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The Navy League Journal

VOL. X. No. 3.

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The Navy League Journal

VOL. X. No. 3.

SYDNEY, JULY, 1929.

PRICE 3D.

The Navy League Manifesto.

ELSEWHERE in this issue of our JOURNAL will be found a list of the Resolutions unanimously passed at the Annual Meeting of the Grand Council of the Navy League held in London on May 8th last. We earnestly commend them for serious perusal, not alone by our readers, but by any loyal member of the Empire into whose hands it may happily fall: not least of all by the members of the Federal Parliament upon whom so much depends for the welfare of that Arm of the Empire’s First Line of Defence which we are so proud to call the R.A.N.

Let us quote only one paragraph of the Manifesto for a moment’s concentration in order that we may grasp its significance before the Bruce-Page axe does grievous harm to our own Navy:—

“We endorse the great ideal of a general limitation of armaments. But we feel that such disarmament is only practicable on the basis of its being general and simultaneously progressive, while retaining residual defence forces proportional to each country’s responsibilities. We disagree with those who advocate one-sided disarmament. This country (Great Britain) has already led the way in disarmament by reducing its Navy, Army, and Air Force, and we feel that further reduction on our part without parallel reductions on the part of the other Powers will not only jeopardise the security of this country and the Empire, but will imperil world peace by rendering it impossible for Great Britain to meet her great obligations.”

This Manifesto is uncanny in its accurate forecast of recent developments as reflected by the speeches of England’s new Prime Minister (Mr. MacDonald) and the American Ambassador (General Dawes). But when we come nearer home and reflect upon the false naval economy of the Bruce-Page Government, we are, with a shudder, reminded of the quotation that fools will lead where angels fear to tread.
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The Navy League Journal

R.A.N. Retrenchment.

Why Not Go The Whole Hog?

Hand Navy Over to Admiralty.

And Pay Adequate Subsidy.

By "Jack Frost."

It is very properly argued that with Australian ships, manned by Australians who would all be on an equality proportionately to rank and rating, there at least would not be that friction or jealousy which had been the main cause of the failure of the "piebald system" referred to. (By the term "Australians" is meant not only heathily recruited ratings, but the large number of Imperial ratings which were lent by the Admiralty for "instructional service in the R.A.N. subject to Australian conditions of pay, etc.).

Let us first review the Australian naval position as it stood immediately prior to the establishment of the R.A.N.: The Squadron was entirely Imperial, with the cruisers Challenger, Encounter and Pyramus in use as training vessels for Australian ratings all of whom had been entered at an adult age—there were no boys included. These ratings had been recruited with a view to their forming a nucleus of a purely Australian Navy, to form which, it had for some time past been the local ambition. The scheme proved a miserable failure as was predicted by such qualified judges as Vice-Admiral Sir Wilmot Hawksworth Fawkes, the Naval Commander-in-Chief. Nor did it need an expert to form the opinion that such a scheme must prove a failure when newly-entered recruits were in receipt of Australian rates of pay which were nearly double those of the seasoned Imperial ratings who had to instruct them. Yet, the failure of that system, so far from damping the Commonwealth's ambition to possess a navy of its own, only strengthened it—it was not the least of the factors that ultimately decided the question of establishing an Australian navy.
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THE NAVY LEAGUE JOURNAL.
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**What of the Future?**


The Admiral said: "We are living in an age of rapid advance in scientific accomplishments, but because of the insistence of economy the Navy is not always able to keep pace. The fleet lags behind to a certain degree, and we have to accept it. Some of us waste our time in vain imaginings about capital ships that will fly or submerge, air forces that will revolutionise everything, gas that will render great capitals like Sydney cities of the dead, and tanks that will completely exterminate the infantryman, the machine-gunner, and the general staff. But you know in your hearts that these are only dreams.

"It is not my place to give you advice on matters of defence, unless asked for it; but it is my duty to see that your naval personnel is kept in a high state of efficiency," said the Admiral.

"We in the naval service," added the Admiral, "look upon our unit as the best form of Australian national insurance; but as Admiral Blake said:

'It is not for us to mind State matters, but to keep our enemies from fouling us.' Nevertheless, the naval side of British history shows that rash economy has always led to disaster, and I personally believe that a too long stop in recruiting is the real economy, for if the continuity is broken for too long a period we shall have all babies and greybeards in our service, and no link between. That is our nation's plight; thanks to the Great War, we have few fit men of 35 to take up the reins of leadership in capital, labour and industry—and we may have to face a very serious issue if naval recruiting is stopped for any very long period."

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The Navy League Manifesto.

RESOLUTIONS unanimously passed at the annual meeting of the Grand Council and members of the Navy League (London) on May 8th last:

(1) "That this general meeting of the Navy League approves of the manifesto which was adopted by the Navy League and Air Force Committees, and which is published in the annual report for 1924."

The manifesto is as follows:

"We endorse the great ideal of a general limitation of armaments. But we feel that such disarmament is only practicable on the basis of its being general and simultaneously progressive, while retaining residual defence forces proportional to each country's responsibilities. We disagree with those who advocate one-sided disarmament. This country has already led the way in disarmament by reducing its Navy, Army and Air Force, and we feel that further reduction on our part without parallel reductions on the part of the other Powers will not only jeopardise the security of this country (Great Britain) and the Empire, but will imperil world peace by rendering it impossible for Great Britain to meet her obligations."

(2) "The Navy League considers that the Government, of whatever Party it may be composed after the general election, will make proper provision for the defence of this country and of the Empire, and especially that an adequate Navy and Fleet Air Arm will be maintained for the defence of our trade routes and communications upon the high seas."

(3) "That, in view of our progressive trade with the British Dominions, India, and all other parts of the Empire, it becomes increasingly important to defend and keep open the sea routes of the world."

Signed: Cyril R. Cobb, Chairman.
H. M. Denny, Commander, R.N.,
General Secretary.

The Navy League,

When we study these resolutions and become alive to the profoundness of their significance: and with that awakening we reflect upon the almost feverish caution with which the nations of the world have approached this burning question of the reduction of armaments, does it not make the student of international naval politics shudder at the temerity displayed by the Australian Government in having, with one stroke of the pen, abolished the only means it had of building up a navy as it did with the abolition of the Training Ship Tingira, on the ground of naval economy?

Australia, either through vanity, or a sincere ambition to possess a navy of its own, instead of contributing an adequate payment towards the maintenance of the Royal Navy (by which alone she can command security) gave way to her ambition—the owning of a navy. She was advised that the first essential to an Australian Navy was the establishment of a training ship that would ensure the continuous provision of a naval personnel. Yet, what happened! At the very first pinch which came in the form of a need for the exercise of economy, the Federal Government sold its naval foundations in order to save its roof.

If those in authority overseas—notably the British and American leaders—who for some time past have been strenuously trying to establish amicable naval relations such as to-day are thought to be hopeful, had been composed of such short-sighted politicians as those of the Commonwealth, where would the British Empire be to-day?

We leave it to any thoughtful Australian to supply the answer.

See that your friends join the
Navy League

"Choose the best in life: habit will make it agreeable." —Plutarch.
THE NAVY LEAGUE JOURNAL.

COMMANDING THE R.A.N.

The Admiral is one of the most distinguished men in the Royal Navy, and the Commonwealth is privileged to have him as the leader of its Navy. His magnetic personality assures him of great popularity with Australians.

The following letter, bearing the signatures of Judge Backhouse, Chairman; Sir Kelso King, Hon. Treasurer; and Mr. F. W. Hixson, Hon. Secretary, has been sent to the Rt. Hon. The Prime Minister of Australia, by the Navy League, N.S.W. Branch:

"Sir,

The Navy League is deeply concerned at Press reports of heavy reductions in Defence Vote entailing drastic reduction in already attenuated Naval Vote. If these reports are substantially correct the Navy League deems it to make respectful but emphatic protest against further inroads on continuity of healthy naval development already signally exemplified in suspension of Boy Training against which the League has repeatedly protested.

The League desires to record its opinion that recent political changes in Great Britain give no promise of any increase in provision for Empire defence and that Australia cannot afford to rest her national safety on the unrealised aspirations of idealistic statesmen.

It is widely accepted that the Dominions should take a larger share in Empire Defence, but the League has always held the view, which it has put into practice in the Sea Cadet Movement, that the most important contribution Australia can make is the building up of a sense of the people of this island continent. A naval squadron of adequate proportions in its various arms, manned by properly manned personnel, the League considers an indispensable adjunct to the fostering of this sense, forming at the same time a material contribution to Empire Defence.

The League protests that no Service can remain keen and efficient and the youth of the country eager for enlistment if that Service is subject to crippling alterations in its organisation and composition.

For this reason the League has repeatedly protested against the suspension of Boy Training, the most vital and truly reproductive naval activity of the Commonwealth, returning to the Commonwealth an inestimable benefit in the form of good citizenship, which remains when the most costly ships have been scrapped.

It is for this reason that the League deprecates the fact that only two out of four cruisers are in commission and only three out of twelve destroyers, with the possibility of further reduction. The League considers that the ships at present in commission form a naval force inadequate for carrying out its full functions and exercises, without which professional enthusiasm and proficiency cannot exist nor attraction given to the youth of the country.

The League is not unmindful of the financial difficulties facing the Government, but urges that if the objectives stated above are kept in view and a bold policy followed the Government will find the people of Australia not unwilling to make the necessary sacrifices.

In the face of the present financial difficulties the League believes that it is essential to combine constructive suggestion with criticism. In a general way this is done earlier in this letter, but a careful study of the present situation moves the League to make some detailed suggestions which it is believed will forward the principles advanced above.

SUBMARINES.—The League urges the most careful reconsideration of the maintenance in Australia under present conditions of these highly specialised and immensely costly vessels to maintain. The League believes that these vessels are becoming a heavy drag on the healthy development of a compact naval unit, which the League believes is adequately formed for the purposes above stated when comprising cruisers, destroyers and aircraft. The League therefore advocates the bold course, with the consent of the British Government, of the handing over of the submarines to the Royal Navy, if necessary without monetary consideration, if possible on condition that the present Australian Submarine
Naval personnel, who volunteer, are given employment in the Royal Naval Submarine Service for a period of years.

The League will support the maintenance of organisation to deal with a British Submarine Flotilla stationed in these waters in national emergency and the establishment of an Australian Submarine Service, when an adequate submarine unit can be maintained without detriment to the fundamental requirements of naval training and an adequate naval squadron.

ROYAL AUSTRALIAN NAVAL COLLEGE, JERVIS BAY.—The League has been aware for some time of a feeling in the community that in the absence of any present prospect of expansion in the numbers of cadets to be trained at the naval college, consideration should be given to any feasible alternative. The League therefore is emboldened to advance for consideration proposals for the re-establishment of Boy Training as a result of readjustment of the system of cadet entry for the time being, while the entry of naval cadets is so small. As no new works will be involved this action will not be irreproachable. The adoption of the alternative system of entry at present in vogue in England on a small scale, side by side with Dartmouth (Jervis Bay) entry, does not appear too violent an experiment, with so much at stake.

A vessel such as the "Platypus" freed by the return of the submarines, would appear suitable for the training of the yearly entry of up to 20 cadets. Jervis Bay College, designed for 150 cadets, could then be made available for the training of boys for the time being.

If proposals such as these can be recommended by the naval authorities the League believes they will have the enthusiastic support of public opinion, which however would not tolerate any sacrifice in respect to officer training, except in as much as it contributed to the earliest possible resumption of Boy Training.

In conclusion, the League respectfully urges the grave responsibility of the Government for the steady and consistent development of a sea-sense in Australia by means of adequate naval training and naval forces in commission which the League is convinced is as essential to national security, as is financial stability.

Sydney,
21st June, 1929.

Surprise Farewell Party

PETTY Officer Lindsay Scott, of the Moosan Naval League Cadets, who sailed in the last voyage of the S.S. Moeraki as assistant purser, was pleasantly farewelled with a surprise party on June 22nd at his home in Raglan Street, when Mr. H. R. Currington congratulated Lindsay Scott on his first sea trip.

Officer Lindsay Scott, of the Moosan Navy League Cadets, who sailed in the last voyage of the S.S. Moeraki as assistant purser, was pleasantly farewelled with a surprise party on June 22nd at his home in Raglan Street, when Mr. H. R. Currington congratulated Lindsay Scott on his first sea trip.

After supper, in a happy little speech, Mr. Currington congratulated Lindsay Scott on his appointment, and presented him with an autograph album from the Moosan Company of Sea Cadets, and wished him bon voyage in this, his first sea trip.

The speaker suggested that the duties entailed in his sea-going appointment would be greatly lightened by his Navy League experience which extended over three years.

"We cannot improve the world faster than we improve ourselves."
For the BOY, AUSTRALIA and the EMPIRE.

Monthly Notes and News.

Sea Cadet Officers.

Second Annual Dinner.

SIR KELSO KING presented at the Second Annual Dinner given by the Navy League Executive to about forty of the League's honorary Sea Cadet Officers, and held at Adams' Cafe, on June 17th. Members of the Executive Committee present were—Commander F. W. Hixson, O.B.E., Mr. C. M. C. Shannon, Mr. Harry Shelley, Mr. T. H. Silk and Mr. Harold Cochran. The Secretary of the League in N.S.W. (Capt. Beale) was also present. The guests included Messrs. S. Cooper (O.C. Birchgrove and Senior Regional Officer), W. L. Hamner (O.C. No. 2 Region), H. R. Currington (O.C. Mosman Coy.), R. M. Sommerville (O.C. No. 3 Region), L. E. Forsythe (O.C. Nos. 5 and 8 Regions), E. A. Solomon (O.C. No. 6 Region), B. W. Snow (O.C. Woolwich Coy.), M. F. Latto (O.C. Leichhardt Coy.), A. Pickles (O.C. Drummooye Coy.), W. A. Waterer (O.C. Balgowlah Coy.), F. F. Moore (O.C. North Sydney Coy.), D. Waterfield, J. Lamer, H. Kendall (Birchgrove), J. McGarrig, L. Dargen (Mosman), A. Scott, J. Collins, F. Strike, H. Burdon, (North Sydney and Artarmon), L. Butcher (Balgowlah), A. Richetta, J. Edwards (Manly), W. J. Falkner (H. Peters), C. Tottman (Woolwich), J. Hixson, L. Hinchcliffe, J. Fenton (Drummooye), T. Robb Leichhardt, and B. Shepherd (Lane Cove).

