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Branches and Receiving Offices at 5 Places in South Australia.

Branches and Receiving Offices at 4 Places in Queensland.

Branches and Receiving Offices at 3 Places in New Zealand.

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THE NAVY LEAGUE JOURNAL.

Reminiscences of a Naval Career.

Martinets I Have Sailed Under.

No. 18 and Final.

(Written for the “Navy League Journal” by “Jack Frost”)

THE MAN-E-FIGHT DEHIL-DEHIL.

If the position had not been so desperately serious, one could have laughed outright at the spectacle of the Old Man, as he stood, crunched up within himself, his somewhat portly figure striving for the scant cover of the trunk of an acacia tree. He reminded one of an overgrown schoolboy directing a game of hide and seek, as he issued his order:

"Strike out diagonally to your left, boys!" he bawled out. "When you hit the track to the beach, go your hardest—even man for himself, and the devil fetch the hindmost. It is your only chance!"

The order was at once put into execution. The track was struck sooner than was expected. But no sooner had the party picked up the fairly well-beaten trail, than it was discovered that the savages had anticipated the manoeuvre, and had rushed ahead as though to cut off retreat by that means. Soon, the bush on both sides of the track, was alive with them. Sensing this new danger which threatened, the Old Man directed his men to again leave the actual open track, and to proceed, in a line parallel and close to it, where there was fairly good cover, and where the travelling, though not so good as the track afforded, yet was considerably better than it had been formerly.

For some mysterious reason, the arrow-shooting had become so desultory as to be almost negligible; and spear-throwing had ceased entirely. Hope rose in the breasts of all, with the suspicion that the savages had run short of "ammunition," and that they were reserving their depleted stocks for the inevitable coup de grace. But still, the dread thought of the possibility of night overtaking them, with its certain dire results, brooded heavily;

for already the light was waning. But there was the further hope, that, so they could not be very far from the foothills, where the track ran level, and was but a quarter of a mile or so to the beach, the savages might lose heart, and turn tail.

Or would they make a final desperate assault, by closing in at the risk of the Wobleys, and extol those which they had, evidently, been taught to respect!

As these thoughts flashed through the Old Man's mind, it seemed as though, by some power of mental telepathy, they had been conveyed to the minds of the savages also. For, on a sudden, there was a big commotion among those who occupied the bush on the left-hand side. There commenced a loud, excited jabbering, which was repeated on the opposite side. It was of that spontaneity such as the alarmed excitement which is raised in a foot-run for no apparent reason, until one describes a hawk hovering overhead; a mere speck in the sky. The jabbering rose like the crescendos of a swiftly approaching storm. Then it broke into terrified, blood-curdling yells; in the distance, beachwards, mingled with extraordinary sounds of the cracking and splitting which accompanies an atmospheric, electric disturbance common to a tropical thunder-storm.

The savages were observed to have turned tail, fleeing in all directions away from the oncoming disturbance. Many came from a direction much extended. Apparently, an ambush of reinforcements had been laid at the foot of the hills, which fact would explain the mysterious nonchalance of the savages, in allowing the hard-pressed fugitives to proceed, practically un molested, and all unconsciously, to what they knew to be certain doom.
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All these thoughts, though taking long to relate, flashed through the Old Man’s brain, while yet the yells of the frantically retreating savages grew fainter as they lengthened their distance on ahead, while the yells of the horde which was approaching from lower down, where they had evidently been lying in ambush, grew louder and louder. And nearer and louder grew that cranking and splitting sound.

On and on fled the savages, like panic-stricken herds of cattle frantically fleeing before a bush fire, in their haste taking no more notice of the mystified white men than if they were not present.

From the moment that this sudden panic of the savages had begun, the little party had ceased to advance; contenting itself to take cover and watch the working of the miracle in utter bewilderment. Their senses were too dulled by nerve-strain and physical exhaustion to readily grasp what, in a normal state of mind and body, would long ago have been obvious to their practised ears. But, as the cranking and splitting gradually came nearer, so it increased in definiteness until, added to its volume, there presently rose the sound of lusty British cheers: “Hurrah! Hurrah!” and eagerly prompting cries of: “Hold out, Hospital Guard! Hold your ground! We’re coming! Hold on!”

At this utterly unexpected, welcome bailing, the little party stood staring, agape, the one at the other; scarcely believing their own ears. But confirmation came when, a minute or so later, there swung round a sharp curve of the track, a relief party of seamen and marines!

It was the Mission Station Guard, with the Gatling-gun:

Then, and not till then, did the gallant little band do what the yelling horde of savages had failed, or else had too long delayed, to bring about—its complete collapse. The inevitable reaction, that at all times follows relief from a long spell of intense physical and mental strain, and excitement, had not failed in its meritable intervention.

WHERE WAS THE INTERPRETER?

Forty-eight hours later, the Old Man woke up to find himself in his bunk, with his head and arms swathed in bandages. His first thought was for the well-being of his men. He was told that all of them—those who had survived the fighting—were being attended to by the Mission Staff (the Missionary was an M.D.) Suffering still from loss of blood and shock, as were all his comrades-in-arms—though, strange to say, none were seriously injured, thanks to the effectiveness of the infighting in making the use of poisoned spear and arrows well-nigh impossible at close quarters—the Old Man nevertheless insisted on hearing what had happened to so suddenly and unexpectedly turn the tables on the savages.

“The interpreter—Mr. Martin, has just come in here again to see you, Sir,” said Number One.

“Shall I send for him? Can you tell me—?”

The Old Man suddenly raised up on his elbows, such of his features as could be seen through chinks in the bandaging, aghast with dawning rage; while there was a peculiar searching look in his eyes that spoke of bewilderment.

“Wh—wh—what the devil!” he blustered.

“Wh—wh—why, damne! I’d forgotten all about that interpreter! Come to think of it, damned if I remember having seen him from the moment we first left that infernal track. Where’s he been larking all this time? Damn it! the fellow must have skiddadled like the white-livered beachcomber he must be!”

Number One smiled, but wagged his head from side to side in a gesture of mild reproach: “One moment, please, Sir,” he said, at the same time beckoning Martin to come inside the cabin. Then, he explained:

“Mr. Martin, as you say, Sir, DID skiddadle. It was well for you and your party that he did so.”

