, M.I.E.; Mr. E. L. G. Corrie, F.L.S., F.Q.I.A.; Mr. E. W. H. Fowles, M.A., LL.M.; Dr. D. Hardie, Mr. J. B. Henderson, F.G.S., F.I.C. (Government Analyst); Mr. A. M. Hertzberg (President of the Chamber of Commerce), Dr. E. Hirshfeld (Imperial German Consul), Dr. W. W. R. Love (Government Pathologist), Mr. W. A. Morrow, B.A.; Mr. G. W. Power, M.A., LL.M.; Mr. G. A. Richard (Manager of Mount Morgan Mine); Mr. R. H. Roe, M.A. (Director of Education), Mr. J. K. Stewart, Mr. J. D. Storey, and Mr. J. L. Woolcock, B.A. Messrs. Storey, Woolcock, Power, Corrie, Fowles, and Henderson are members of the council of the university extension movement.



**Mr. S. J. Ellis,
A British Naval Veteran.**

A NAVAL VETERAN.

Amongst the Crimean, Indian Mutiny, and other active service Veterans who have been entertained in South Australia during the past three or four years Mr. Samuel John Ellis, of Adelaide, has been an honoured guest. He spent many years at sea in fighting the battles of his country before returning to civilian life and coming out to Australia. Mr Ellis could hardly have helped joining the Navy, for he was born at Plymouth, the great Devonshire naval station, on October 5, 1838. With the power and pride of the Navy constantly before his eyes and in his thoughts, it is no wonder that he determined to join it, which he did in 1854 when sixteen years of age and just two months before the declaration of war against Russia (the Crimean War).

He entered as an apprentice on board the training-ship "Impregnable," 120 guns, and after serving on the training-brig "Nautilus," joined H.M.S. "Conflict," 6 guns, to proceed to attack Russia in the Baltic Sea. The coast of Courland and the Gulf of Riga were blockaded, and the port of Libau, with all the enemy's ships in it, was captured. Next Mr. Ellis was at the surrender of the port of Pernau in the Gulf of Riga. On September 27, 1855, the "Conflict" assisted in the destruction of several Russian vessels in the Gulf of Riga, and two days later other ships were destroyed, while a large body of Cossacks was surprised near Libau on the west coast of the province of Courland. In December the fleet returned to England, as the Baltic Sea commenced to freeze over. Soon afterwards the "Conflict" (captain, the Hon. A. Cochrane) went to the Mediterranean Sea and patrolled the coast of Albania in the Adriatic Sea during the trouble between the Albanians and Montenegrins with Turkey.

Mr. Ellis, in the year that the Indian Mutiny occurred, 1857, proceeded to China in H.M.S. "Surprise," a 4-gun gunboat (Captain Creswell). After serving in boat-parties in a blockade of the different reaches of the Canton River leading to Canton, he took part in the 36-hours' bombardment of that city on December 28, 1857. The next day sailors and troops were landed and Canton was taken.

The Chinese governor Yeh was captured and sent as a prisoner to Calcutta, where he died. Captain Bates of the frigate "Acteon" and midshipman Thompson were amongst the British killed, and their bodies were taken on board the "Surprise," to be conveyed to Hong Kong for burial. When this sad service had been performed the "Surprise," together with boats from H.M.S. "Cambrian" was sent to the Sing

Kong, for the purpose of hunting out a nest of pirates who had made themselves a great nuisance. The expedition was very successful. For out of 26 pirate junks and lorchas 19 were destroyed and seven were conveyed as prizes to Hong Kong. A great number of the pirates were killed. The subject of our sketch very soon saw more fighting, for he participated in the attack and capture of the Peiho forts, short work being made of the Chinamen.

Peace was then signed at Tien-tsin, and the "Surprise" was sent to a station on the west coast of Africa, where she changed captains, Lord Edward Cecil taking command in place of Captain Creswell (promoted). Here two strokes of very bad luck struck the "Surprise." The "Heron," brig, which was to have relieved the "Surprise," fought and captured a

Portuguese slave ship, but was herself so badly injured that she went down, only a small number of men being saved. The West Coast fever broke out amongst the crew of the "Surprise" and necessitated her being ordered to the Isle of Ascension, after which she proceeded to England. Soon afterwards Mr. Ellis was transferred to H.M.S. "St. George," which had the Duke of Edinburgh amongst her midshipmen. On this vessel he met with a mishap, which, while not closing his naval career, prevented further service at sea. Whilst crossing the top-gallant and royal yards he fell, first striking an anchor and thence tumbling into the water. One arm, the right leg, and the collarbone were broken, and after spending no less than twelve months in hospital the sufferer was invalided and pensioned off.

He could not keep off the salt-water, however, as in 1862 he was given charge of the ships "Assaye" and "Punjaub," two of the East India Company's war vessels, which after the Mutiny were sent to England. In the next year he joined the "Cornwall," school-ship at Purfleet, as seaman instructor, but left her in December, 1865, to become seaman-instructor on the Thames marine officers' training ship "Worcester," with which vessel he remained no less than sixteen years. Amongst those who were trained under him, Mr. Ellis remembers Colonel

Lee (the present South Australian military commandant), Admiral Togo (the famous Japanese admiral), and Prince Hatori (another Japanese leader). A brother of Dr. A. A. Lendon, of Adelaide, and many other Australian boys who are now commanders of P. and O. and Orient boats also passed through his hands.

Mr. Ellis decided to migrate to Australia, and he arrived in South Australia by the Orient steamer "Cotopaxi" in November, 1881. In the middle of the succeeding year he was appointed caretaker at the Adelaide University, which position he still holds. The portrait given above was taken a few days ago, and shows how well the original carries his 72 years, despite an early trying life in trying places, and an accident that would probably have been the death of anyone not a tough Brit-