After drinking to the various toasts and listening to several interesting speeches the guests had the further pleasure of seeing two of their number, Messrs. S. Cooper and W. L. Hamner, decorated by the Chairman on behalf of the Executive of the League, London, with the Navy League Special Service Decoration—the highest honour the League can bestow. The Secretary briefly recounted the splendid honorary services rendered to the Cadet Movement by those officers. Mr. Hamner, he said, had volunteered his services to the movement immediately he was informed that the Executive Committee intended to raise Sea Cadets in New South Wales, and on the Committee's invitation he accepted the honorary post of O.C. of the first unit to be formed in Australia in the year 1920.

Mr. Cooper, the Secretary told his audience, had been singled out for distinction owing to his fine services over a period of seven years and for his unfailing reliability.

After the presentation of the well-merited awards, a number of officers took part in a laughter-making balloon-blowing competition instituted by Mr. Harry Shelley. The balloons were the toughest procurable in Australia and inflated by way of the human mouth stretched out like baby dirigibles five feet long before reaching bursting point, much to the relief of the competitors and to the great merriment of the onlookers. The first prize, presented by Mr. Shelley, went to the representative of the victorious Drummoyne Company. Sea-chantsies sung in rollicking sailor fashion and deep sea yarns brought to a close a very pleasant evening.

We congratulate Mr. Jack Payne, M.I.N.A., a member of the Navy League Executive, on his appointment as Chairman of the Australian Commonwealth Shipping Board. Mr. Payne has been at Cockatoo Dockyard since 1912, first as Engineering Manager, then as Manager and, until lately, as a member of the Shipping Board. During his term of service Mr. Payne has been closely identified with the building of many ships, including the destroyers "Torrens," "Hun," and "Swan"; the cruisers "Brisbane" and "Adelaide," and the seaplane carrier "Albatross." The merchant ships "Ferndale" and "Ferndale" and numerous tug, dredges and lighthouse ships, were also completed under Mr. Payne's direction.

Mr. John Hawley, a keen member of the League who is on his way to Britain on a visit, writes from Malta that the sea voyage is benefitting him and that he is looking forward to seeing the glories of the Old Land. Mr. Hawley sent several snapshots of places en route, but, unfortunately, they are not sharp enough to reproduce.
but hope to remedy that in the course of the next week or so. At any rate we have hoisted our signal mast and fixed it temporarily, so we feel that we are progressing, if somewhat slowly. We would feel happier if we knew that uniforms would be available in the near future.

Attendances have been extremely good, and Woolwich Company, though small as yet, is proving its keenness and general smartness in attending all parades in spite of the cold weather. Our percentage of attendance in relation to the number of cadets enrolled is 90 per cent., apart from two cases of illness.

**Manly.**

(The Contribution by Mr. E. A. Salaman, R.O.C.)

The past month has been one of considerable Social activity, and our Sub-branch Committee and those interested in the welfare of Manly Company are to be congratulated for the successful work accomplished. The dance held on 15th June was a very pleasant function, Birchgrove Company was very well represented, and North Sydney officers who attended were Messrs. Hamner, Moore and Scott.

The concert held on 20th June was a great success. Miss Glenn Robertson, the Principal of the Manly School of Dramatic Art, is bound to show progress.

The Second Annual Ball will be held on Thursday, 1st August, at the Soldiers’ Memorial Hall, Manly. Under the capable administration of Miss Rutter, Hon. Organiser, assisted by our Sub-branch Committee and supporters, this Ball should be the most enjoyable and brilliant function yet held. We will have the honour of the attendance of Rear-Admiral E. H. R. Evans, C.B., D.S.O., and Mrs. Gooden.

**Warning.**

It was brought to our notice that unscrupulous persons are canvassing parents and boys for money, for the purpose, it is stated, of purchasing uniforms for boys who wish to join the Sea Cadet Movement (in most instances the words “Sea Scouts” have been used). Parents whose boys wish to join the Navy League Sea Cadets should get into touch with some whom they know to be serving in the Movement, and not be afraid to ask questions if the Leichhardt Company does not win a trophy before long.

On behalf of the Officers of No. 2 Region, I desire to convey to the Executive Committee, appreciation and thanks for the Dinner given to Navy League officers on June 17th. The ballroom bursting competition added greatly to the merriment of the evening.

Approximately 3 officers and 50 cadets will take part in the Newcastle camp in August, which is being arranged by the O.C. North Sydney, Mr. Moore. The party will travel by the Newcastle and Hunter River steamers.

P.O. Cadet F. Walker has received an appointment to the Newcastle and Hunter River 8.8. Co’s steamer “Wind.” He informs P.O. Cadet L. Hilton, who has been transferred to the “Gwydir” and promoted to ordinary seaman.

The Regional Welfare Committee meets next Thursday night, 19th inst., to discuss finance, etc.

Mr. Lea Wilson honoured us with a visit on Tuesday, 2nd Inst. He addressed the cadets and explained how the Lea Wilson cup, which he presented, might be won, together with a gold medal. P.O. Cadet D. Macarthur is the successful cadet for 1928-9. The presentation is to be made on Tuesday, 16th July.
Mosman Bay,

(Contributed by Mr. J. McCarthy)

Only once a year do all Sea Cadets' Officers meet the Executive Members of the League and that meeting took place at a Dinner given by the Executive to Sea Cadets' Officers at Adams' Cafe, on June 17th.

It was a very happy gathering indeed, and good feeling and good fellowship predominated.

Mr. C. M. C. Shannon remarked on the increased number of officers present, thus indicating the formation of new companies.

After several addresses, vocal items and chansons concluded a pleasant evening.

A fine display of football was witnessed at the match Birchgrove v. Mosman Bay, played at Birchgrove Oval, which resulted in a win for the former. We hope very shortly to play them a return game at Mosman. To Mr. and Mrs. Cooper I wish to convey the thanks of all present for the afternoon tea they tendered us.

Both cutters and whale are up for overhaul and are receiving careful attention. General repairs and painting will soon reveal two smart and trim craft.

Our President (Capt. Stringer) has secured for us a much needed compass, and instruction in this branch should be greatly magnified. Many thanks, Mr. President.

We are grateful to Mr. Moore, O.C., North Sydney, for his cordial invitation to Mosman Bay cadets to join with his Company in a camp he is conducting at Newcastle. I advise those cadets who can do so, to go, as the programme which has been drawn up is very attractive.

In an endeavour to augment the Company's funds a Grand Concert is being held at the Mosman Bay Town Hall. The programme is a remarkably good one, and should draw a good house. Mr. King, Hon. Sec., with the co-operation of male members of the Committee, is conducting all necessary arrangements.

July the 6th shall always be memorable to Mosman Bay cadets as they had the honour of representing the Navy League at the burial service of the late Keith Anderson.

Congratulations Birchgrove on winning the Signalling Competition, and Lane Cove for running second.

Birchgrove,

(Contributed by Mr. S. Cooper, O.C.)

Birchgrove's luck must surely be in, winning first the Miss Charles-Fairfax Flag and then on the 6th inst. the Oswald McMaster Gold Medal for signalling.

Cadet Waterfield put up a splendid performance in obtaining third place. He has just turned 13 and will have a good try for it next year.

Chief Yeoman of Signals, Mr. Adams sent the last message at 36 words a minute, and was surprised that any of the cadets could read it.

The result of the Boxing Tournament will be available next month.

P.O. J. COOPER WINNER OF McMaster GOLD MEDAL

All hands will be pleased to learn that Mrs. Mayne has started out on the road to recovery, and we hope that in a month or two this good lady will be again visiting the depot.

Although Mr. Lamperd has been suffering from neuritis, Mrs. Lamperd had two operations and we hope that in a month or two this good lady will be again visiting the depot.

Congratulations Birchgrove on winning the Signalling Competition, and Lane Cove for running second.
The Prime Minister's Economy Hunt.

Inquiries show that the man-in-the-street has sunk into an apathetic state regarding anything and everything appertaining to Governments and politicians. When it is sufficiently interested to take notice he is of the opinion that the Government is ill-advised to reduce defence expenditure; that the Council of Defence is not in agreement with the Cabinet, but is forced against its better judgment to acquiesce to the frantic demands for economy by the Prime Minister and Federal Treasurer owing to their appallingly bad management of the affairs of the country (although they do not admit it): that as an excellent start in the economy hunt the axe should fall on some of the Royal Commissions and most of the politicians: that the highly-paid chiefs of the Development and Migration Departments now should render to the people of Australia an account of their stewardship—showing what development has been made under its direction and whether migration and settlement returns reveal an improvement over those in former years commensurate with the primary salaries handed to its present controllers by a grateful and easy going people: that the commissioned officers of the airmen, pilots of the R.A.A.F. to carry the Governor-General to New Guinea is an unwarranted and unnecessary expense in view of the reductions taking place in the Service, and the fact that many men are being wantonly deprived of their livelihood who are not able to bear it; that it is doubtful whether the State has the right to willfully tax, from any of its citizens, the bare means of livelihood, although it is conceded that it is entitled to reduce the salaries of politicians and Migration Commissioners, who receive emoluments out of all proportion to the service they render or are supposed to render to the community; that Australia's high tariff walls are the greatest menace to her security barring as they do the will of the great foreign nations to freely trade with her.

Australia must have an adequate Navy.

Please Interact a Friend in the Navy League.

Committee Meeting.

At the meeting of the Executive of this Branch held on the 8th inst. it was decided to write to all the Australian Branches of the League inviting their co-operation in opposing the Federal Ministry's reduction in the Naval defence vote.

The letter to the Prime Minister (printed on another page) was adopted, together with the letter to the Sydney Morning Herald in connection with the cruise of the "Albatross."

Before the business of the meeting commenced the Chairman, on behalf of members, expressed the hope that Mr. G. E. Fairley, who met with a painful accident some time ago, would soon be well enough to attend the monthly meetings. Mr. Fairfax is greatly missed.


R.H.D. Appointments.

Lieutenant Commander: (T) George R. Davell to "Albatross," to date 8th July; Alan C. Mather and George S. Stewart to "Cerberus" additional for passage to 'Kugland' per H.H. "Ascanius" to date 20th July; James M. Luke to "Cerberus" additional for passage to 'Kugland' per H.H. "Ascanius" to date 16th July.

Harold C. Elliott to "Albatross," to date 8th July; Harold S. Barnett to "Cerberus" additional, to date 10th July; William M. Harrington to "Success" and for (N) distance, to date 10th July.

Sht. Lieutenant: Alan H. Lewis to "Success," to date 10th July.

Sht. Lieutenant Commander (T): Christopher R. H. Bosse to "Canberra," to date 20th July.

Senior Surgeon Lieutenant: E. B. Halley to "Penguin" additional, to date 20th July.

Commissioned Gunner: (T) Lawrence R. Baxter to "Cerberus" additional for passage to England per "Penury" additional for return to the Royal Navy, to date 9th July.

(T) William G. Cotgrove to "Success," to date 2nd July.

Warrant Surgeon: E. B. Halley to "Cerberus," to date 8th July.

Senior Master: William S. Edgerton to "Penguin," to date 22nd July; Richard H. Pinney and William B. Murphy to "Penguin," to date 22nd July.

Schoolmaster: Bernard E. Flood to "Cerberus," to date 22nd July; John A. Finney to "Australia," to date 22nd July.

Warrant Wren: Harold W. Smith to "Penguin," to date 22nd July; Reginald C. Watson to "Cerberus." to date 22nd July.

European Naval Notes.

Kindly contributed by Fraser C. Rowen.

Author of "The Golden Age of Sail." "The King's Navy," etc., etc.

The full dress uniform of the Royal Navy is undoubtedly attractive, particularly to the feminine eye, but it is neither comfortable nor inexpensive, and the Admiralty has shown every consideration in not forcing a naval officer to purchase it, but gradually rank after rank has come into the circle in which a full dress uniform is necessary, the latest being the commanders, who must provide themselves with this uniform by July, 1930. Certain exceptions are made, notably the officers whose seniority gives them little chance of promotion and who will probably retire by the date the order becomes operative, or soon afterwards. These officers need not provide themselves with the uniform unless they care to do so for the purpose of attending State balls and the like, and it is so expensive that it is not likely that many of them will run to it.

The fact that the axe is again likely to be wielded with considerable force is shown by the special regulations which the Admiralty have published, offering the maximum pension to a number of lieutenant commanders if they choose to retire at once. It will be a big consideration to the officers affected, but the examination of the list and the men eligible shows that it will do comparatively little to relieve the present state of congestion among the two and a half stripers, of whom there are well over a thousand. Something still more drastic will have to be done, and there are rumours in naval circles that not only will officers of this rank be affected, but also lieutenants, of whom there has hitherto been no surplus.

In the names of the new ships to be built under the new programme, the Admiralty has had a number of very happy thoughts and the list has gone by practically uncriticised. The 10,000-ton cruisers are to be the Northumberland and St. Stephen, the former a name with very fine naval tradition, while the latter has not yet been borne by one of H.M. ships, although it certainly should have been from the importance of the country. The submarine depot ship is to be the Martov, commemorating the ship which she replaces, while...
the flotilla leader is to be named *Keith*. That gallant old Admiral certainly deserves the honour that is given him even though it comes rather late in the day. Fine naval traditions attach themselves to every one of the B class destroyers—HMS LANCE, BIZET, BLONDE, BRANDON, BORON, BIZET, BRILLIANT and BULLDOG. The submarines are to be *Rainbow*—which will be a popular name in Canada—*Regent*, ROVER, RUDBEL, ROYALIST and RUPERT. The river gunboat will be the *FALCON*, and the sloops *HASTINGS*, PERNANCE, FOWLERSTONE and SCARBOROUGH, all of them British seaport towns intimately connected with the Navy.

It is interesting to note that a new initial letter has been found both for the destroyers and submarines, for this suggests that a radical difference will be made in their design. Except that the *Anson* will differ from the remainder of the class and will be given high pressure steam, very little has been published concerning the design of the A class, but it is generally understood that they will be a compromise between the plans of the Thornycroft ARAFAX and the Yarrow AMBURGREN. It is hoped that this can be effected with out spoiling the design of those two remarkable vessels, both of which have great virtue. Similarly only the barest details are known concerning the T class of submarine, but in photographs which the Admiralty has permitted to be published it is noticed that the bow is a compromise between the cutaway stem favoured by the Germans during the war and the round nose which has appeared in most recent British designs.