The Old Man glanced from one to the other in part rage and part bewilderment: “The devil he did! Damne! How do you make that out? I tell you, I don’t remember ever seeing the shadow of—”

“Yeas, Sir,” interrupted Number One. “It was, indeed, well for all concerned that he skiddadled as he did. For seeing what was likely to happen, and realizing that, against such overwhelming odds, one man, more or less, would not make much difference, he set to work on his own account. He
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...etc., hem—

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THE NAVY LEAGUE JOURNAL.

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THE NAVY LEAGUE JOURNAL.
to have participated in the ambush, were executed, and that in the presence of the whole gathering, after which, the remainder were released.

The effect of this successful, wholesale round-up of savages, whose strongholds it had been their arduous task to subdue, was irreversible to white men, was so far-reaching over the whole group (the news of it having spread far and wide) that there was no further trouble from outbreaks during the remainder of the time the Old Man served in the Commission.

It was said of him, that so much did the natives — savage and friendly — come to fear and respect him, that he could, with perfect safety, if he chose to do so, roam all over the Islands both on the coasts and in the interior. And this power and influence were such, that, no matter where, or under what circumstances, he placed a foot, it was always recognized by the natives with the profoundest reverence and as being inviolate.

In like manner, the white population came to respect him or dread him, according to the degree in which they abided by or violated the special laws prevailing, or the common moral laws. And such influences and attributes of the Old Man's character ultimately worked for the better efficiency of the dual Commission and, consequently, for the general well-being of the whole mixed community.

So ends this briefly outlined history of Captain X, one of the finest old naval martinet that ever steamed on the poop of a war-ship; or that ever put the fear of God into the malingerers or lawbreakers; or won the everlasting admiration and allegiance of the cheerfully, and competently obedient; or sailed the South Seas flying the British flag of Liberty and Justice. One who dared to ride rough-shod over a fanciful and deplorably ineffective Dual Commission; and who would not hesitate to personally administer a sound whipping to aurch-combing parish who, under a false sense of security in the presence of that Commission, had the temerity to insult John Bull.

Of such fine martinet stuff was Captain X —

"The sea is our life. By the use of it the Empire was made; such green sea stuff as was his foreright made; of whom the balladist sung —

'Then our captain be upheld —

'So noble and so good —

'And the poor old darkey fell down at his feet —

'Every man is free, he cried

'Where the British colours fly —

'And we'll NEVER give him up —' says he.

THE END.

R. A. N. Appointments.

Lieutenant Commander: Francis W. Herriot to "Cerberus" and as Drafting Officer, to date 1st October.

Lieutenant: Jack Donovan to "Cerberus" additional for passage to England per R.N.S. "Mallory," to date 10th October; Francis M. Milne to "Allatone" additional, to date 21st September.

Sub-Lieutenant: Owen J. Wight to "Penguin," to date 16th October.

Engineer Commander: Archibald E. Craig to "Cerberus" and for charge of Mechanical Training School, and for charge of Machinery of attached Tenders, and for drafting of Engine Room Ratings, to date 1st October.

Commander: Cyril J. B. Calhoun to "Cerberus" additional for passage to England per s.s. "Barbados," for reversion to the Royal Navy, to date 24th September.

Paymaster Lieutenant: Eric R. Matthews to "Cerberus," to date 10th October.

Paymaster Sub-Lieutenant: Ralph F. M. Lowe to "Australia" additional for duty in Admiral's Office, to date 16th October.

Commissioned Shipwright: Sidney J. Hocking to "Cerberus" additional for passage to England per s.s. "Drombosse," for reversion to the Royal Navy, to date 20th October.

Commissioned Engineer: Arthur Livingstone to "Cerberus," to date 1st October.

Warrant Engineer: William Weinberg (acting) to "Australia" additional, to date 26th September.

Paymaster Supply Officer: John P. Mckean to "Cerberus" additional, to date 12th September.

Promotions:

Lieutenant Arthur K. Hackett to be Lieutenant Commander, 1st September, 1929; Lieutenant Gordon J. Guthrie to be Lieutenant Commander, 12th September, 1928; Sub-Lieutenant Thomas H. Martell to be Lieutenant, 1st July, 1928; Instructor Lieutenant Commander Francis R. Redford to be Instructor Commander, 1st September, 1928; Paymaster Lieutenant Commander James H. Jackson to be Paymaster Commander, 1st September, 1928; Paymaster Lieutenant Theodor K. Nave to be Paymaster Lieutenant Commander, 1st September, 1928; Midshipman: Arthur H. Stoney, Jack Jomphe, Francis K. Fossey, Robert R. Sudess, Robert U. Robinson, and Albert H. Short to be Acting Sub-Lieutenants, 1st September, 1928; Paymaster Midshipman Phillip E. Owen to be Paymaster Sub-Lieutenant, 16th March, 1929.
Aircraft of the Sea.

From "The NAVY," the Organ of the Navy League, LONDON.
September, 1929.

During the last few months an immense amount of matter has been published dealing with cruisers, submarines and other vessels. "Yardsticks" are being prepared for the measurement and comparison of the various nations' ships and innumerable lists of statistics of naval surface and submarine vessels have been prepared and published. But hardly any politician or newspaper has made reference to that part of the sea forces of nations which is constructed for the purpose of flying over the sea.

No suggestion would appear to have been made publicly that a "yardstick" should be prepared to include aircraft or flying boats, nor can it be stated definitely that the "parity" which the U.S.A. appears to be so intent upon obtaining includes aircraft.

It is evident that the "Aircraft of the Sea" will gradually become of more and more importance relatively to the various arms used on or under the sea, and it would, therefore, seem to be a matter of considerable importance that all international agreements and "yardsticks" for their use should be so arranged as to include sea-going aircraft.

The various nations have their different methods of allocating such craft, some including them in their Navy, others having separate Air Forces to which these craft belong: comparisons of estimates and numbers being in consequence somewhat complicated.

We, in Great Britain, have sea-going aircraft of three categories, Ship-borne Aircraft, Aircraft for Coastal Reconnaissance, and Flying Ships (2 building).

