

## MR "JACK" COLVIN DEAD

### Hobart Loses Popular Figure

#### Good Citizen And A Good Sport

Hobart lost a good citizen, and, in the true sense of the word, a good sport, when Mr. John Colvin died early yesterday morning.

In all circles of the community the greatest regret was expressed when it became known that Mr. Colvin had died at 7 a.m. at his residence, Poimena, Upper Argyle-street, Hobart.

Mr. Colvin was 57 years of age, and, as a rule, enjoyed excellent health, but an unfortunate motor-car accident a month or two ago gave him a considerable shock. He had to lie up for a time, but during the last week or two was out and about again, almost his old cheery self. His system was weakened, however, and pneumonia hastened the end.

He was a native of Hobart, with which his family had long been connected, and passed practically all his business life in the service of the Railway Department. He rose step by step from such positions as station master at Parattah, until that which he held at his death—Railway Goods Manager at Hobart. In the railway service he earned the esteem and confidence, in no common degree, both of the department and the public, with whom his work, naturally, brought him much into contact.

He leaves a widow and three sons and three daughters. Two of the sons are in the Civil Service, and one has recently returned from active service.

The funeral takes place at Cornelian Bay Cemetery to-day at 4 p.m.

#### Public Life.

Probably no man has passed away in recent years of whom it might better be said that, although he sought no high office for himself, yet he had a very wide popularity and respect. It could truly be averred that Mr. Colvin lived for others and not for himself.

Mr. Colvin came of an old and honored Tasmanian family. His father was in business here for many years, and long before his son "Jack" began to follow in his footsteps, took an interest in sport, especially in nautical affairs. Mr. Colvin senior was a member of the Regatta Committee in 1868, and Mr. "Jack" Colvin joined the committee in 1902. He succeeded Mr. E. R. Fisher as honorary secretary of the committee in 1906, and remained so with conspicuous success until his death—a period of 13 years.

Mr. Fisher had been secretary for 12 years, so Hobart's famous regatta has had only two secretaries in 26 years. Mr. Colvin's interest in the regatta was

had only two secretaries in 26 years. Mr. Colvin's interest in the regatta was very keen. There can be no doubt that thousands of visitors from all parts of the country looked forward to shaking hands at least once a year, at our great annual gathering on the Queen's Domain, with the secretary.

In earlier years the late Mr. Colvin took much interest in rowing, and was connected with the Derwent Rowing Club. He won his first race there (bow) in 1882 in the Maiden Bours, in company with W. Barton (2), W. Lodge (3), G. H. Gibson (stroke), and L. R. Rex (cox). During a long term of years he filled other offices in the club, executive and otherwise, and was, at the time of his death, a vice-president. He also took a great interest in the Tasmanian Rowing Association as its chairman, and was keenly connected with inter-State eight-oared races.

For many years past, however he has been identified with yachting, and it is in connection with that that his name, in a public sense, will be longest remembered. For over 22 years he has been a member of the Royal Yacht Club. Though he never sought office himself he was looked upon by many of the younger members as the father of yachting in the Derwent. In everything connected with sailing they ever looked up to him. He took a keen interest in the annual Inter-State Ocean Race (suspended during the war), and was a prominent advocate of the one-design class of boats introduced into the Derwent racing about nine years ago.

Mr. O. R. Tinning, Commodore of the R.Y.C., said yesterday that yachting had lost one of its staunchest supporters, and all yachting men a true friend and great comrade. Mr. W. E. Taylor (secretary of the R.Y.C. Club) echoed this, and referred to Mr. Colvin's ever-cheerful disposition, which was a great inspiration to all of them. "He was a bright, hard-working optimist," said Mr. Taylor.

Of recent years, the war, of course, has overshadowed everything else, but though Mr. Colvin's favourite sports suffered somewhat of an eclipse that did not damp his energy. He threw himself with great devotion into war work, and acted as Publicity Officer for all the large patriotic appeals which were made during the war. It seemed nothing to him to work to all hours of the night for this purpose. Particularly was he zealous in his endeavours for the relatives and next-of-kin of those who went to the war and he always was on hand when soldiers returned, prepared to give all the information in his power as to the whereabouts of those nearest and dearest to them.

In Red Cross matters Mr. Colvin was a strenuous worker, and the Roseneath Hospital had no end of help from him. Particularly was he successful in securing a motor-boat for the use of the convalescent soldiers at the institution.

However, pages might easily be filled with the wide sphere of his activities. No doubt the secret of his popularity was to be found in his untiring industry in all good causes, his perpetual and sensible cheerfulness, and his kindly heart.

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His last public appearance was in connection with the dinner in Hobart welcoming his old friend's return (Colonel J. E. C. Lord, of the 40th Battalion). The Tamar and many other Northern clubs have sent messages of sympathy.

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Magistrate, severely: "How can you be so mean as to swindle people who put confidence in you?" Prisoner: "Well, your worship, they are the only sort you can swindle."