The appointment of Admiral Sir Hubert Brand to be Commander-in-Chief at Plymouth once again raises the question of the next First Sea Lord, for it puts him out of the running unless Sir Charles Madden is persuaded to hang on to the post very much longer than is considered to be at all likely. That leaves as favourites for the post Admiral Field and Admiral Brock, both of whom are very distinguished men who have every qualification for the high position.

The Select Committee has suggested that considerable economy may be effected if naval officers appointed to the Admiralty or other shore duties should have a longer tenure of office than the two years which is usual. Under the present regulations, a longer term runs the risk of seriously handicapping the officer in his subsequent career, through lack of experience, regulations concerning which were entirely planned in the bad old days to prevent an officer with political pull settling down to a comfortable job ashore for an indefinite period, keeping other officers out and losing touch with the Service. Nowadays it is generally appreciated that the staff jobs are of so complicated and deep a nature that the two-year appointment means that the officer has to go to sea again practically as soon as he has really got the hang of his shore duties. It certainly would be an economy to grant the longer term, but the Admiralty regards it more as a means of improved efficiency.

H.M. submarine M.3, one of the three ships which were given an old 12-inch gun in the latter days of the war, is entering yet another phase of her varied career. Although minelaying by submarines has always taken a rather secondary place in British Navy plans, the Germans showed what can be done in this way and the French and Italian Navies, to say nothing of the Americans and Japanese, are all keenly interested in the subject. The M.3 is being specially fitted with minelaying gear, and it will be interesting to see what results are obtained. It is very curious to note that these ships, none too successful in their original role, which is now banned by the Washington Disarmament Treaty, have proved extraordinarily useful for experimental purposes, including minelaying and aeroplane carrying in submarines.

**Ball at Manly.**

Rear-Admiral and Mrs. Evans will be present at the Manly Navy League Ball to be held on August 1. Proceeds will be devoted to building a depot for the local company of Sea Cadets.

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The Malistoa-Mataafa Rebellion.

BY H.K.P.

THINGS happen so rapidly, and startling events occur so thickly upon one another, that matters which were in other days the common talk of the country are now forgotten. For example, there are few so well acquainted with the facts connected with the Malietoa Matala Rebellion, which remains by far the most famous of any episode in Samoan's chequered history, as to excuse a brief recount after a lapse of so short a space of thirty years ago.

On 22nd August, 1898, Malietoa Laupepa, King of Samoa died. By the final act of the conference of the Samoans, which had been signed by Great Britain, Germany and the United States, the Samoans had been given the right to elect a successor to the latter end of November, the natives not having been able to arrive at a decision, the question had to be referred to the Governor, thus obliging them to maintain order until instructions could be received from the three Powers. These efforts were successful until the end of February, the excitement among the natives revived, and the followers of Mataafa, to the number of four thousand, surrounded Apia. At this time the United States flagship Philadelphia flying the flag of Rear-Admiral Kantz, arrived. The Rear-Admiral issued a proclamation calling on the Mataafans to leave the neighborhood of Apia and return peacefully to their villages. Instead of obeying, they left Mulinuu (where they were under the guns of the ships), and went into the bush at the back of the town, where they turned Europeans out of their homes, thus obliging them to take refuge in the houses on the beach under the protection of the ships. Remonstrances were sent to Mataafa, calling on him to retire; but these had no effect. Malietoa and many women and children fled to the British consulate for protection.

Parties from the ships Philadelphia, Porpoise and监视 were landed for the protection of the town; and the British and American consulates, with the native refugees, were transferred to Mulinuu, whither the American prisoners who had managed to escape from their opponents also came. The situation became critical. The line to be defended extended for 4,500 yards; the available landing parties being only 250 men. The Mataafa party had upwards of 4,000 men, armed with about 2,000 rifles of various patterns, many of them modern; and they

Endeavours were made to prevent the natives from fighting, but on the afternoon of 1st January, 1899, hostilities commenced. They ended in the Malietoan side being thoroughly defeated, with some loss. The King was rescued and sent on board the “Porpoise” for safety; and his followers swam or fled in canoes to that ship during the night.

On the following day a meeting of Consular and Naval representatives was held, the outcome of which was the formation of a provisional government consisting of Mataafa and thirteen principal chiefs, to maintain order until instructions could be received from the three Powers. The successful efforts were the foundation of the end of February the excitement among the natives revived, and the followers of Mataafa, to the number of four thousand, surrounded Apia. About this time the United States' flagship Philadelphia flying the flag of Rear-Admiral Kantz, arrived. The Rear-Admiral issued a proclamation calling on the Mataafans to leave the neighborhood of Apia and return peacefully to their villages. Instead of obeying, they left Mulinuu (where they were under the guns of the ships), and went into the bush at the back of the town, where they turned Europeans out of their homes, thus obliging them to take refuge in the houses on the beach under the protection of the ships. Remonstrances were sent to Mataafa, calling on him to retire; but these had no effect. Malietoa and many women and children fled to the British consulate for protection.

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could have rushed the position at any time, save that they were deterred by fear of the ships' guns.

On March 14 the Rear Admiral addressed a further letter to Mataafa, to which no answer was sent. On the contrary the Mataafans advanced closer. The following day Kautz sent two of his officers to Mataafa with an ultimatum, demanding an answer by noon, the letter was received but the officers were turned back. At 12.30 a determined rush was made on the British and American lines. Lieutenant (now Ad- miral) Gaunt, of the Porpoise, and Captain Perkins of the United States Marines, who were respectively in command, at once stood to arms but reserved their fire. The Mataafans, finding some garrisons on the alert, retired. Some Mataafan boats were then noticed proceeding to attack Malinou. Kautz considered it necessary to fire on the approaching boats, and on the Mataafan lines in rear of the consulates; and he was accordingly supported by the fire of the Porpoise and the Royalist. The bombardment continued until 5 p.m.

During the night of 15th March a determined attack was made on the centre of the town by the Mataafans, who temporarily captured a seven-pounder gun. This was gallantly rescued by Lieutenant Cave of the Porpoise, and the assaulting were driven off. Three Blue jackets of the Royalist were killed or mortally injured, and one was injured in that action. Repeated attacks were made to attack at night, but they were always driven off. They lasted till about 11th March. The operations after that date consisted of isolated encounters both by land and sea, conducted for the most part by Sturdie. Expeditions were sent out from the lines at Apia in any direction in which the Mataafans were reported to be in force, and gradually the outposts at the back of the town were extended in order to guard against sudden attack. Meanwhile the H.M.S. Taupuna had arrived and on 1st April a combined British and American Force numbering one hundred and nine men and one hundred and fifty friendlies, all under the command of Lieutenant Freeman, moved out to Apia with a Colt automatic gun. After burning three villages the force was suddenly attacked from the rear, and immediately afterwards on the left and in front. The Colt gun jammed and did not, unfortunately, purchase any expansion of the Empire; for by an international agreement of 11th November, 1899, Britain, which had for many years had paramount interests in the Samoan archipelago, abandoned her right to interfere further in the internal affairs of the islands. On August 29th, 1914, the island was occupied by the British and was assigned as a mandate from the League of Nations to New Zealand.

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All alterations of standing advertisements should reach the Journal not later than the 1st day of the month of issue.

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Aims and Objects of the League.

The Navy League is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

Its Objects are:

1. To enlist on Imperial and National grounds, the support of Australians in Maintaining the Navy at the Requisite Standard of Strength, with a view to the safety of our trade and Empire.

2. To convince Australians that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person judges in private affairs, and that Since a sudden development of naval strength is impossible, only Continuity of Preparation can Guarantee National Security.

3. To bring home to young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that The Existence of the Empire, with the liberty and prosperity of its peoples. No less depends on the Merchant Service, which, under the Sure Shield of the Navy, welds us into a Powerful Whole.

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The Navy League Journal

Vol. X. No. 4. Sydney, August, 1929. Price 3d.

Naval Parity.

The recently cabled news of the important statement in regard to conversations concerning naval limitations and Britain’s own naval policy, made in the House of Commons on July 24 by the Prime Minister (Mr. MacDonald), should remove any disconcerting feelings which may have rankled in the minds of members of the Navy League during the immediate few months preceding its utterance. We of course refer to those disconcerting feelings which were created by the somewhat wild utterances of certain American politicians, chief of whom was Mr. Brittain, Chairman of the House of Representatives Naval Committee, which not unnaturally gave rise to suspicion in our minds of American insincerity. Despite that we were told that those wild utterances came from the mouths of irresponsibles.

Assuming that the efforts of Mr. MacDonald and Mr. Hoover are sincerely aimed in the direction of world peace rather than from a desire merely to reduce the enormous costs of armaments, there would seem to be no reason why we, as a Navy League, should not welcome them, so long as in so doing its policy of adequate naval defence remains inviolate, as it must. For if ultimately the expressed hopes of Britain and the United States are happily realised, it will mean only that such a mutually amicable understanding will have been arrived at as will make the maintaining of an adequate naval defence less burdensome by reason of a lessening of menace.

Ideal world peace conditions, as aimed at by the League of Nations, would be the absolute removal of any necessity for naval defence whatever; maintaining a navy only sufficiently strong in armaments and number of ships to keep our sea routes open and safe for our vast wide-ranging Empire commerce. But the dawn of the Millennium is not yet looming on the uncertain horizon. Therefore, whatever the ultimate issue in the fixing of naval parity, the duty of the League will remain not one whit unsatisfied: Our motto will still be “Adequate Naval Defense.” And the less burdensome and easily that is, the better. Beyond that ideal there must be no compromise.
Reminiscences of a Naval Career.

Martinets I Have Sailed Under.

No. 16.

(Written for the "Navy League Journal" by "Jack Frost").

PIERCING A MARTINET'S VENEER.

WHilst the landing-parties were assembling, preparatory to starting off on the return journey to the beach, Captain X, in company with his first lieutenant, made a hurried round of the now devastated village of Eungam. He gave a final look in at the hospital hut:

"Well, doctor, are you all set?" he gruffly enquired.

"As well as can be expected, Sir," wearily replied the doctor. He shook his head, sadly—or perhaps, in a middle-aged native who had been badly wounded. "Look at him!" he went on, with an enthusiasm which was nearer pride.

The wounded native had sustained a Martini-Henri bullet wound that had shattered his thigh, passed through his groin and lodged in his abdomen, causing the entrails to protrude. Yet—the stoicism of the man!—at the moment the surgeon was calling the Old Man's attention to him, he had wriggled a couple of yards along the floor of the hut, grabbed a piece of bread that was there, and indicated the native with the shattered thigh, who was still groping about for more "Kai!"—which the "old man" interpreted as a safety valve, to hide his touched feelings; or that the idea occurred to him that a violent blowing of his nose would be more effective.

"Belay, you men, now!" growled the "old mariner." "Any of you men got an old flannel to spare for the Red Cross coverings for a person suffering from painful wounds, are they?"

"We'll soon remedy that," replied the Old Man, going to the door of the hut. "Any of you men ever had the party was following suit, until the doctor, gathering up a couple of more warm garments, declared he had three times the quantity for his needs already.

"But, men, you know," groaned the old martinet. "You're too slow; you should have got here much sooner. His words seemed to come as a safety valve, to hide his touched feelings; and he might have said more of such silly, impolite things, only that the idea occurred to him that a violent blowing of his nose would be more effective.

"How about that amputation?" he asked.

The doctor slowly rolled his head from side to side, and indicated the native with the shattered thigh, who was still grogging about for more "Kai Kai!" "I've thought of it, Sir, but am convinced that it is hopeless, even if he were being treated
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in a fully-equipped hospital. Yet, look how cheerfully ravenous he is. He has done nothing but eat ever since they brought him in, though I much doubt he will survive the night out."

"What of the young lady?" next enquired the Old Man.

"She is an enigma. Either she'll pass out shortly, as I expect—dear me, she can't live!—or she'll set the whole medical world ablaze if she survives. Fortunately, the others are not near so serious. I may have to take a few of them on board for passage to the Mission Hospital at Vila.

WHOM GOD HATH JOINED.

The Old Man then bade the doctor adieu and passed on to where his men stood ready for the word to march off, with Talani as their only prisoner; and he, wrist-bound to the wrists of a guard, one on each side of him.

"I fancy he's a bit love-sick, Sir," said the interpreter.

"He keeps on casting a glad eye over towards the women's hut, there, and jabbering about his wife—I don't know which one.

"Has he a wife over there, do you think?" enquired the Old Man, eagerly, his voice for the moment softening. Then he pulled himself up, and became the hard old martinet again.

"The old scoundrel doesn't deserve it!" he bullied. "But bring him over to the women's hut, and let's see if what you suggest is correct.

'Whom God hath joined,' you know. But I shall have to discard that biblical exhortation, I'm afraid.

"One of 'em," grinned the interpreter. "He's the wife of that blackguard chief, it seems. He doesn't deserve it, of course, but, if you can pull her through, O.K., I can perhaps arrange for her to accompany him to Noumea. Damn him! I believe they do make some such arrangements down there, for long-sentence married convicts."

"Very good, Sir," replied the doctor. "I think I can arrange to take her along."

DESOULATION, HORROR AND MYSTERY.

The start-off of the Old Man with the main party, for the beach, except for the bugle's reverberating sounding-off of the "Carry out" (which is the equivalent of the military "Advance!" and of the navy equivalent for "Heave round the pumps!" and various other actions) and the bawling out of orders by the section-leaders, was more ceremonious than it was spectacular. For spectators there were; although neither the Old Man nor any of the party were aware of it. They did not know that, peering at them from out the surrounding dense bush, were hundreds of pairs of curious, vindictive eyes—eyes of savages who, though not highly versed in military tactics, had sufficient intelligence to know that the operations they were beholding were those of danger surrounding dense bush, were hundreds of pairs of curious, vindictive eyes—eyes of savages who, though not highly versed in military tactics, had sufficient intelligence to know that the operations they were beholding were those of danger—no threat, not even a trace of fear, nor any of the party were aware of it. They did not know that, peering at them from out the surrounding dense bush, were hundreds of pairs of curious, vindictive eyes—eyes of savages who, though not highly versed in military tactics, had sufficient intelligence to know that the operations they were beholding were those of danger.
And so, the savages witnessed the departure of the "man-e-fight" men for the beach, spurring along with them their chief. But, to make certain that their eyes were not deceiving them, keeping well under cover and out of sight, they accompanied the long single file for a goodly distance, till they were assured that the white invaders of their mountain stronghold had really "gone b'longum feller salt water alright." Then they as cautiously retraced their steps, to more closely contemplate their devastated village which lay spread before them in the shape of smouldering ruins, ring-barked fruit trees, scarred yam fields, and burnt-out cornfields; while from an overhanging limb of a giant breadfruit tree, dangling, as from a super-gibbet, the bodies of their seven tribesmen, which, after the executions, by a whim of the Old Man, had been thus gruesomely triced up to serve as yet another object lesson.