The following table of Comparative Strength of Ship-borne Aircraft of three nations is brought up to date with the latest available figures: and the numbers are those in existence and projected:

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<th>British Empire</th>
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<th>Japan</th>
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<td>AT THE PRESENT TIME</td>
<td>141</td>
<td>297</td>
<td>157</td>
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<td>145</td>
<td>342</td>
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*NOTE.—These consist of 17 Flying Boats and 6 old float planes, all belong to the R.A.F.

Evidently the attainment of "parity" between Great Britain and the U.S.A. will entail an enormous scrapping of sea-going aircraft on the part of the United States of America.
For the BOY, AUSTRALIA and the EMPIRE.

Monthly Notes and News.

Royal Sydney Yacht Squadron

Rowing Race for Sea Cadets in Service Boats, 26th Oct.

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<tr>
<th>Entry</th>
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<td>Woolwich Whaler</td>
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<td>Black &amp; White</td>
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<td>Drummoyne Cutter</td>
<td>70 secs.</td>
<td>Red &amp; Yellow</td>
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<td>Birchgrove Cutters</td>
<td>40 secs.</td>
<td>Red</td>
</tr>
<tr>
<td>Moorman Gig</td>
<td>50 secs.</td>
<td>White</td>
</tr>
<tr>
<td>Leichhardt Gig</td>
<td>50 secs.</td>
<td>Blue</td>
</tr>
<tr>
<td>Drummoyne Gig</td>
<td>60 secs.</td>
<td>Red</td>
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</tbody>
</table>

Start at 3.30 p.m. Course: Head of Neutral Bay to finishing line between Mr. Cochrane's "Viking" and a buoy flying the "guard" pennant opposite the R. S. Yacht Club-house.

Officers of the Day: Mr. B. W. Snow; Starter: Mr. L. E. Foreythe; Timekeeper: Mr. D. Waterfield; Judges: Messrs. S. Cooper and E. A. Solomon.

Crews with their boats to assemble at North Sydney depot at 3.30 p.m., 26th October.

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

Members will learn with regret that Mr. J. F. Moore was knocked down by a motor car a few days ago and received painful injuries, necessitating hospital treatment. It is hoped that Mr. Moore, who recently succeeded Mr. W. L. Hammer at North Sydney, will soon be well again.

A good programme has been arranged for Nelson Night Concert for the cadets, and it is expected that a large number will be present. Parents are also cordially invited to attend. Mr. L. E. Foreythe will be Officer of the Day.

Mr. H. R. Currington, who recently left Sydney for England has expressed his warmest thanks for the many presents given him on the occasion of his resignation from the Moorman Bay Sea Cadets and for the Co-operation of officers and cadets alike and the interest and assistance of the Executive Committee.

Mr. Currington and his family were accorded a hearty send off.

Regulations governing the Sea Cadet Corps in N.S.W. were adopted by the Executive Committee at the monthly meeting held on October 14. These are being printed in booklet form, and will be in the hands of officers and sub-branch officials at an early date.

THE NAVY LEAGUE JOURNAL.

Leichhardt

(Contributed by Mr. M. F. Litto, O.C.)

We are pleased to be able to say that our Company is still progressing, both numerically and in value of equipment. Our Avadian Wireless set gives great pleasure on Sports Night, as a good number of boys always turn up, eager to tune in to the boxing at Leichhardt Stadium.

Officers and Committee members are desirous of erecting a new and larger depot, as the present one is too small to accommodate our Company in wet weather, and we hope, with luck, to have achieved our objective by this time next year.

We intend shortly to parade through Haberfield, to attract new recruits, as with a few more, we will be able to have No. 1 and No. 2 Companies. Of course, like all Companies, we lose cadets at times, but a steady flow of recruits is keeping the Company on a gradual increase.

In the evening we held a Social and Dance in the "Sydney" Depot, Drummoyne, kindly lent by Mr. Forsythe, R.O.C., and although the weather was very bad, we had a good attendance. The boys of the different companies took part in floor boat races, and two little girls (Misses Myrtle Snowalcy and Iris Thurgar) gave an excellent display of Fancy Dancing and Acrobatics. Two teams of young ladies—Leichhardt v Drummoyne—engaged in a game of Trundle Ball, which caused great amusement, and our musicians were the talk of the evening, and should obtain many future engagements.

On the 30th September a large number of cadets attended the Shipwreck Relief Society's Annual Evening at the Sydney Town Hall, a number of them helping to form the Guard of Honour, and all spent a pleasant evening.

The Leichhardt Company, in general, with "Bon Voyage" to Mr. Currington and family on their trip to England.

Several of the boys' parents are now joining the Committee, and we welcome Madame Jennings, Snowalcy and Goulee, who, we fear, will be hard workers for the Company.
**Elizabeth Bay.**

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

The Elizabeth Bay Company was represented (though it is regretted very much under full strength) at the parade of the League at the Town Hall, Sydney, on the 30th of September last, under the auspices of the Royal Shipwreck Relief and Humane Society, to witness the presentation of medals and awards.

The Company's crew also participated in the recent boat race at Rose Bay, and through some misunderstanding as to the course came well and truly last. Anyhow we take this opportunity of congratulating the winning crew and say well done.

We welcome to our Company Mr. Hudson as First Officer.

Just at present the boys are all working hard in helping to raise funds to insure better equipment for the Company.

**Mosman Bay.**

(Contributed by Mr. J. McGarry, Acting O.C.)

There was a splendid attendance at a Fancy Dress Dance, held at the Mosman Town Hall, on Friday, 29th September, over 250 being present. The hall was bedecked with flags and red and gold streamers, and together with the multi-colored costume of the dancers presented a very gaiy scene.

Montgomery Evans' Orchestra supplied the entertainment. The dance was wholly successful.

The opening of the Royal Motor Yacht Squadron proved another win for Drummoyn Co., and we congratulate them on their consistency.

Prior to his departure for England, Mr. H. R. Currington, formerly R.O.C. No. 4 Region, was farewelled at the Mosman Bay Depot on Saturday, 5th inst.

The cadets "turned out" in fine style, and the majority of the local Committee were present. An apology was received from Capt. Stringer, his absence being due to business.