Although all this desolation, and horror worfully impressed them, it did not mystify the savages—it was all accountable: such things, only much worse, they themselves had done in the course of their feudal lives. But what DID disturb them was the mystery of those two huts still standing intact. Characteristic native suspicion told them that there was a cunningly-laid trap for them. And this belief was strengthened when they observed that both those huts were tenanted by "man-e-fight" men armed to the teeth. They one and all again, and quickly, sought cover of the bush.

"Ah!" they mused, "him long feller snake he not all b'longem vanoose. He leave 'um one big fellow piece of him behind feller bush, with bung-bung: no plenty dam good black feller, sabe!

And if those reasoning savages had any doubt as to the—to them—sinister meaning of the doctor's party's lingering behind, it was quickly dispelled by the intermittent groaning of his patients: still more so when they beheld the two corpses of the badly-wounded male and female disciples of Zeno, that evening, being solemnly, but unceremoniously, buried in a big hole, dug in the comparatively soft earth of a banana patch.

The hospital guard, who was in charge of a capable petty officer who had the experiences of half a dozen or more Island punitive expeditions. Either he, or any one of his picked men, would have been a match, single-handed, for any dozen savages, and would as soon have tackled that number with bare fists as they would with arms. Indeed, that morning, bare fists and boots had frequently been used with good effect, on every occasion when arms could be dispensed with. For the Old Man had strictly forbidden any promiscuous use of arms. It had occasioned him great distress to have been compelled, in the early stage of the charge, to use firearms; all the more so that several women had been wounded—one fatally—as it proved—in spite of special care having been taken to avoid risk of hurting them.

The P.O. had no delusions as to the near presence of those peering, vengeful eyes of the savages, although not a sign of them had been seen. Day and night—for the five days the doctor's party remained with his patients—he had kept his men fully dressed and accoutred, and had posted double sentries on each hut.

MEDICAL COMFORTS.

On the evening of the fourth day, the two critical cases having succumbed to their shocking injuries, and the remainder progressing favourably, and no longer in absolute need of medical attention, the doctor signified his intention of returning to the ship on the following day. He decided, however, to take two patients down to the ship with him, one of whom was Talani's wife, who would have to be carried on a litter. The other—a patient with a fractured jawbone—though requiring medical care and nursing, would be able to walk—a feat he would several times have demonstrated on his own account, but for the vigilance of the sentries.

After an early breakfast next day—those patients who were to be left behind having been made as comfortable—what little packing-up was to be done, was commenced. The doctor, who carried only a private automatic, was about to stow it away in a small holding which contained some cases of surgical instruments, when the P.O. of the guard exclaimed:

"Hold on, Sir! I think it would be advisable for you to keep that squirt handy."
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Whose Prices Defy Competition.
know what may be lurking in this dense under

growth.".

"Ay, Ay, Sir, conceded the P.O.; and he at
once acted on the suggestion, the Old Man picking
up an easy gait beside the doctor, with whom he
commenced a matter-of-fact conversation.

All seemed to be going well, until they were
within about a quarter of a mile of that first cliff
—the one nearest the beach, which had proved so
difficult to negotiate by the Old Man's party on the
first up journey, and at which point, the pioneer's
had since slung a Jacob's ladder. Now, that ladder
was still there when the Old Man had passed by
only a couple of hours ago. Imagine his conster-
nation, therefore, when the two leading scouts
were presently seen tearing back in an excited
state and almost breathless from running:

"The ladder's gone, Sir!" they both gasped.

Then, one elected himself spokesman while the
other dropped to the ground in a faint.

"Quick, doctor!" the excited spokesman ex-
claimed.

While the doctor hastened to attend to the
man's wound, the other explained that while they
were glancing around to see what had become of
the ladder, an arrow was shot across the trail,
followed shortly by a shower of them, one of
which had lodged in his mate's leg. He, himself,
was also twice hit, but harmlessly, his gaiter in
one case, and his ammunition pouch in the other,
having taken the points.

"Both sides of the trail are alive with 'em,
Sir!" he kept on repeating. "They were too far
off when we first seen them, Sir, to make good
shooting. 'Spect the trees was in the line of fire,
or else they'd have got us for a dead cert."

"Down, flat on your stomachs, men," quietly
ordered the Old Man, now assuming command.

"Secure that wounded nigger's ankles, and lay
him down alongside the stretcher. Keep your
hands down, and reserve your fire until I order
you to use it."

It was assuredly a good move to take, as a first
step. In that prostrate position, they presented
practically no target. But, obviously, they could
not remain there indefinitely. And, whatever
move was made, would have to be made before
long, because their only hope of successfully fight-
ning while running the gauntlet of probably scores,
if not hundreds, of savages on either side of the
track, was to act while it was daylight. With dark-
ness upon them, their position would be absolutely
hopeless.

There they lay, side by side, head to feet, facing
opposite directions alternately, so as to command
a view of both sides of the trail. It was an un-
comfortable, as well as an undignified, position to
recline in, especially for an old martinet ac-
customed to stamping his feet on a firm deck,
roaring out order after order. As it was, he had
to be content with issuing instructions in an
underground rumbling tone—nobody can roar
heartily, lying on his stomach:—His voice fell
on the men's ears like that of a loud-speaking male
curtain-lecturer, delivering his homily in a dron-
ning monotone. The feeling of impotence irritated
the Old Man. It hurt his dignity to think that
those niggers he had so recently held at his mercy,
should now be making of him a public demonstra-
tor of the art of relaxation. He fancied he heard
some of his men tittering; and he was undecided
whether to risk craning his neck to roar a chastise-
ment, or whether to himself titter at the humour
of the situation.

There was ample time for all these reflections,
because, as yet, since receiving the scouts' alarm,
not a sound of a nigger, nor a sight of one, had
been heard or seen. It was an intolerable position
to be in. And the time was slipping by. Evidently,
the natives were patiently waiting for darkness to
come and so make their attack a certainty. Ob-
viously, they were aware that

"man-e-fight"

men were well-armed, and they had had good
evidence of their prowess. Otherwise, they would
have come out of cover, climbed the near trees,
and showered their arrows and spears at an easy,
down-slanting target.

At last, the Old Man could be heard fussing
and grunting on his hard bed as though he were
painfully raising himself on his elbow. And then
again came his voice, clearer, and more savage:
The night of August 1st, 1929, will be pleasantly remembered by the Manly Company; for the Second Annual Ball was easily the most successful event that has taken place since the Company was formed.

A Guard of Honor was formed by the sea cadets from Manly and Birchgrove Companies, for Commander Leo Quick, R.A.N., representing Rear-Admiral Evans, who was unable to be present. The Commander was accompanied by Mrs. Quick. The Soldiers’ Memorial Hall, where the dance took place, was tastefully decorated with streamers of white and black, the Company’s colours, and bunting. There was a large and representative gathering, which made the occasion an outstanding social success.

Mrs. Arthur Rutter, who organised the Ball, is to be congratulated, for the success of the function was due in great measure to the able manner in which the work of organising was carried out. Other members of the Committee who rendered valuable assistance were Mrs. M. L. Dudley (Hon. Sec.), Mrs. I. Green (Hon. Treasurer), Misses Bates, Bowers, Edwards, Ferrett, Wilde, and Mr. E. A. Solomon, R.O.C., Lieut. A. B. Peronel, and Mr. H. Lane.

The guests of honour also included Mr. Archdale Parkhill, M.P., and Mrs. Parkhill, the Mayor and Mayoress (Alderman and Mrs. V. J. Brady), Mr. Forster-Newlands (Navy League Executive) and Mrs. Newlands, Lieutenant Brown and McCardill, R.A.N.

Included amongst the official party were:—Mr. and Mrs. Arthur Rutter, Mrs. W. E. Ardill, Mrs. E. Veniard, Miss Shaw, Miss R. Whatley, Mrs. M. L. Dudley, Mrs. I. Green, Mrs. C. Daunt, Miss Doreen Pickersgill, Lieut. A. B. Peronel, R.A.N.R., Commodore Phillips, Lieut. Brown, R.A.N., Messrs. E. A. Solomon, R.O.C. (Manly), N. Cooper, R.O.C. (Birchgrove), and H. Lane (Chairman Manly Branch).

On behalf of the Branch Master Syd. Dudley presented Mrs. Quick with a beautiful posy of sweet peas, roses and carnations.
Monthly Notes and News.

Mesman Bay.

Early in July a very pleasant diversion in the form of skiff racing was introduced and was greatly appreciated. A series of heats and a final were run off, and there were some exciting finishes.

The concert held on 9th July was well attended, and Mr. Hill is to be complimented on his selection of artists.

Recently a gig was purchased for racing, and we are eagerly awaiting the coming season to try out our new acquisition. A unique feature of the boat is the carving on the backboard and from stem to stern beneath the gunwale to the thwarts.

Elizabeth Bay.

I am pleased to state that this Company is making good progress, and now has a roll call of some thirty boys, whom we hope to have in full uniform shortly.

Mr. Collins (Actg. O.C.) is doing good work. He took some of the cadets to the boxing tournament at the Drummoynne Depot, and on 27th July went with the whaler to Drummoynne for oars. Needless to say all received a drenching, but with no ill-effect as a big fire and a cup of tea awaited them on their return. Mr. Collins is teaching the cadets the various bugle calls.

Woolwich.

The past month has witnessed much energy at Woolwich. Firstly, we have procured a 27-foot whaler in tip-top condition, masts and sails complete. Our thanks are due to Mr. Grimley, who provided us not only with the funds for the purchase of the boat, but also with a substantial surplus for its upkeep and equipment.

We have also been busy with examinations for Leading Seamen and Petty Officers, and have pleasure in announcing the following promotions:

-Cadet N. Murray to be Petty Officer, promotion to date from July 1st; Cadet V. Collison to be Petty Officer; Cadets Reg. Collison and F. Murray to be Leading Seamen. L.S. Cadet Murray is also appointed bugler. We wish to congratulate these cadets, with special mention of P.O. Cadet N. Murray, who showed outstanding ability throughout the exam, which lasted for three days.

On July 24th cadets exhibited boards demonstrating bends, hitches and splices, and the O.C. had a difficult task in selecting the best board. However, it was finally decided to award Mr. Ramsay's prize of a telescope to Cadet Ray Collison, whose board is all the more creditable when it is remembered that the Woolwich Company has only had its being since January 26th of this year.

We express our thanks to Mr. Ramsay for his prize and to all those who competed for it, particularly to Mr. W. Costa, who was very busy with examinations for Leading Seamen and Petty Officers.

We congratulate Cadet Ray Collison, and regret that he missed his promotion by 2 points out of 500. Better luck next time, Ray.

During the month, tense excitement has prevailed, cadets eagerly looking forward to the trip to Newcastle with Mr. Moore and the North Sydney contingent. On July 27th Mr. Moore's lads paraded at Woolwich with the Woolwich Company, and were inspected by Mr. Cochran, who afterwards presented Mr. Ramsay's prize (together with some consolation prizes of his own donating) and announced the promotions. Most of the boys' parents were present, together with a number of distinguished visitors from the district.

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Birchgrove.

Mr. Dan Waterfield, the popular Chief Officer of Birchgrove, acted as Timekeeper during the Boxing Tournament in spite of an attack of influenza.

Mr. Joe Costa, ex-lightweight champion of Australia of 20 years ago, and Mr. Tom Kilcoyne, of City Tattersall's Club, acted as Judges. Many thanks are due to these gentlemen for the splendid help they gave and the interest they took in every individual bout.

Mr. Fenton made a most efficient Referee.

Birchgrove supporters were well in evidence each night of the Tourney.

Mr. Forsythe, the officer of Drummoyne, and Miss Richardson, entered for everyone's comfort, and Mears, Bennett and Armstrong kindly sent two lads along who gave an exhibition bout.

Mr. Jim Allen and his pupil Artie Allen, bantam champion of Australia, gave a very fine display, and Artie Allen and Brother Frank put up a fine performance for three rounds. These gentlemen are supporters of Birchgrove.

The love of boxing is in Birchgrove as shown by the following cadets who, although boxing in the Tourney, also boxed exhibition bouts of three rounds:

- V. Wall v. F. Patterson Birchgrove
- D. Norman v. S. Ranger
- D. Norman v. W. Costa
- Costa is 3½ stone Champion
- Steer v. Tait 4½ stone, 4½ stone
- Ranger v. Guyatt
- Guyatt v. Robertson

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Navy League Boxing Tournament.

**Fly Weight Division—6 to 7 Stone.**
- D. Norman, Birchgrove v W. Battelplan, Drummoyne.
- D. Norman won by points.

**Middle Weight Division—9 to 10 Stone.**
- G. Munce, Birchgrove v Cadet Miles, North Sydney.
- G. Munce won by points.

**Light Weight Division—8 to 9 Stone.**
- S. Ranger won on points.

**Heavy Weight Division**
- T. Guyatt, Birchgrove v V. Robertaon, Birchgrove.
- T. Guyatt won on points.

**Bantam Division—7 to 8 Stone.**
- V. Robertson, Birchgrove v V. Battelplan, Drummoyne.
- V. Robertson won by points.

**Light Fly Division—5 to 6 Stone.**
- L. Watt, Birchgrove v A. Bedwell, Birchgrove.
- L. Watt won by points.

**Middle Fly Division—6 to 7 Stone.**
- S. Ranger, Birchgrove v E. King, Leichhardt.
- S. Ranger won on points.

**Middle Fly Division—6 to 7 Stone.**
- T. Guyatt won on points.

**Fly Division—5 to 6 Stone.**
- J. Cooper, North Sydney v V. S. Track, Drummoyne.
- J. Cooper won on points.

**Light Fly Division—5 to 6 Stone.**
- W. Batterham, Drummoyne v J. Cooper, Birchgrove.
- W. Batterham won by points.

**Fly Division—5 to 6 Stone.**
- V. Watt, Birchgrove v J. Cooper, Birchgrove.
- V. Watt won by points.

The following cadets although winning their bouts failed to appear on both nights: Clay, Leichhardt v J. Cooper, Birchgrove.

THE NAVY LEAGUE JOURNAL.

At a happy gathering at the depot on 19th July the Honour Cup and Medal (donated by Mr. S. J. Lea-Wilson) were presented to the year's winner, P.O. Cadet R. M. Sommerville, by Mr. H. Cochran, the Chairman of the Lane Cove Committee. Games occupied the evening until supper, which was served by the Ladies' Committee, brought the function to a close. There was only a difference of 14 points between 1st and 2nd boy: while 3rd and 4th (seni) were 10 points behind 2nd: 5th and 6th (seni) 5 points further back: 7th, 2 points behind them. Considering the marks covered a period of 12 months and shows that considerable interest in their work must have been taken by the cadets.

The exam for "Rule of the Road," etc., conducted by Mr. Kendall, of Birchgrove, resulted in a win for P.O. Cadet Edwards.

On Friday night, 2nd August, passengers by the Hornby to Milson's Point train began to think that the Navy had been mobilised, for at Chatswood, Artarmon, and Wolstoncote stations parties of cadets, with their flags, boarded the train. This was the commencement of the much-looked-forward-to trip to Newcastle.

The cadets from No. 2 Region were joined at the Quay by Woolwich cadets and after the roll call were marched to the Newcastle & Hunter River S.S. Co. wharf where they boarded the S.S. "Hunter."

At 11.30 p.m. lines were cast and two cadets took up the first watch of one hour on the bridge. This watch was maintained all night.

On arrival at Newcastle, the cadets were marched to the depot which was situated at Fort Scratchley. Nubbe's Point, an ideal place, being inside the outer fortress gates and away from the public. A large shed was put at our disposal for sleeping and tables and forms were put outside for mess. The galley was a big kitchen containing a fuel stove and two ovens.

At 10.30 a.m. was made through the main city streets to the Council Chambers where the Mayor and Council, together with various naval, military and civil people were gathered to welcome the visitors.

That afternoon, as the guests of the Newcastle Rugby Union Football Club, the cadets witnessed a match from the stand. Shore leave was allowed on Saturday night.

On Sunday afternoon, Boy Scouts from the Cathedral Troop acted as guides and showed the cadets the various sights of Newcastle. A Church Parade was held at the Cathedral at night when a Guard of Honour was formed by scouts and cadets. Woolwich Company's flag was dedicated at this service.

A visit was made to the B.H.P. Steel works on Monday morning; the cadets arriving in time to see one of the blast furnaces being tapped. The tour through these works was most interesting and instructive. The Hospital was visited during the afternoon and patients in the men's and in the children's wards were entertained.
Refreshments were provided for the cadets by the Matron and Nursing staff. At the “Newcastle Sun” office, the boys saw a newspaper being printed.

Tuesday was given over to a tour of Walsh Island, where the new floating dock was inspected and a new type of shipbuilding known as channel where the parts are welded together, instead of being riveted. Some all-steel railway carriages were seen in the making. That night the cadets attended the Y.M.C.A. Hall to see a film screened.

Wednesday morning was spent at the abattoirs, then after a hurried lunch a motor char-a-banc conveyed the party to Dudley Colliery. After inspecting the upper works, safety lamps were handed round and all were lowered down the mine. Free use of picks, shovels and drills was allowed, and several of the boys fired the shots for blasting out the coal. In the evening the party was entertained by the scouts to games, boxing and songs, finishing up with refreshments.

A tour of inspection of Fort Scratchley occupied Thursday morning, and the afternoon was spent at the A.O.E. Co. Works, where the Hot-point irons and tramway motors are made. The Rev. Oliver, Chaplain of the Seamen’s Institute, arranged a special evening’s entertainment for the party at the Institute, which closed with presentation of prizes won during the games and a splendid supper.

The depot was cleaned up on Friday, and the Fortress Commander (Captain Kline), together with the O.C., inspected the building and grounds. Captain Kline expressed his pleasure at the boys’ good behaviour during the camp, and stated that he would be glad to welcome them next year, if a trip was arranged. The party returned on the S.S. “Gwydir” (no cases of smallpox).

Much of the success of the trip was due to the Mayor and Council of Newcastle, the Newcastle and Hunter River S.S. Co., for allowing the boys to travel at reduced rates. Rev. Oliver, Captain Kline and Staff, managers and staffs of the various Works which were inspected, officers and crews of “Hunter” and “Gwydir,” and officers and scouts of the Cathedral Troop, Newcastle, Messrs. Totman, Strike and Scott I would like to express my thanks for the great assistance they rendered during the trip, and to the cadets, my appreciation of their excellent behaviour.

Cook’s River

(Contributed by Mr. W. J. Faulkner, O.C.)

A very successful public meeting was held at the St. Peters Town Hall on 14th July, at which the Mayor (Ald. O’Grady) presided, to interest residents in the newly formed Cook’s River Unit of Sea Cadets.

Captain W. W. Beale, O.B.E., spoke of the work of the Navy League and its Sea Cadet Movement, and introduced the Acting O.C. (Mr. Faulkner) to the gathering. Mr. S. Cooper, S.H.D., of Birehgrove, who attended with some of his cadets, also gave an address.

As a result of the meeting 7 boys enrolled the following Saturday, and new recruits have now brought the total to 18, many expect to be in uniform shortly.

Mr. Joey, the Junior Officer, has given much time in the interests of the young Company and is a real live wire.

When we are fortunate enough to procure a boat, we shall not be troubled with much traffic as our only neighbours will be the members of a motor boat club, who will do all they can to assist the Movement.

Leichhardt

(Contributed by Mr. M. F. Litto)

Re-enactment results for the last month, we are sorry to say, were very poor as only six new boys enrolled, and eight cadets left for country employment.

On 7th July we joined with Birehgrove at Church Parade at St. John’s, Balmain, and the Balmain Central Methodist Mission. Both were largely attended.

We congratulate Birehgrove on the fine performances their cadets gave at the Boxing Tournaments. I was very disappointed with my own eight entrants, for only two took the ropes. R. Clay won the Lightweight Division from J. Cooper by two points after a very fine bout.

Drummer Ray Wilson is now out of hospital, but it will be some time before he can dispense with his crutches.

Drummer R. Lemo had the misfortune to have an arm broken at his place of employment, and will be missed for some time.

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THE NAVY LEAGUE JOURNAL.
Enterprising Journalism.

A Tale of the Sea.

"I'll Stick to the Ship, Boys!"

UNDER the alluring caption "Pressmen’s Tales," the following breezy contribution appears in The Journalist, the brightly-written organ of the Australian Journalists’ Association. This monthly magazine, by the way, is contributed to solely by journalists who do not scruple to spin yarns or to make jokes against themselves nor even to fearlessly criticise the policies and styles of the numerous newspapers they represented. They metaphorically strip themselves naked and, once a month gather round the common tub to wash their soiled linen; and how much elbow grease and soap is needed and used in the operations, the general public little dreams. Verily, like the policeman’s, a pressman’s life is not a happy one:

It was in 1901 that a big cargo-carrying steamer, the “Port Patrick” met terrible weather in Bass Straits. She staggered round Wilson’s Promontory and somewhere about the place that the “Kanowna” was recently lost, met the full fury of the gale. First she listed to starboard, then suddenly lurched to port and hung over at a most dangerous angle. The waves swept her fore and aft. The captain and crew launched a boat, abandoned the ship and were picked up by a passing steamer and brought to Sydney. Imagine the surprise of the skipper on his arrival to learn that the “Port Patrick” did not founder, but was salvaged by another vessel and towed safely into Melbourne, actually reaching that port before the survivors landed in Sydney. Mr. Percy Hunter and Mr. George Wynne, of The Daily Telegraph, went to Watson’s Bay to interview the crew of the “Port Patrick.” They rowed out to the rescue ship. Mr. Wynne, who was wearing a yachting cap, was allowed on board, being mistaken for a port official. Mr. Hunter, who always looked like a reporter, was kept off. The skipper of the “Port Patrick” imagined Mr. Wynne to be an official of some sort and thought it was incumbent on him to explain why he abandoned his ship—an explanation made particularly necessary by the fact of the vessel reaching port safely. His story was that the crew forced him to launch the boats against his better judgment.

Approaching midnight, Messrs. Wynne and Hunter found their way to a telephone box at Watson’s Bay to send the story to The Daily Telegraph. By this time a storm had sprung up, rain was falling in torrents, the wind was shrieking and howling. Mr. Wynne was telephoning the story to a man in The Daily Telegraph office. I think it was Mr. Farmer Whyte, who later became editor of The Telegraph, and is now a special Parliamentary writer at Canberra. The talk ran something like this:

Mr. Wynne: “The captain said the crew now came to him in a body and told him they were determined to abandon the ship, and that he must go with them.

Mr. Whyte: “Speak up, I can’t hear you.”

Mr. Wynne repeated the words a few times, and at last was understood.

Then he continued: “The captain said, ‘No boys, let us stick to the ship.’”

Mr. Whyte: “What did you say?”

Mr. Wynne: “Stick to the ship.”

Mr. Whyte: “Speak up louder, I can’t hear you.”

At this stage Mr. Hunter joined in the conversation—“stick to the ship, the captain said, ‘stick to the ship.’”

Mr. Whyte: “I can’t hear a word you say.”

Mr. Hunter: “I’ll Stick to the Ship.”

Mr. Whyte: “I get you now, the song ‘I’ll Stick to the Ship’!”

Mr. Hunter: “Yes—stick to the ship.”
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THE NAVY LEAGUE JOURNAL.

Moore. Wynne and Hunter finished the story and went home, leaving Mr. Whyte to write the report. Next morning they were amused to read in The Daily Telegraph something to this effect:

"The billows were now breaking right over the ship. It was clear to everyone on board that in five minutes the galley vessel would go to pieces. Only one boat remained and the others had been smashed to matchwood. At this stage the crew said they were determined to abandon the ship, and that the captain must go with them. He pleaded with them to remain, but they refused to listen. Then, as the tempest continued to rage, the captain stood on the bridge and sang the well-known song:

I'll stick to the ship lads, You save your lives, I've none to love me, You have children and wives.

Messrs. Hunter and Wynne were not the only ones who were astonished that the captain of the cargo steamer should break forth into song when he thought his vessel was sinking under him. The crew of the "Penguin," whose version of the affair was that the captain ordered the boats to be launched, and was the first man in, were very wrathful, and after each man had had three or four drinks, their indignation increased until, by 11 o'clock they were in a fine rage. In that state the captain stood on the bridge and sung the well-known song:

You save your lives,
I've none to love me,
You have children and wives.

The old "Penguin," formerly the "Encounter," was asked if he wanted a finnan. "No fear," he answered, "I'll stick to the ship lads."

Mr. Wynne was warmly complimented on his scoop by the news editor of The Daily Telegraph, dear old Bobby Nairn. "That was a very fine story," said old Bob, in his stuttering way.

The finnan haddie got its name because it was first landed. There is the story of the captain singing that song when his ship was sinking. I think he must have gone insane.

Mr. Hunter met them on the stairs. He speedily dismissed from the office all creants who had published this reflection on their skin. Mr. Hunter informed them that he would have the scoundrels severely punished and dismissed from the office. He then invited the whole crew to the American Bar across the way, and left word that they were to stay as long as they liked. They stayed until closing time and never went near The Telegraph office again.

The captain of the "Penguin" probably never saw the report. He went straight through to Newcastle to meet his owners and then to Melbourne. If he did see the story he made no comment, but it was the laugh of Sydney for a week.

The most speedy fish is the tarpon, which is able to move at the rate of 80 m.p.h. Sharks can manage 50 m.p.h. when the occasion demands it, while the humble trout ambles along at the rate of 30 m.p.h. The finnan haddie got its name because it was first landed. There is the story of the Cockney lad who, when sent to buy a haddock, was asked if he wanted a finnan. "'No fear,' he answered, 'give me a nice flick'un.'"

The "Platypus" has been re-commissioned as the "Penguin" and will be the depot ship at Garden Island and submarine mother-ship.

The old "Penguin," formerly the "Encounter," will most likely be sold for breaking up.

Fishy Facts

(by "War Star" Magazine)

The tree-climbing crab is to be found in the West Indies. Being particularly fond of coconuts, he climbs the trees in search of them, and nips them off with his great pincer claws. When you need LEATHER for any purpose

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THE NAVY LEAGUE JOURNAL.
THE LATE FIRST LORD.

The First Lord of the Admiralty under the Conservative Government has gone to the House of Lords as Lord Bridgeman, but it is presumed that to most people he will still remain "Willy." His term at the Admiralty has been a long one, and unfortunately a most difficult one. He leaves with the very cordial and affectionate respect of everybody connected with the fleet, for he has made a great name for absolutely fair dealings, but it cannot be said that he has always been brilliant in his handling of problems that have cropped up and many of the Navy's troubles during the last few years—particularly the Royal Oak case—might have been very much less had they been handled differently at headquarters. But the Service is forgiving him for such things on account of his absolute honesty and straightforwardness.

IN MEMORY OF JACK CORNWELL.

Of all the stories of gallantry connected with the Battle of Jutland there is probably none to compare in public interest with that of Boy Cornwell who went to his death standing by his gun in the Creswell. A considerable sum was raised to erect a memorial to his memory, and this has taken the eminently sensible form of erecting six six-roomed cottages, each with its piece of land, at Hornchurch in Essex. They are to be occupied by disabled naval men and their families, two of Cornwell's messmates in the Creswell having already taken possession, and were recently opened by Lord Jellicoe.

THE SLOOPS.

The sloops Bluebell and Foxglove have arrived home from the China Station, their places being taken by the new sloops Sandwich and Bridgewater. The ships relieved are the familiar two-funnelled vessels of the "Herbaceous Border" type, and were among the first to be built in 1915 just as they are among the last survivors on the Navy List. The new ships, built by Hawthorn, Leslie, on the Tyne, are far less impressive with their single funnel and since they were tried it has proved necessary to fill up some of the openings in their sides with plating. But they are fine sea-boats and sea keeping qualities are amongst the most necessary qualifications to the British Sloop with the police duties that it has to undertake.

ATLANTIC FISHING GROUNDS.

Among the numerous duties which naval sloops have to tackle may be found anything to do with salt water, as witness the mission of H.M.S. "Bonaventure" which has been sent out to carry out a systematic survey of the bed of the Atlantic round and Westward of Rockall. The Dogger Bank and other North Sea fishing grounds are proving disappointing and it is more and more necessary for the trawlers to go further afield in search of their quarry. Many experienced men on the Greenland and Iceland fisheries believe that there should be excellent trawling grounds between the Faroes and Iceland, but they are too busy earning their own living to carry out a survey themselves.