Several members of the Committee gave eulogistic addresses regarding Mr. Currington's fine work in the Company and his very good moral effect on the cadets. Presentations were then made to Mr. and Mrs. Currington. The chairman, Mr. Addison, took the opportunity of welcoming the new R.O.C. Mr. Snow, formerly of Woolwich.

During the afternoon we were honored with a courtesy call from Cook's River Co., and we were very pleased to see them, as they assisted in making the "send off" to Mr. Currington a success. You are welcome always, Mr. Faulkner.

**Cook's River.**

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


On Saturday, 14th September, we marched, with other units of Sea Cadets, to the Cenotaph where wreaths were placed by members of the Submarine Service and Ex-Naval Men's Association, in memory of those who lost their lives when the Australian Submarine AE 1 sank outside Rahu in Dec. 1914. At that time I happened to be one of the crew of H.M.A.S. "Warrego" under Commander C. Cumberledge.

The cadets have company drill twice a month to keep them fit and Mr. McIvor, 2nd Officer, delivers some very interesting and instructive lectures. He hopes shortly to form a life saving class.

We have pleasure in announcing that Mr. W. K. Ryan has taken over the position of 1st Officer to the Company. Mr. Ryan has been in the League for seven years and brings from Birregrove Company the very best of recommendations.

On obtaining permission, we viewed the Royal Motor Yacht Club's Regatta from their pier, and great enthusiasm was displayed during the Navy League Race. Each boat was a trier—Birregrove and Drummoynel seemed to be abreast all the way up the course until about 500 yds from the finishing boat when Drummoynel gradually drew ahead and won by a boat's length. Congratulations Drummoynel, on winning that fine trophy.

The Royal Shipwreck Relief Society's Concert proved very interesting to both cadets and parents.

Mrs. Faulkner has nearly finished our Company Flag which will be presented shortly.


**Woolwich.**

(Contributed by Mr. C. Tottman, O.C.)

This Company is still forging ahead and at last we have our whaler in the water. The purchase and commissioning of the boat was made possible by the splendid generosity of Mr. Harry Shelley of Hunter's Hill and Mr. Frank Grimley of Woolwich and without boasting, we consider that we now have one of the best boats in the League. Thanks are also due to Mr. Lucas for his help in making her ship shape.

The boys have had one or two practice runs and sent her along in approved Navy style. Look out, Lane Cove.

Woolwich Company has had the misfortune to lose its founder, Mr. B. W. Snow, who has moved from the district. The loss of Mr. Snow's services will be keenly felt by Woolwich, but we have the satisfaction of knowing that the Navy League will gain his support in Mosman.

We hope to secure the services of Mr. Pierce as 1st Officer to our Company. In him the cadets will find a first class officer and friend.

Please pass this Journal to a Friend.
Balgowlah.

(Contributed by Cadet Waterer)

Firstly, we wish to congratulate Drumoyne on their splendid win in the boat race on 29th September and hope some day that we will have such a win to our credit. Our Committee members were taken by launch to view the Balgowlah cadets race for the first time and enjoyed the outing.

The Company was well represented at the Royal Shipwreck Relief & Humane Society’s Concert at the Sydney Town Hall where cadets took part in forming the Guard of Honour.

This unit has enjoyed a remarkable increase in numbers over the last month and hope all other companies have fared similarly.

We hope to hold, in the near future, a boat race in our own waters. The trophy will be a silver cup and we expect all companies to compete to attain the Cup. Tournament have fared similarly.

We regret to state that our Officer-in-Charge, Mr. More, is at present in the Royal North Shore Hospital as the result of a motor accident, but we hope his recovery will be speedy.

North Sydney.

(Contributed by Mr. T. Burdon)

Our congratulations to Drumoyne Company on their return win at the R.M.Y.C. Regatta. Unfortunately we were unable to compete as our gig was out of commission, but we hope to take part in the next race.

We regret to state that our Officer-in-Charge, Mr. Moore, is at present in the Royal North Shore Hospital as the result of a motor accident, but we hope that his recovery will be speedy.

The Company paraded at St. Basil’s Church of England on Sunday, 29th September, and a number of our cadets helped to form the Guard of Honour to H.E. The Governor at the Royal Shipwreck Relief Society’s Concert on the 15th and 16th of November. The Manly R.N.L. Auxiliary Committee has kindly consented to grant us a stall at this function, and the Bridge Evening arranged by Mrs. Bates proved both a social and financial success.

The first meeting of the Auxiliary Committee was held at the United Friendly Society’s Hall on Oct. 10th. The Hon. Organiser, Mrs. L. Green, reports good progress. Members are working very hard for the Fete which will be held at the War Memorial Hall, Manly, on the 15th and 16th of November. The Manly R.N.L. Auxiliary Committee has kindly consented to grant us a stall at this function, and the Bridge Evening arranged by Mrs. Bates proved both a social and financial success.

Please Support Our Advertisers
The Freedom of the Seas

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

(Concluded from last issue)

I t will, therefore, be seen that there is very grave doubt on general grounds, whether the Freedom of the Seas, if agreed to in time of peace, would be observed in time of war by those nations, if any, which were neutral, and that opens up the very much larger question of whether there would or should be any neutrals, a question to which we shall return later.

So much for the general consideration of the case. Now let us turn to the problem as it presents itself to us today.

Recent events, while in no way affecting or altering the situation in regard to neutrals, have brought about a different aspect as to the status of neutrals themselves.

The two chief factors, among several, are the Covenant of the League of Nations and the recent Kellogg-Kriand Agreement, or, as it is now generally called, the Pact of Paris.

The weapon which the League of Nations relies upon for dealing with a recalcitrant nation is the very negation of the Freedom of the Seas. It proposes, and the members of it undertake on its behalf and in its service, to assert, not only against a recalcitrant nation but also against all neutrals, whether members of the League or not, a question to which we shall return later.

No mention is made of CONTRABAND: all trade is severed. The measure amounts to a complete blockade by sea and land, though since the expression "blockade" is replaced by "prevention of intercourse" presumably even the limitation as to effective force, imposed by Article IV of the Declaration of Paris, may not be operative. And, furthermore, it does away with all neutrals, save and except those nations which are not members of the League.

The first two Articles of the Paris Pact are as follows:

"Article I. The High Contracting Parties
solemnly declare in the names of their respective peoples that they condemn recourse to war for the solution of international controversies, and renounce it as an instrument of National policy in their relations with one another.”