THE MODERN BLUEJACKET.

It is a fine tribute to the behaviour of the modern bluejacket that the House Office has decided to abolish the extraordinary magistrate police courts in the naval ports and to let the ordinary Justices of the Peace deal with any naval offences against civil law that may crop up. These courts were established in 1867, previous to which the captains superintendent of the various yards had dealt with cases which occurred within their jurisdiction. It is estimated by an authority in a position to know that in the early days of the courts as many cases came before them every fortnight as now occupy their attention for the whole year. Taken as a whole there is probably no better behaved class in the whole community than the British bluejacket.

THE RANK OF MATE.

The Admiralty authorities have already given a tolerably strong hint that they are overhauling the machinery and system for promoting Lower Deck
ratings to the ward-room, and it is certain that if the new arrangement includes the abolition of the rank of Mate it will be a change that is very welcome to many people. Although they admit that the chances of promotion now open to an ambitious younger are wonderful they hold that the rank of Mate is unnecessary and invidious. The men who are promoted from the Lower Deck are such magnificent types that it would be a great pity if this promotion really got abroad; but on the other hand it must be admitted that the Mate period is a time of probation and it is easier to dispense with any failure if that is clear to all parties.

THE TURKISH NAVY.

The Turkish Navy really is going to make a move at last, and it has placed an order with Italian yards for two destroyers, two submarines and several motor-launches. The Italians went to infinite trouble to get this order, but as they are having to grant ten years' credit it is doubtful whether the industrial advantages are as great as the political. But the mighty rumblings of the Angora naval policy have produced quite a small sensation. There were signs that her guns were being made by the Bethlehem 14-inch gun into the Royal Navy. The Greeks I. is to say, they have used it to secure the additions requisite amount of interest abroad and enthusiasm in contemporary pictures.

THE RETURN OF THE FIGUREHEAD.

Great interest has been aroused among those who love the picturesque side of the sea by the news that the Royal Navy has decided to restore the figurehead, and that many of the traditional French designs are to be used for this purpose. All the recent French destroyers and cruisers have been given such a pronounced swan bow that there is thought not to be any difficulty. Apart from the fact that if it sets an example it will occupy the men's time, there would seem to be no disadvantages to the scheme. On the other hand pride of ship is of the greatest importance nowadays, particularly with a consort navy. In the past many of the French figureheads were objects of wonderful beauty, but unfortunately they were generally carved out of soft wood for the sake of lightness and few have survived except in contemporary pictures.

R.N.N. Appointments.

Captain: Henry P. Cuyler to "Cerberus" additional for passage to England, to date 26th September.

Commander: Colborne J. Pope to "Cerberus" additional for duty at Navy Office as Assistant Chief of Naval Staff and Warden of Naval Intelligence, to date 17th August.

Lieutenant-Commander: Peter C. Anderson to "Cerberus" and for (N) School, additional, temporarily, to date 5th August; Francis W. Heriot to "Cerberus" additional, temporarily, to date 17th August.

Lieutenant: Francis H. Jefferson to "Cerberus" additional for duty at Naval Office as Assistant Chief of Naval Staff and Warden of Naval Intelligence, to date 17th August.

Paymaster Lieutenant: Patrick Perry to "Cerberus" additional for passage to England, to date 26th August; John A. Stocks to "Cerberus" additional for passage to England, to date 26th August; Robert W. Rankin to "Stornoway" additional for passage to England, to date 26th August; (N) Thomas Oliver to "Penguin" additional, to date 26th August.

Commissioned Gunner: Walter G. Edwards to "Cerberus" additional for passage to England, to date 26th August.

Boatwain: Montey Murton to "Cerberus" additional, temporarily, to date 9th July.

Chaplain: Rev. William H. Henderson to "Cerberus" for passage to England, to date 26th August.

Surgeon Lieutenant: Kenneth Michell, M. V. O., D.C.S., and Francis W. Heriot to "Penguin" additional, to date 26th July.

Captain: J. White to "Australia" additional, to date 3rd August.

Lieutenant: (N) Thomas Oliver to "Penguin" additional, to date 26th July.

Paymaster Commanding: Geoffrey C. Potter to "Penguin" for passage to England, to date 26th July.

Commissioned Gunner: Alfred Father to "Penguin" additional, to date 26th July.

Boatswain: Montey Murton to "Penguin" additional, to date 26th July.

Surgeon: James M. Henderson, M. C., to "Cerberus" for duty at Navy Office as Assistant Chief of Naval Staff and Warden of Naval Intelligence, to date 17th August.

Surgeon: Geoffrey C. Potter to "Penguin" additional, to date 26th July.

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The return of the figurehead.

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The Navy League

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The NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

ITS OBJECTS ARE:

1. To enlist on Imperial and National grounds, the support of Australians in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, with a view to the safety of our trade and Empire.

2. To convince Australians that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL SECURITY.

3. To bring home to young and old alike, that "IT IS THE NAVY whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, which, under the Sure Shield of the Navy, welds us into a Powerful Whole.

4. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to Become Good Citizens of the EMPIRE, by learning discipline, duty and self-respect.

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The Navy League Journal

Vol. X. No. 5. Sydney, September, 1929. Price 3d.

Be Prepared!

A MIDST the maze of cabled news that has reached Australia during the past month we of the Navy League can only sit back and await events in the hope that the optimism of the British Prime Minister (Mr. MacDonald) will ultimately prove justified. Frankly, we should be able to take that attitude with greater complacency did we not remember that Mr. MacDonald, during the war, was not blessed with that dogged stoicism which ultimately won the war for the Allies; rather was he of the “peace at any price” cult. We may also be pardoned if we regard with some feelings of apprehension this entering so confidently into the field of international naval politics of a Prime Minister whose credentials for such a position, bound as it is by technicalities, we feel are open to doubt, whatever his qualifications may lie as a Labour leader. We feel that the naval position, so far as the British Empire is concerned, can be handled only by a statesman; and that we think Mr. MacDonald has not yet proved himself to be; however brilliant a political leader he may have proved himself in other directions.

While this question of naval parity is pending, we will be well advised to take to heart the warning voiced by the Governor-General on September 3 in the course of his stirring appeal for military preparedness of the Commonwealth: “No man who has been through the war,” he said, “can help doing his utmost to prevent his children and his neighbour’s children from going through it, but it would be a sad thing if the youth of a country decided that it was absolved from the obligation that its forbears had been under to qualify themselves to defend this country if war did break out, however efficient the arrangements for preventing war might seem to be.”

Still more forceful was the appeal of Mr. Winston Churchill recently made to his countrymen: “Never to put their hand to an agreement that would bind Great Britain to a rigid naval parity with any Power in the world.”
Reminiscences of a Naval Career.

Martinets I Have Sailed Under.

No. 17.

(Written for the "Navy League Journal" by "Jack Frost").

AMBUSHED.

"At 7 o'clock, pay attention, men," the Old Man broke off, addressing the whole assembly.

"We can't stay here all day. We must make a bold dash for it. Anything in the way of running the gauntlet in broad daylight, will be better than being exposed to these jokers in a night attack. We are about twenty-six strong, and if we can't hop round those blighters and keep 'em thinking, well—we shall deserve all that will be coming to us!"

"When I give the order to advance, you will make a crouching rush into the bush over there, on your starboard side; in not too open skirmishing order. Try to avoid being isolated. Act individually, as if each of you were the only one in the scrimmage. If any of you should fall you must be lie there until the doctor and his party can attend to you. Use your pistols sparingly—this is to be a cutless game for a display of good in fighting. Do you all clearly understand?"

"Ay ay! Sir!" came a rumbling, stifled chorus, for the charge: There was none of the dramatic in-fighting. Do you all clearly understand?"

"Ready!" came the order, after a brief pause. "Ad—vance! Get at 'em, boys! Ha Ya—h!"

With a lusty cheer, the men dived into the bush. As had been predicted, it was alive with saviors, as was revenged before they had penetrated twenty yards. For the most part, the savages were lying face down in the thick scrub. This cool, though unprocurous procedure of a handful of white men coming straight at them in their overwhelming numbers, must have been considerably bewildering to the savages, as being so foreign to their own stealthy tactics. So bewildered were they, indeed, that our men were on top of many of them before they could rise upright from their cover, only to be cut down like ninemites.

The Old Man, with the P.O. of the G., though by no means aggressively inactive, concentrated on a scientific direction of the great game.

After the first onslaught, which was in the nature of a successful surprise, such of the enemy as were not downed, scurried away to think matters over, while the Old Man roared out: "Take cover of the trees as much as possible, and use your pistols if the range is effective. Follow 'em up, boys! Keep 'em on the move!"

"Crack! Crack! Crack!" in rapid succession, went a dozen pistols, almost as a volley, whenever a group of savages exposed themselves. With the tree trunks used as steadying rests for the pistols, the shooting was deadly effective, more victims falling than there was time to estimate, much less to count. So demoralising for the enemy had the attack so far been, that no organised attempt at retaliation had yet been made.

Baffling In-Fighting.

That the savages were utterly baffled by this unexpected, unconventional mode of fighting was evident. The use against them of rifles at moderate range would not have perturbed them; but this unlovely game of the "man-e-fight" men practically mobbing them, had them completely baffled.
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The Navy League Journal

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The reader may think it incredulous that a mere handful of white men could hold so long against hundreds of savages; but, it must be borne in mind that the fighting took place in a bush which was so thickly grown with creeper-festooned trees, that rarely at any one and the same time, were any of our men actually confronted with more than...
The Royal Mail steamers "MOLDAVIA" and "MONGOLIA" have been specially altered to enable first saloon passengers to be accommodated in large airy single berth cabins—and third saloon passengers mainly in the comfortable and well-appointed cabins which previously constituted the second saloon in these popular P. & O. steamers. In others such as the "MOOLTAN" and "MALOJA," each 21,000 tons, the number of single berth cabins has been vastly increased but in these vessels and the well-known "C" class "CHITRAL," "CATHAY" and "COMORIN" and the "NARKUNDA" and "NALDERA" only first and second saloon will be carried.

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"Of course you're game, damme," he exclaimed severely. "I don't suppose you are any more eager to remain here to be flayed, spitted, and roasted, than I am. Now, adjust your harness, get your bits between your teeth, and pay attention to me."

And the Old Man proceeded to unfold his plan as readily as though he were on the poop reading out stations for getting down upper yards and gallant masts.

"At the word 'Go!' you'll wriggle to the edge of this cliff: lower yourselves over by the tips of your fingers, and drop in as soft a spot as you can find. You will wait a second until all are ready, and then, at the word 'Charge,' rush straight at those devils who are baulding around the bush ahead of you. We must keep together as much as possible, remembering that our object will now be, not to hang about merely to amuse ourselves fighting, but to surprise them, as we did those other jokers; cut our way through, and leave them wondering, while we make a bee-line for the beach as fast as we can scurry. No waist time playing fancy tricks, mind! You all understand!"

"Ay, ay, Sir!"

The men having signified that they were ready, the Old Man quickly gave the order to advance. A minute later they had unostentatiously wriggled to the edge of the cliff: had undignifiedly, and not without incurring some bruises, dropped eight or ten feet on to the non-too-soft ground below, and, with lusty huzzas, were dashing fearlessly towards the bewildered savages, who now started up from their places of concealment and fully exposed themselves. They were not Talanis tribesmen, but belonged to another hill tribe whose territory they had undignifiedly, and not without incur- ring some bruises, dropped eight or ten feet on to the non-too-soft ground below, and, with lusty huzzas, were dashing fearlessly towards the bewildered savages, who now started up from their places of concealment and fully exposed themselves. They were not Talanis tribesmen, but belonged to another hill tribe whose territory they had, not to hang about merely to amuse ourselves fighting, but to surprise them, as we did those other jokers; cut our way through, and leave them wondering, while we make a bee-line for the beach as fast as we can scurry. No waist time playing fancy tricks, mind! You all understand!"

"On you go, boys!" urged the Old Man. "Slash, and cut, and take cover! Slash and take cover!"

The initial movement succeeded just as the previous rush had done. The savages were completely bluffed into opening out in frantic disorder, to allow the force onslaught to pass through their guard. But, no longer able, by reason of having to follow an objective, to adopt their former tactics of infighting, our men had to rush ahead only to become, as soon as the savages recovered from their surprise, targets for showers of arrows, and not a few spears. Under such circumstances, the dense creeper inter-laced forest was a doubtful blessing; for while on the one hand it lessened the effect of the savages' following attack, on the other hand, it exasperatingly retarded advance.

Add to that disability, the fact that our men were well-nigh worn out, and unaccustomed to such strenuous forest travelling; while the natives were fresh, and able to hop along like a herd of stampeding apes.

What was to be done? If they continued on their haunches course, it meant leaving the field open for the savages to attack unopposed. If they took cover, and stood at bay, the savages would merely stand off until of purse range, and patiently await nightfall to complete their ghastly work, then practically unopposed. For any event, let alone an Island virgin forest, with its dense undergrowth, and its paralyzing hanging network of vines and orchids, and all manner of sturdy creepers, even in daylight is in deep gloom; but at night it is as black as the Styx.

An idea occurred to the Old Man. It offered the needed advantage of quicker travelling, on the one hand; and, on the other hand, it would expose them as an unsubstantial target. It was a forlorn hope; but he decided to take the bull by the horns and grasp it.

Oct 20.

His Excellency the State Governor will be present at the special sunrise commemorative of England's Nelson to be held in St. Andrew's Cathedral on Sunday, October 20 at 11.

Ex-naval men and Navy League Sea Cadets will meet in Martin Place and march from the Cenotaph to the Cathedral via George St. in order to be present at the service.
The Freedom of the Seas

Lecture delivered by
Admiral Sir Richard Webb, K.C.M.G., C.B.
In the University of London.

In approaching the question of the Freedom of the Seas it is necessary first of all to ask ourselves what exactly is implied by that expression as generally used to-day. Does it mean complete non-interference with merchant shipping? If not, how far, and in what circumstances is control to be exercised?

In trying to find an answer to these questions, no useful purpose can be served by going back to far distant times, but during the Middle Ages the variations in the practice of belligerents in their dealings with Neutrals made the need felt for some common code of Sea Law. This brought about the Consolato del Mare of the Fourteenth Century, before which time little consideration had been shown to Neutrals by belligerents. Probably it was thought that a sea voyage was a hazardous venture at best, and amid so many perils, what did one more matter? A successful voyage amply repaid many losses.

The Consolato del Mare, which had its origin in Barcelona, while allowing seizure of goods carried in neutral ships, enjoined that both neutral ships and neutral goods found in enemy ships must be returned to their owners. This was generally accepted by us, and came to be known as the English Rule.

In 1753 a memorial to King George II., drawn up by the greatest legal authorities of the day, including the famous Lord Mansfield, laid it down that:

"When two Powers are at War, they have a right to make prizes of the ships, goods and effects of each other upon the High Seas. Whatever is the property of the enemy may be acquired by capture at sea, but the property of a friend cannot be taken, provided he observes his neutrality."

Hence the Law of Nations has established:

"That the goods of an enemy on board the ship of a friend may be taken."

"That the lawful goods of a friend on board the ship of an enemy ought to be restored."

"That contraband goods going to the enemy, though the property of a friend, may be taken as prize, because supplying the enemy with what enables him better to carry on the War is a departure from neutrality."

Again, in 1893, we find the American Secretary of State laying it down that:

"Humanity and justice demand that the calamities incident to war should be strictly limited to the belligerents themselves and to those who voluntarily take part with them: but neutrals abstaining in good faith from such complicity ought to be left to pursue their ordinary trade with either belligerent."

He also insisted that:

"Nations which preserve the relations of peace should not be injuriously affected in their commercial intercourse by those which choose to involve themselves in war, provided the citizens of such peaceful nations do not compromise their character as neutrals by direct interference with the Military operations of the belligerents."

And when the question arose of the United States adhering to the Declaration of Paris the President insisted as a condition of that adherence on the inclusion of the following words:

"And that the private property of the subjects or citizens of a belligerent on the High Seas shall be exempt from seizure by public armed vessels of the other belligerent except it be contraband."
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The Navy League Journal

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In your reckless Utopianism you have flung those weapons away. . . . . I believe that since the Declaration of Paris, the Fleet, valuable as it is for preventing an invasion of these shores, is almost valueless for any other purpose.

From this Declaration, then, seems to emerge the meaning of Freedom of the Seas, or rather the Law of the Seas as generally accepted up to the end of the Nineteenth Century, namely, that the Sea was free to all Neutral Trade save and except Contraband to the enemy.

And it must be recognised that the reservation with regard to Contraband is the strain which runs through all these statements and Declarations and is, in fact, the key-note of the matter: it is essential to a real distinction between a state of belligerency and a state of neutrality. No belligerent could be expected to watch supplies necessary for the military operations of his enemy passing under his very nose which he was able, by his own powers, to prevent. And no neutral State, which does not itself take steps to prevent its nationals from supplying the needs of either belligerent, can, with justice, object to the other belligerent himself taking steps to prevent them.

Even if the neutral State did itself take such steps, there could be no certainty that the belligerents would accept those steps as fully adequate to the circumstances, and would therefore consent to abstain from themselves verifying that the prevention was real and complete. In short, it was always admitted that a neutral State's title to enjoyment of the rights of neutrality must be subject to the rights of belligerents to prevent traffic in contraband of war.

Up to the Nineteenth Century the question of what articles were or were not contraband of war was not one of much complexity. Disputes, of course, arose from time to time on the subject between belligerents and neutrals, but the right of belligerents to stop contraband may be said to have been well established that it was not called in question in the earlier attempts to codify International Law.

It was not until the Conference of London in 1909 that a general attempt at the regulation of the matter was undertaken. That Conference produced the Declaration of London of 1909, a Code which purported to cover the whole range of the question.

The efficacy of this Code was soon put to the test. Although ratified it was adopted by the Allies in 1914. It failed to pass the test.

By an Order in Council of 29th August, 1914, immunities from capture of contraband was conferred on a Neutral Port, but with an enemy destination, generally called "Continuous Voyage", was cancelled. Various other Orders in Council whitewashed the Declaration down still further until finally in a joint Memorandum dated 7th July, 1916, England and France notified the Neutral Powers that whereas they had adopted the Declaration of London because it seemed to present in its main lines a statement of the rights and the duties of the belligerents based on the experience of previous Naval wars, nevertheless, as the World-War developed, it became clear that its rules, while not in all respects improving the safeguards afforded to Neutrals, did not provide belligerents with the most effective means of exercising their admitted rights. The manifold developments of Naval and Military science, the invention of new engines of war, the concentration in the hands of Germany of the whole body of their resources on Military ends, produced conditions altogether
For the BOY, AUSTRALIA and the EMPIRE.

Monthly Notes and News.

Memories will be glad to know that Mr. Geoffrey E. Fairfax, a valued supporter of the League and a member of the Executive Committee, has recovered from the painful accident that befell him some time ago.

Navy Leaguers will be glad to know that the cadet company at Elizabeth Bay has been revived. The interest shown in this unit by Commander F. W. Hixson, O.B.E., has never flagged, and it is hoped that his kindness in permitting the continued use of his water front, boat houses, etc., at his residence, "Fairlight," will be greatly appreciated by the local sea cadets.

Drummoyne Company is fortunate in its friends. In Mr. Harry Shelley it has a friend who talks little and does much. Other companies also have had Mr. Shelley’s liberal though unostentatious help.

An appointment that would give the greatest satisfaction in the Navy League would be Mr. Harry Shelley as Honorary Commandant of the whole Sea Cadet Movement in New South Wales. The officers, instructor and cadet would wholeheartedly welcome Mr. Shelley and render loyal and faithful service to him and the League.

Both crews taking part in the rowing race scheduled to take place on Saturday, 28th September, under the auspices of the Royal Motor Yacht Club should report to the Officer of the Day, Mr. L. E. Forsythe, Drummoyne’s launch, Rose Bay, at 3 p.m., on the day of the race. Mr. S. Cooper will be the Judge, Mr. Forsythe, Starter, and Mr. D. Waterfield, Timekeeper.

Handicaps are as follows: —Cutter-gig (Lane Cove) 30 secs.; whalers (Balgowlah, Elizabeth Bay, Woolwich) 30 secs.; cutters (Manly 30 secs.; Birchgrove and Drummoyne) 60 secs.; gigs (Drummoyne, Mosman, North Sydney, Leichhardt) 90 secs.

O.C.s are requested to see that their respective crews are uniformly dressed.

The Executive Committee of the League has appointed Mr. S. Cooper, O.C., No. 1 Region, and Mr. L. E. Forsythe, O.C., Nos. 5 and 8 Regions, to be honorary inspecting officers of the Sea Cadet Movement. Messrs. Cooper and Forsythe, when inspecting Companies and Depots, will be pleased to make helpful suggestions based on their own successful experiences in the Cadet Movement, and officers and local committees will do well to make the most of their services, which will gladly be given.

Companies are requested to bear in mind the following: — Rowing Race, Rose Bay, 29th Sept.; Shipwreck Relief Society’s Concert, Sydney Town Hall, 30th Sept.; March from Cenotaph to St. Andrew’s Cathedral, Sunday, 20th Oct.; Nelson Night Concert, 31st October.

Cadets are reminded that the colour patches of their respective Companies must be worn by them at all times when in uniform, commencing on September 28.

Mr. S. Cooper will be Officer of the Day on October 20.

Cadets under 16 years of age wearing the uniform of the Navy League will be instantly dismissed from the Movement if seen smoking on public conveyances or in public thoroughfares or places.

Cadets can help to make their own Company the best in the League only by conforming to the orders of their officers.

A dance will be held at the Benevolent Society’s Hall, Thomas St., City, on the 12th October, and as the results of the function will perhaps benefit Elizabeth Bay Company, officers and cadets of other units are invited to extend their patronage.

It is pleasing to note that Mosman Company has been able to render a service to a sister Company. Balgowlah lads were lamenting their inability to take part in the forthcoming boat race owing to lack of a suitable boat, but the friendly action of the Mosman O.C. and Committee in making a boat available for the occasion has given great satisfaction. It is hoped that the spirit of cooperation will become a habit with all Companies to the benefit of the whole Movement.

The following Sea Cadet appointments have been confirmed, viz.:— Mr. J. F. Moore to be Hon. Officer-in-Charge, North Sydney Company; Mr. W. W. Waterer to be Hon. Officer-in-Charge, Balgowlah Company; Mr. W. J. Faulkner to be Hon. Officer-in-Charge, Cook’s River Company.

Navy League supporters will be glad to know that the work of Mr. Faulkner and his colleagues at Cook’s River has borne fruit and that a Company of well-behaved boys is now an accomplished fact.

The labours of Mr. Moon at North Sydney are also meeting with success. A Committee of keen workers has been formed to assist the O.C. and his officers to make the Company worthy of a large and prosperous district. Financial shoals and rocks and unfulfilled promises have surrounded the Company in the past, but it is felt that a new era is about to dawn in which rocks and shoals will disappear and promises become shining deeds. Mr. Moore is deserving of the fullest support.

Mr. H. R. Carrington who has been in charge of Mosman Bay Company of Navy League Sea Cadets since it was formed 25 years ago leaves for England next month with his family. Under Mr. Carrington the Company took part in practically every Competition and boat race organised by the officers of the Cadet Movement, winning its share of events including the highly prized Miss Charles Fairfax Flag and several rowing races. All members of the Sea Cadet Movement will wish Mr. Carrington and his family a very pleasant voyage and a prosperous sojourn in the Old Land.
Occupied a most enjoyable evening.

Guests were present, and dancing and games on 17th Aug. to mark their third birthday, 200 held on Saturday, August 24th.

To Cmperdown Cemetery where a service was

Service (Ik years)  inedal.

A basket of flowers was presented from the Welfare Committee as it was his 21st

Mr. Kendal together with a pair of sleeve links

Welcome home cake from the Cadets.

Jupiter showed what he could provide in the wav

Things snug on the journey across to the city

For the gig at Krskine Street at 2 p.m.

Were general remarks, but my! those faces brightened when a phone call brought a request to use this set to our utmost.

We must also thank the Dunlop-Peirian Rubber Co. Ltd. for donating 30 feet of rubber hose, which we required for use in the Depot.

On 24th August our Company, under O.C. and Chief Officer, together with Birghgrove and Elizabeth Bay Companies, took part in the Wreck of the "Dunbar" Memorial Service at Newtown Cemetery. Unfortunately, bad weather in the evening prevented us from carrying out the remainder of the programme arranged.

We all wish to thank Mr. Cooper, R.O.C., and Officers of the Birchgrove Company, for putting several of our boys through examination for Leading Seaman and Signalling, when, I am glad to say, each boy passed with high marks. Leichhardt Company does not believe in passing its own boys, and if an O.C. of another Company holds similar views, let him send his boys along to Birchgrove, where, if they pass their examination, we can rest assured that he has genuine Leading Seamen. We hold special training classes of three months duration, and then send the cadets to Birchgrove for examination.

Results:

<table>
<thead>
<tr>
<th>Name</th>
<th>Score</th>
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<tr>
<td>M. W. Lillo</td>
<td>100%</td>
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<tr>
<td>H. Cornell</td>
<td>97.4%</td>
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<tr>
<td>R. Arnott</td>
<td>100%</td>
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<tr>
<td>R. Wilton</td>
<td>97.5%</td>
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<tr>
<td>W. Macarthur</td>
<td>93.7%</td>
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<tr>
<td>G. Worx for Scaphire Signalling</td>
<td>92.5%</td>
</tr>
</tbody>
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We wish those boys every success in the future.

On Friday, 30th August, about twenty of our boys took part in the inspection of the French cruiser "Toulon," which was an eye-opener to them. Unfortunately I could not get away, but my President was to the fore again.

We are glad to say that we have no Hospital patients now, as Bugler R. Ross is now convalescent, after six months in Little Bay Hospital. We are pleased to see him, and others, back in uniform again.

North Sydney.

The main activity of this Company last month was the Newcastle camp, which was a great success.

We are very pleased to hear that a Company has been established in Newcastle following on our visit, and wish it all kinds of luck, and hope that it will be the first of many Companies to be formed in that city, which is so well suited for Navy League activities.

An invitation was extended to us by the Woolwich Company to join them on a tour of inspection to Spectacle Island, and also to the powder magazines at Newington. This outing was most instructive, and we must thank Mr. Snow very much for thinking of us.

A party of cadets from North Sydney and Woolwich Companies inspected Nestlé's chocolate factory to see how chocolates are made, and also to sample them. In the afternoon visits were made to Peters' Ice Cream factory and Marchant's soft drink factory, where the boys were fed on ice cream and given soft drinks. We must thank the managers of these firms for arranging the visits for us.

The P.O. and Leading Seaman's Examination has been held, and resulted in the following appointments to date from August 13th 1921:—


Owing to the boat being away for repairs and painting there had been very little boat work
carried out this month.

As the warm weather is approaching we are making ready our swimming baths, so that any non-swimmers will be able to learn early in the season.

A new Sub-branch Committee has been formed and at the first meeting members were very enthusiastic. Mr. T. Walsh was elected President: Mr. Stevenson, Treasurer; and the position of Secretary was left vacant until a suitable person could be found. The O.C. will fill the position in the meantime. The ladies present decided to constitute the Welfare Committee of the Company. A Popular Boy Competition is being held, and we hope to raise some funds to again put the Company on a good footing financially.

Mainly,

contributed by Mr. B. A. Solomon, R.O.C.

Many of the cadets spent an interesting morning aboard the French cruiser "Tourville" on Friday, 30th August, under the charge of Mr. L. E. Forsythe.

Our sailing activities have been held up for some time, owing to a heavy wind renting our foresail from the peak down. We should be glad to hear from anyone having a No. 3 standing rig units with gear at trade prices.

On Saturday, 7th inst., Captain Beale and Mr. Cooper paid us a welcome call. Mr. Cooper gave us an interesting instruction, and we hope to be honoured by another visit shortly.

The Sub-branch Committee has approved of the appointment of Mrs. I. Green as Organiser of the Welfare Committee. We have great confidence in Mrs. Green's ability and with the assistance of other members, this should advance the Navy League's work in Manly.

Elizabeth Bay.

contributed by Mr. F. W. C. O,, C., R.O.C.

Tax Company is progressing steadily. Nineteen cadets attended the Company's first appearance in public at the "Wreck of the Dunbar" ceremony.

Seven cadets sat for their Leading Seaman Examination at Birchgrove during the month. Six were successful, the seventh failing in semaphore signalling.

We wish to thank Messrs. Nock & Kirby for kindly donating the Elizabeth Bay Company Flag, and also for their offer to supply Navy League units with gear at trade prices.