“Article 2. The High Contracting Parties agree that the settlement or solution of all disputes or conflicts of whatever nature or of whatever origin they may be which may arise among them, shall never be sought except by pacific means.”

And is, of course, well known, the United States have not subscribed to the Covenant, but have accepted the Pact of Paris.

It would be difficult to imagine two documents of greater import to the peace of the World than those which I have just read, and volumes might be spoken and written on them, but our object this afternoon is to see how they affect the subject which we are considering.

As arising from these two Covenants we now have two quite distinct kinds of war: what have been called Public or Police Wars and Private or Defensive Wars. The Public Wars are those undertaken by International authority against a peace-breaker. In such wars all the Nations which we are considering may be involved, and which the League is attempting to discipline, or we shall be forced to make common cause with the League. The dilemma is inescapable.

Private Wars are generally understood to mean wars which the machinery of the League, though employed to the full, has failed to prevent. The possibility exists that a Nation may find itself involved in a war in which it is convinced it is struggling for existence or for the preservation of civilisation, but from which the League stands aside and takes no part.

If we reflect that the weapon of blockade and contraband has for centuries been recognised as legitimate and an instrument of the World, may find itself involved in a war in which it is convinced it is struggling for existence or for the preservation of civilisation, but from which the League stands aside and takes no part, possibly because the Council has failed to come to a unanimous decision as to who is the aggressor. Is it reasonable to expect that, in such a war, the Nation so involved would renounce for abstract reasons the weapon that it has undertaken to wield in other circumstances in behalf of the League? If we reflect that the weapon of blockade and contraband has for centuries been recognised as legitimate and is recognised today in its most stringent form by the League of Nations as the legitimate weapon of civilisation and right, the unanswerable answer must be "No."

It is therefore fairly clear that this question of what is called Private or Defensive War is the most serious one that confronts the peace of the World today, and it is admittedly the weak point in the Pact of Paris.

But this naturally brings up the very grave question: Suppose the League of Nations enforces its will on a Peace-Breaker and cuts off her trade, is it not a member of the League. Is the United States going to remain neutral? This is a question which has been continually brought up since 1919 and it is one which only the United States herself can answer. But it has to be borne in mind.

A great American authority, Mr. David Hunter Miller, in writing about the Covenant, says: "The facts are plain. If the League goes on, we come in." And Professor Gerald of Princeton University, speaking of Article XI of the Covenant, says: "If we (U.S.) attempt to maintain our rights in a public war we shall either break the blockade laid down by the League, in which case we become the ally of the Power which has broken its agreement, and which the League is attempting to discipline, or we shall be forced to make common cause with the League. The dilemma is inescapable."

When you have a community of nations enforcing peace it is impossible to tie their hands by admitting the existence of neutral rights: they must, as Article XVI emphasises, be free to exercise their utmost power: that is to say, all trade would be severed, and consequently, no question of the Freedom of the Seas or Neutral Rights in any form would arise.
Such a war would, undoubtedly, be undertaken ostensibly under the plea of self-defence, and at present each State acts as its own arbiter, the final judge of what constitutes self-defence. It is bound to put its own security in the foreground. If it found itself involved in war it would naturally claim that it was undertaken in self-defence and that therefore it was entitled to the full belligerent rights laid down by the Covenant. Neutrals would equally naturally take their own view of the case and act accordingly. The rights of the belligerents and their enforcement on neutrals would therefore depend very largely on the strength of the belligerents, a situation fraught with all the old evils and difficulties.

Hence it is of the first importance for the League to be able definitely to decide who is the aggressor in any such war. It has been claimed that Article II of the Pact of Paris—which orders that the solution of disputes shall never be sought except by pacific means—gives in itself by implication the test of aggression, since that State is the aggressor which goes to war having definitely refused pacific settlement.

To enforce any decision in regard to the aggressor there must be some International authority. As Mr. Philip Kerr has said, if the Peace Pact is to be effective, i.e., if the weak point is to be eliminated, it will have to be followed up by something more. We shall have to develop a system for the pacific settlement of International disputes which will be an adequate alternative to war. And he points that we shall have to make a clear differentiation between war and the legitimate use of force for police purposes—in other words, between what are now called Private Wars and Public Wars.

The natural corollary to all this is the abolition of Private Wars: either they must be declared illegal, in which case the aggressor would become the peace-breaker against whom Article XVI of the Covenant is directed, thus bringing about a Public War to suppress this disturbing of peace and to devise a lasting peace and security for all Nations.

But, until that time comes, it is our duty as British subjects to consider how the Empire stands today if, having accepted the provisions of the Sea, it finds itself involved in a Private War. The supporters of the proposal in this Country argue that we are more dependent than any other Nation on the maintenance of its supplies from overseas. If commerce were inviolable in war, we could never be starved out. Added to that advantage, the necessity would disappear for maintaining a Navy sufficiently numerous to protect our Mercantile shipping, to prevent these islands being blockaded and to exercise blockade upon our enemies. The Navy's responsibilities would be reduced to the protection of our territories, our vast territories, from invasion—and to that extent, no very great one I might say, our financial burden would be lightened. Our difficulties with neutrals would be reduced, since the principal cause of friction, that cause which contributed in large measure to bringing in the United States against us in 1812 and threatened to do so in 1915, would be removed. Our expenditure in peace would be reduced, and a very real step towards international disarmament would have been taken. In short, the British advocates of the Freedom of the Seas claim that it would enable us in common with other Nations to reduce our Navy.

Let us see what it implies. It is true that this country is more dependent than any other upon the maintenance of its supplies from overseas. But here we have assured them by adequate Naval provision. Now we want to depend for their maintenance on our opponents in a Private War observing the sanctity of an international agreement or guarantee. The question arises whether in the present state of international agreements, we can afford to do so. It is argued that if other Nations can, surely we can also: but that argument rather ignores our unique position in this respect.

This country is the only Great Power to which the stoppage of its supplies would be definitely fatal in a few weeks. As Admiral Mahan puts it, "Her (Great Britain's) dependence upon it (Naval strength) is vital and cannot by her be neglected." Other Powers in the same period would be inconvenienced to varying degrees by such stoppage, but we shall be immediately

called to the support of Serbia are only a few
teenth Century, Italy in 1924 and Greece when
are the arguments which may be brought in sup-
they have not succeeded in winning it by other
eventual defeat, if the war lasts long enough and
sissippi," says Mahan, "every great war is won by the
ensures defeat, as of France under Napoleon, and
subjected at the outset of a Private War, grows
port of their repudiation. Holland in the Eight-
how unwise such reliance would be and how cogent
fully. But history has shown on many occasions
which Nations other than Great Britain would lie
with the passage of time, and with the exercise of
cession there.
Mahan pointed out, the fate of Great Empires
called to the support of Serbia are only a few
instances. The point has been very fully developed
by Admiral Richmond in recent discussions and
articles.
It is true that the inconvenience caused by the
stoppage of seaborne trade, which is the worst to
which Nations other than Great Britain would be
subjected at the outset of a Private War, grows
with the passage of time, and with the exercise of
strict control at sea into a stranglehold that finally
ensures defeat, as of France under Napoleon, and
Germany in the late War. In the last analy-
sis," says Mahan, "every great war is won by the
Power that controls the sea."
But the effects of the economic pressure of sea
power, as applied under existing Sea Laws, and
even under Article XVI of the Convention, are
slow to produce decisive results on any country
which is self-supporting to any degree, or which
possesses land frontiers bordering on Neutral
States, should any such exist: on any Great Power,
in fact, except Great Britain.
Lack of Sea Power will mean to other Powers
eventual defeat, if the war lasts long enough and
they have not succeeded in winning it by other
means in the meanwhile. But they always have
the hope of so winning it and the respite which
gives the opportunity for victory. Great Britain
can have no such hope. She has other forces
beyond the minimum necessary for bare defence,
and the stoppage of her overseas supplies would be immediately fatal.
Great Britain's concurrence in the proposal for the
Freedom of the Seas would thus expose her to
greater dangers than those that threaten any other
country from the same cause. It would also com-
promise her position in the world in another way. This
Country and Empire has always relied for her
defence and resistance to aggression of any kind,
inclusion of invasion of her vast territories, on Naval
Power rather than of that of Armies, until she was
dragged into land operations on the Continental
scale in the late war. Today her armies are back to the scale of 1914, and could not be restored
to that of 1916, even under the stimulus of war,
in less time than it took to create armies then,
that is two or three years.
Ships cannot conquer or occupy territory. As
Nelson pointed out, the fate of Great Empires
cannot be decided at sea. In other words a Sea
Power without Allies cannot crush a Land Power
today any more than it could in Nelson's time.
Hence, Great Britain's armaments constitute no
threat of aggression to anyone in the world. But
they do, however, constitute a threat to any ag-
gressor, for it is only against an aggressor that
they will be brought into action in the future as
they have been in the last two centuries. In short,
they always have been used and always will be
used, in the words of our Chairman, for our great
National object, which is Security—"Security for
every questioned right, every threatened interest
and the State itself, including its political system
and territory." There is certainly no hint of ag-
gression there.
Mr. Davis well summed up the British point of
view, while not necessarily agreeing with it, when
he said—
"Their Naval strength and the rules (or
absence of them) by which they give it the
utmost effectiveness in time of war, seem to
them no more than a natural protection to
give to that great traditional enterprise the
British Empire or the British Commonwealth
of Nations, whose security they identify with
World Peace."
Great Britain's power in the world, that is to
say, which we believe to be a power of right and
the advancement of mankind, depends upon her
Navy.
It has been pointed out by Mahan and Corbett in
arguments to which there is little to be added
to this day, that, in the words of the letter:
"The reason why Naval Officers urge with
heart and soul the retention of the old right of
capture is because they know not how to make
war without it, nor can any man tell them."
And Admiral of the Fleet Lord Wester Weymouth
has said much the same in the House of Lords.
To adopt the Freedom of the Seas is for this
country to renounce the power to make war, with
the weight in the World which that power gives,
while leaving untouched the same power in the
hands of those Powers which maintain armies.
Whether or not that renunciation should be
made is a question for the decision of the country
and her responsible Statesmen, not of Naval
Officers.
Whether or not shackles are to be rivetted on
the arms of the Navy is a question for the decision
of Statesmen, not Naval Officers.
But since it is upon the Navy that Statesmen,
in the last resort, rely for the execution of their
policy, it is the duty of Naval Officers to point out
how much and how little they can do if they are
shackled.
"He that is over-cautious will accomplish little."
Please interest a Friend in the
League.

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23

THE NAVY LEAGUE JOURNAL.

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THE NA
The Navy League

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 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 theKingdom 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.
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The Navy League Journal

Vol. X. No. 7.
SYDNEY, NOVEMBER, 1921.

Compulsory Training.

THE British race as a whole is overwhelmingly in favour of voluntary training as against any system which incorporates compulsion as its driving force. Most Australians believe in and insist on an adequate system of defence for Australia, but they do not think that compulsory training is essential to such defence.

Australia is the only country in the British brotherhood of nations where compulsory training was adopted as part of the national policy.

Compulsion is unsound in principle and in practice: it is un economical: unpopular. Compulsion is contrary to every ideal of service: is foreign to Australian character; it has had no part in the creation of the British Empire or of the Empire's pioneers.

Compulsion was introduced into Australia by a Labour Administration: it was significant and fitting that Labour should abolish it. Its sponsors were politicians, not statesmen: they grafted the alien cutting on to the growing tree of Australian nationalism where it developed into a fungus that sooner or later would be cut out by men of vision and understanding.

This matter of compulsion which is disturbing the minds of a few, a very few, citizens was founded on the Swiss conception of what constitutes the right methods of rearing in young manhood for the purpose of ensuring preparedness and effective national protection: it is repugnant to every breath that keeps British character a living thing, British progress unfettered and British tolerance and tradition the source of much of our inspiration and greatness.

Compulsion at best is transitory; its very name has been found wanting in Australia, compulsion could never been found wanting, and they have not been found wanting in Australia, compulsion could have no just place.

(continued on page 2)
Interstate Steamship Sailings

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The Wreck of the Ningpo.

Trials and Tribulations of the Crew.