We are looking forward to a visit from our Hon. Treasurer, Mrs. Hamilton Marshall, whom we are pleased to say has recovered from her illness.

Cook's River.

contributed by Mr. W. J. Faulkner, C.O.C.

Although the company has to attend drill at my residence, progress is being maintained. The roll call has increased to 20, and more than half of the cadets are now in uniform.

My junior officer, Mr. Joel, takes a very keen interest in the company, the cadets, are eager to learn, and are fine types of young Australians.

On Saturday, 31st August, the cadets inspected the Seaplane Carrier "Albatross", and the Submarine "Glenay" and "Otway", which were alongside at Garden Island. At the cadets had not been able to inspect the French Cruiser during the week, I took them over on the Sunday afternoon.

A Popular Boy Competition is being held, and we hope to raise some funds to again put the Company on a good footing financially.

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Mr. A. B. Proud paid us a visit during the month, and, after inspecting the cadets, he gave a short address.

Our First Aid Officer, Mr. McIvor, has delivered two lectures on First Aid methods. Both officers and cadets greatly appreciate the interest shown by Mr. McIvor.

**Baragwillah.**

(Contributed by Mr. W. W. Waterer, O.C.)

We were pleased to receive Captain Beale and Officers S. Cooper, L. E. Poynter, and H. R. Currington at our headquarters on Saturday, 7th September.

With the near approach of the boating season, the cadets were pleased to hear Captain Beale speak of the coming rowing events.

Mr. and Mrs. Currington and family, we are somewhat sorry to hear that Captain Beale is absent, but we trust he will be again with us.

The Committee is in need of two more officers, and anyone able and willing to devote the necessary time to further help out this Boy Movement is assured of a hearty welcome.

Our Committee is at present engaged in arranging such outings as the one just mentioned. The events will include running, jumping, signalling, knotting, and splicing, and tug-o-war, etc.

We express our thanks to those associated with it:—Patron: Captain C. H. G. Benson, D.S.O., R.N., Vice-President: Mr. A. B. Proud; Working Commander: Charles Popham-Smith to "Penguin" additional, to date 13th August; John A. Coleman, M.S.M., to "Penguin" additional, to date 3rd August; Edward E. Fagan to "Cerberus" additional, to date 21st August; Edward E. Fagan to "Cerberus" additional, for passage to England per H.M.S. "Curtain," for reversion to the Royal Navy, to date 4th September: Ernest C. Rhodes to "Canberra" temporarily, to date 30th August.

Lieutenant Commander: Charles Popham-Smith to "Penguin" additional, temporarily, to date 14th September: James L. Boyd, D.N.C., to "Penguin" additional, to date 21st August; Edward E. Fagan to "Cerberus" additional, for passage to England per H.M.S. "Curtain," for reversion to the Royal Navy, to date 4th September: Ernest C. Rhodes to "Canberra" temporarily, to date 30th August.

Lieutenant Commander: Kenneth Mitchell, M.V.O., R.N.C., to "Penguin" for R.N. College as Acting Commander, to date 22nd August; Arthur R. Black to "Cerberus" additional, for passage to England per S.S. "Tahiti," for reversion to the Royal Navy, to date 3rd September; John A. Cooper to "Belgrave" for Reserve Ship, to date 15th August; Arthur J. G. Tate to "Cerberus" additional, to date 3rd August. Lieutenant: Cecil C. Baldwin to "Cerberus" additional, for duty at Navy Office to date 3rd September; John R. Miller to "Swordsmen" in Command, to date 1st September; Geoffrey A. Ellis to "Albatross" as Observers, to date 31st August; Richard H. W. Atkins to "Swordsmen," to date 12th September; Charles F. Mills to "Success," to date 30th August; Francis M. D. Millen to "Australia," to date 12th September; Alfred D. Wilkins to "Australia," to date 24th September.

Bathurst. (Contributed by Mr. W. W. Waterer, O.C.)

Bathurst early part of August cadets spent a very enjoyable week at Newcastle with North Sydney Company, by arrangement with Mr. Moore, a full account of which appeared in last month's Journal.

On August 13th, at the invitation of Mr. Hein, A.S.O., Spectacle Island, a patron of Woolwich G.C., cadets under Mr. Tottman, including a small party from North Sydney under Mr. Moore, visited Spectacle Island and Newington, and on Thursday, 15th August, a party from North Sydney and Woolwich paid a visit to Nestle's factory, and after lunch to Peters' Ice Cream factory and Marchant's Ltd. We wish to express our thanks to those who assisted in arranging these outings.

Our welcome is being completely reconditioned and a crew should be training in short order for the race on the 29th.

Attendances have been excellent, and our Company is growing slowly but surely.

On August 24th, in spite of the weather, a very successful dance was held in St. John's Hall. It was well attended by the energy of the Ladies' Committee and an attendance of 300 helped to raise a very respectable sum. We are pleased to have Mr. Moore and brother officers with him at the dance. The financial result was satisfactory.
different from those prevailing in previous Naval wars. These Rules, they argued, could not stand the strain imposed by the test of rapidly changing conditions and tendencies which could not have been foreseen.

Now, what were the "tendencies which could not be foreseen" that imposed this unbearable strain? They are to be found in the "democratisation of War." Wars are no longer caused by the personal whims of Sovereigns or conducted by small professional armed forces, while the mass of populations take little note of whether a war is in progress or not. They do not come about unless whole peoples are so deeply stirred as to demand them, and when they do come about they are affairs of peoples, and not merely of Governments or Princes. Moreover, the progress of science has pressed almost every activity of industry into the service of war, and practically the entire population is engaged in war-work of one kind or another. Modern war, that is to say, gathers into its service every individual and every activity of the nation that wages it, so that practically every import that continues to enter after the outbreak of war is needed either directly or indirectly for the conduct of the war, and is, therefore, in a sense, contraband.

Now, the whole grievance of the Neutrals lies in the vexatious delays and losses caused to the innocent trader by the processes of visits, search, detention, prize-court proceedings and so forth, which arose from the war, and which could have been foreseen and prevented: and also to the result of which we hear so much, the right of theNeutral to his profits was a higher one than the right of the belligerent in fighting for his life and liberty. It was only after the entry of the United States into the War that we were able to make the Economic Blockade a real strangle hold on the enemy.

Similarly, Mahan, writing of the American Civil War and what would have happened if neutral trade had proceeded unchecked, says: ""The Cotton of the Confederacy, innocent private property, would have gone freely. Commerce, the source of national wealth, would have flourished in full vigour. Supplies, except contraband, would have flowed unimpeded. And all this at the price merely of killing some hundred thousands of men, with proportionate expenditure of money, in the effort to maintain the Union, which would probably have failed, to the immeasurable loss of both sections."

No neutral State, without compounding its neutrality, can profess sympathy with the detected contrabandist, for he must be presumed to have entered the trade fully alive to its risks. If contraband trade were clearly distinguishable from innocent trade then indeed it might be possible to some extent to avoid inconvenience to the innocent neutral trader, as the Conference of London aimed at doing, and the Freedom of the Seas would take on a new form.

But since contraband has now virtually swallowed up all trade in war, belligerents can only avoid inflicting the inconveniences of which neutrals complain by giving up altogether the principle of contraband and the right of blockade.

The proposal that they should do so, has, in the past, been made on more than one occasion. And, side by side with this proposal, was one which we
have already referred to as having been made in 1856 by the American Secretary of State, viz., that all private property, even of belligerent ownership, as well as national, should be exempt from seizure in time of war at sea as on land.

The motive underlying these proposals would appear to be the desire to extend to the methods of war at sea the application of humanitarian ideas, which have long banished sack and pillage from the practice of land warfare and have substituted requisition on payment for confiscation.

But since the decision whether or not to adopt them must be taken on the question of their practicability rather than on the motive that prompted them, an examination into their efficacy is necessary.

Belligerent private property liable to seizure at sea consists of ships and goods. The seizure of ships has always been defended on the ground that they are potential weapons of war, as much now as in the days of privateers. The case for seizure of goods has been well stated by Admiral Mahan, when he wrote:

"Property belonging to private individuals, but embarked in that process of trans- portation and exchange which we call Commerce, is like money in circulation. It is the life-blood of national prosperity, upon which war depends; and as such is national in its employment, and only in ownership private. To stop such circulation is to sap national prosperity, and to sap prosperity on which war depends for its energy is a measure as truly military as is the killing of the men whose arms maintain war in the field."

Moreover, the reservations as to contraband have nearly always been included in proposals for the immunity of belligerent private property, as we saw in the American Secretary of State's Note.

Even if immunity from capture of belligerent-owned private property had been in force in 1914, the reservation as to contraband would have nullified its practical effect as it did that of the neutral privileges intended to be granted by the Declaration of London.

Hence the question of the immunity of belligerent-owned private property is on all fours with the question of freedom of neutral trade with one belligerent from interference by the other, by reason of its dependence for practical efficacy on the total abandonment by belligerents of the principle of contraband and the right of blockade.

These two questions would appear to have been the underlying reason for the second of President Wilson's famous Fourteen Points, announced by him on 8th January, 1918, when he asked for:

"Absolute freedom of Navigation upon the Seas outside territorial waters alike in peace and in war... and the exception is significant of the foreword of an entirely new state of things... as the Seas may be closed in whole or in part by International action for the enforcement of International covenants."

No definite explanation, then or later, was forthcoming as to the President's actual meaning, and consequently the past-war rendering of the expression "Freedom of the Seas" has received almost as many definitions as there are disputants.

But a careful study of the various speeches and writings of eminent men would lead one to suppose that what was in President Wilson's mind in drawing up his Fourteen Points and what the advocates of the American doctrine mean by the expression, is Absolute immunity from capture on the High Seas for all goods, whether belligerent or neutral, whether contraband or non-contraband, except by international action and agreement.

The question we now have to consider is whether the Freedom of the Seas, as here defined, is desirable at the present time; and, if desirable, whether it is practicable.

Many of the arguments urged in its favour have already been indicated. A close examination of them to determine the basis from which they proceed leads to the conclusion that wars are inevitable, and that the most that can be done for the advancement of mankind is to mitigate the calamities incident to them. It is pertinent, therefore, to enquire whether wars are really inevitable and whether the measure proposed will, in fact, ameliorate the calamities incident to them.

Nobody at the present day is likely seriously to maintain that mankind has yet succeeded in
abolishing the danger of future wars. Practically the whole World, however, the United States as well as members of the League of Nations, is turning its attention more than ever before towards solving the problem of the prevention of future wars.

"In the World of yesterday," says Mr. Davis, an eminent American Diplomat and Statesman, "the dominant thought was National security against all comers. If the Covenant of the League, the Locarno Treaties, the Four Power Pacific Treaty and the Kellogg Briand Pact are anything more than idle words the controlling idea today is World-wide peace against all disturbers."

He would be a pessimist indeed who would assert that there is no hope of that aim being achieved, for, if that assertion were really justified, responsible Statesmen throughout the World would not be devoting their time and energies to the pursuit.

It is obvious that success in the efforts now being made throughout the World to remove the possibility of future wars would render superfluous the movement in favour of measures designed to mitigate the calamities incident to war.

That, of course, is no reason for discontinuing advocacy of that movement at the present day, or by sea on a scale greater than they can repel by slightest degree unless they chose to venture into gladiatorial combat, by which nobody, except the most fanatical advocate of humanitarian principles will care to find himself. Moreover, the logic of the matter is hard to understand. Ships on the high seas are to be immune just because they are on the high seas. Those ships may be carrying all kinds of war material to the enemy which the enemy in the due time will use to kill his adversary, but his adversary must stand aside and let them pass. The enemy, on the other hand, may invade his adversary's country and bomb his cities. His army may stop all trade, neutral and otherwise, of a port, if he occupies or invests that port; or his aircraft may bomb a port, destroy shipping and wharves and so stop all business. The only thing that is not permissible is to stop the trade at sea.

To take as a concrete example the case referred to by Mr. Lewis in his article from which I have already quoted.

"Consider," he says, "what we should do if the United States were at war with a Southern neighbor, Cuba or Mexico, for instance, which was planning to raid the Panama Canal, and munitions and supplies were being shipped by neutrals from Halifax to Havana or Vera Cruz. Would we seize their vessels if we could off Cape Ann and bring them in to Boston for search or would we not?"

The question is a very pertinent one: to refrain from action seems almost too much to expect of an imperfect human nature at the present stage of the evolution of mankind. It seems inevitable that, on the highest grounds, the Freedom of the Seas would be thrown overboard and the principles of Contraband and the Right of Blockade reasserted.

And who could contest the justification for reversion to the old principles?

"Certainly not those who admit that there was a justification for engaging in war in the first instance, and hardly those, even, who reproach all wars and admit justification for none, even in resistance to aggression. For to do so would be to maintain that the horrors of unjustifiable war must be prolonged and exacerbated in order not to curtail the financial profit of neutral traders, who do not receive the countenance even of their own government. That is not a position in which the most fanatical advocate of humanitarian principles will care to find himself. Moreover, the logic of the matter is hard to understand. Ships on the high seas are to be immune just because they are on the high seas. Those ships may be carrying all kinds of war material to the enemy which the enemy in the due time will use to kill his adversary, but his adversary must stand aside and let them pass. The enemy, on the other hand, may invade his adversary's country and bomb his cities. His army may stop all trade, neutral and otherwise, of a port, if he occupies or invests that port; or his aircraft may bomb a port, destroy shipping and wharves and so stop all business. The only thing that is not permissible is to stop the trade at sea.

To be concluded in our next issue."
The Navy League

Aims and Objectives of the League.

The Navy League is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy:

COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

ITS OBJECTS ARE:

1. To enlist on Imperial and National grounds, the support of Australians in maintaining the Navy at the requisite standard of strength, with a view to the safety of our trade and Empire.

2. To convince Australians that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person judges in private affairs, and that since a sudden development of naval strength is impossible, only continuity of preparation can guarantee national security.

3. To bring home to young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that the existence of the Empire, with the liberty and prosperity of its peoples, no less depends on the merchant service, which, under the sure shield of the Navy, welds us into a powerful whole.

4. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the boys to become good citizens of the Empire, by learning discipline, duty and self-respect:

"For Australia and the Empire."
Are you in the League?

Why not?

The Navy League is

a WATCHDOG of National and Imperial security,

an ENEMY of apathy in all matters naval and maritime,

a TRAINER of the citizens of to-morrow,

a PRESERVER of our glorious sea heritage.

If you subscribe to these ideals you should subscribe to the League's funds for their more perfect attainment.