B.M.S. Torch Rescues the Survivors.

When the Schooner Ningpo, 73 tons burthen, sailed out of Victoria Harbour, Hong Kong on April 15, 1854, bound to Port Phillip, in ballast, none of the 17 members of the crew or either of the passengers could foresee the adventures and misfortunes that were to be their lot before setting foot on the mainland of Australia.

No hard-up Sailor of the Sail ever gave a thought to the condition of the ship that was to be his ocean home. His shore frolics ended and his money gone the way of most sailor's money, he was glad to feel the deck under his feet again. A leaky tub carrying live-stock aplenty — rats, cockroaches and wood-bugs, was better than being hosed out of a doss house into the street. Anyhow, he would not have to worry where his next meal was coming from. On board the hungry ship, there would be his sack of salt junk and weedy biscuits. There might even be mouldy vegetables and tinned meat twice a week besides pea soup and plum duff, and though these delicacies might read better than they tasted, there were always the good old stand-bys dandy-funk and cracking hash. Even the Ningpo, slimy-slobbered, bureaucrats that she was would have plenty of rice on board and that was better than starvation in Hong Kong and so the European and Chinese crew sheeted home her sails and the skipper set a course for Australia.

At eight bells (9 p.m.) on the fateful 28th of July the watch was changed as usual, and the wheel and lookout relieved. The second mate handed over to the mate and went below, while the captain, who had been having a look around, joined the mate for a final word and then disappeared to have a look at his chart. Barely twenty minutes had elapsed when a slight shock was felt and the captain, thinking the ship had touched submerged wreckage ran on deck to find the Ningpo stuck hard and fast on a reef.

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THE NAVY LEAGUE JOURNAL.

A RAFT IS CONSTRUCTED.

After a hasty breakfast the crew was turned to in making a raft from spare spars. The raft was launched and loaded with bags of rice, casks of salt beef and pork, barrels of fresh water and biscuits, and, at 10 a.m. with part of the NINOP's crew aboard it was hoisted for a low islet bearing West and distant about six miles. This place of refuge was Middle Hixson Island, though the castaways were not aware of its name till after their rescue by Lieut. Chimmo, R.N., and Mr. Francis Hixon (afterwards Captain Hixon and well known in Sydney as Harbour Master and as one of the foundation members of the Royal Naval House) on board H.M.S. Tenan which had been despatched by the Government to search for possible survivors from the wreck. Fortunately the sea was smooth and aided with paddles and a makeshift sail the raft was able to reach the island at daylight the following morning. Five days later all the provisions and other necessaries had been removed from the NINOP and landed on the islet. The 13-ft. skiff carried on the schooner was quite useless for transferring heavy goods but the raft in charge of the second mate made up for the deficiency and though slow and difficult to handle, was a splendid carrier and quite safe in the calm weather. On this island with its stunted vegetation, was a splendid carrier and quite safe in the calm water was smooth and aided with paddles and a makeshift sail the raft was able to reach the island at daylight the following morning. Five days later all the provisions and other necessaries had been removed from the NINOP and landed on the islet. The 13-ft. skiff carried on the schooner was quite useless for transferring heavy goods but the raft in charge of the second mate made up for the deficiency and though slow and difficult to handle, was a splendid carrier and quite safe in the calm water. On this island with its stunted vegetation, were found innumerable turtle and swarms of sea-birds including mutton-birds which burrowed and honeycombed the ground to such an extent that it was impossible to walk a dozen steps without stumbling and falling through the crust of the earth to a depth of eighteen inches to two feet. In the adjacent sea edible fish was plentiful as also were sharks. Captain Billings harpooned one measuring over 16 feet in length.

Under the direction of the captain rough tents were made from the NINOP's sails and pitched in anticipation of a forced stay of long duration on the island. Being out of the ordinary track of shipping it was not expected that early succour would come to them. After settling down to their new mode of life one of the first jobs of importance was to dig for fresh water. The two casks carried from the wreck would not last long and there was no sign of the precious life-saver on the island. Salt water alone rewarded their efforts even though many wells were sunk to a depth of 18 to 20 feet. Fortunately there was no chance of starvation for in addition to the supplies of ship provisions there were the birds already mentioned and fish in abundance, all easy of capture. Countless turtles were also at hand, numbers of which were "turned" daily and killed to be cut into strips and dried for future use.

The chief cause of anxiety was the diminishing supply of fresh water and unless rain fell within a day or two an agonising death from thirst would be the end of the 18 unfortunate castaways.

A CONDENSER IS MADE.

As in every great crisis the need produced the man, and death from thirst being too horrible to contemplate, the ingenuity of the captain devised a crude but serviceable method of condensing sea-water by utilising the ship's coppers, which had been brought ashore, and an old muskett barrel, using a small water breaker for a condenser; by this means it was possible to condense 16 to 18 gallons of water in 24 hours.

It was a tedious job, and had only to be resorted to twice during the three months on the island, as it raised three times and sufficient water was saved by spreading sails and drAKING them into the casks, to serve all purposes.

The novelty of "turning" turtles, spearing fish, and knocking tick infested birds on the head, soon wore away, and anxious eyes daily stared seaward in the hope of glimpsing a sail. Day followed sweltering day, sea-birds screamed incessantly, men grew irritable and murmured against God and man; cursed their isolation and the dreadful monotony of inactivity.
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A VOYAGE IN THE SKIFF IS CONTEMPLATED.

It was decided to fit the frail skiff with a canvas deck and wash boards, and provision and water her for the hazardous voyage to the Isle of Pines to seek help. Differences of opinion arose, insubordination reared its ugly head, and uncertainty laid hold of the marooned mariners.

Members of the company who had volunteered to sail with the captain to the Isle of Pines now refused, excusing themselves by saying the cannibal natives of New Caledonia and the adjacent islands would catch and murder them. They would go to Moreton Bay instead. Captain Billings pointed out that such a journey was fraught with greater risk, the distance being 900 miles against the passage of 400 miles to the Isle of Pines.

Nothing more was said on the subject. A grim despondency settled on the hapless company; men asked themselves if they would ever see home again. Weeks were dragging away and not a speck of hope rose on the horizon.

Day by day the sun blazed pitilessly through the dazzling air: the crouching of the sleepy sea on the little shell beach at times seemed a maddening roar; even the spectacle of the God-given glory of a crimson and gold and green sunset touched no chord of inspiration in the castaways' souls and the winking of a million stars marching through the fields of night in unfettered ease, only mocked their helplessness in their lonely sea-girt prison.

A few days later, however, on August 27, it being a month after the stranding of the Ninyo, the captain, rising early as usual, was staggered on finding his telescope missing. A further search revealed that his nautical almanac and charts had gone also. It was then that the fearful suspicion flashed across his mind that part of the crew had carried out a threat and taken the skiff and put to sea. Running from his tent to the beach he saw the skiff half a mile away trading in a south-westerly direction. On board her were the second mate, one of the passengers and one seaman.

AT SEA IN A SKIFF.

The intentions of the three men were honourable enough. Life on the inlet had become unbearable to them and even though the sanction of the captain was not forthcoming they had made up their minds, after weighing all the risks, to chance the perils of the sea in their frail craft, the possibility of stranding on some island and falling into the hands of hostile blacks, and make for Australia and succour for their companions left behind.

The story of their sufferings and ultimate success is here briefly recounted.

Two days after leaving their island-prison a strong breeze and heavy rain was met with and, only the unceasing vigilance and care of the crew saved their frail shelf from foundering.

The next day the wind and sea abated and, with the cessation of the rain, the sun blazed out fiercely and mercilessly tortured the three men with its rays. Day after day the three men thus endured the sun; day after day they sailed, or paddled laboriously and painfully onward. Not able to move in their small unsalvageable craft with any degree of freedom their joints became stiff and swollen, their skin already was blistered by the sun and patches of raw flesh began to show and make their presence felt and yet, suffering the torments of the damned, these plucky men persevered.

AUSTRALIA IS SIGHTED.

The morning of October the 6th broke clear and fine and before many hours had passed the yell of "Land Ho!" from the second mate caused so much excitement that the skiff was in danger of capsizing. The boom of it could be discerned right ahead and it was the veritable promised land to their strained and aching eyes.

The welcome sight impelled them to paddle with excited and feverish haste until the blessed shore was not more than musket shot distant, when the second mate saw some natives running down to the water's edge. Two swam out to the skiff and one was taken on board. He seemed friendly and in his limited English told the thirty whites that there was plenty of water in the bush near by. On reaching the boat the crew, who were stiff and weak, were helped out by the blacks who swarmed about them. Hardly had this been
done when the natives tried to forcibly commandeer the few rags of clothing which the sailors wore. They resisted these unwelcome attentions as well as they were able, but the blacks promptly beat them down with clubs and stripped them. All three were severely wounded; the second mate, Mr. Tough, had an arm broken and his head lacerated, while his two companions, Mr. Daintry, the passenger, and the seaman, were clubbed into insensibility, the first recovering in a few hours and the other not till next morning. Mr. Tough, in a dazed condition, crawled around on his hands and knees and was fortunate in finding a pot-hole full of rain water which was instrumental in reviving Mr. Daintry. Next evening, naked and sore and fearful lest the blacks would again set upon them, they started their terrible walk towards Moreton Bay.

For four days without food they struggled on and came to a dark humpy where a black was camping. This fellow gave them fish to eat and a supply of water; when, after a day's rest, they continued their journey, the black accompanying them as a guide. Before a couple of miles had been covered Mr. Daintry and the seaman collapsed through sheer weakness and fatigue, imploping Mr. Tough to go on and seek assistance. Realising the uselessness of remaining with his mates if help was to be brought to them, Mr. Tough and his black companion went on for two days when a tribe was met with. These were friendly and gave them food and water. Moysa, the native who had guided Mr. Tough, was then sent back to look after Mr. Daintry and his fellow sufferer. Six more days, in company with one of the friendly tribe, were spent on the journey to Moreton Bay. Fortunate, nearly starved and weak from his awful experiences and with only a rag as clothing given by the tribe Mr. Tough struggled to his destination and reported the loss of the Nova and the plight of his two companions to the authorities. Tough was taken to hospital; a boat was sent to search for his two comrades who had been too weak to continue. Six days later the boats returned and those in charge reported that the seaman had been found. He was very weak and ill but under careful treatment recovered. No trace of Mr. Daintry, the passenger, could be discovered and it is not clear what happened to him. Mr. Tough, the second mate of the Nova, was sent by the Moreton Bay Authorities down to Sydney where he communicated hisinformation concerning the wreck to the Governor. The then Colonial Secretary had no time in making representations to the Senior Naval Officer at Sydney and he without delay ordered Lieut. Chimmo, in command of H.M.A. Toren, to prepare for sea for the purpose of searching for the Nova survivors.

Meanwhile how fared it with Captain Billings and his shipwrecked companions on Middle Huon Island? After the three brave men, for they were brave men, pushed off from the island in the rickety 15-foot skiff to face more than 500 miles of open ocean, hope in the breasts of those left behind sank lower. Not one man ever expected that the boat would be the means of bringing salvation to them. They thought it just a venture that was destined to end in tragedy and complete disaster. The manner of the going and the trials the crew would certainly endure was in each man's thoughts and the sole topic of conversation on the island for many a day.

Captain Billings now tried to induce his companions to build a boat out of the timbers of the wreck but at that time they refused on the plea that they had no tools.

After a sojourn of two and a half months on the island and all hopes of outside assistance abandoned, Captain Billings wrote: “One of the men, Little, who had been always very willing to second me in anything I might propose, agreed to venture in the small canoe we had salvaged over to an island we had seen to the south-eastward. This island I afterwards found to be “Surprise Island,” bearing S.S.E. about 30 miles from the one on which we were. Everything was therefore arranged, and on the morning of the 7th of October we started at 4 a.m., but had to put back, the sea being too rough and the canoe filling but at about 6.30 started again with the intention, if we could discover land to the B.E. of “Surprise Island,” to stand on and endeavour to make New Caledonia. We arrived at Surprise Island at sunset that evening, completely exhausted, having had to paddle all the way against a head sea, but could see
Under Reduced Sail.

The ship was H.M.S. Town, and it is difficult to visualise the greeting given to Mr. Francis Hixon and his crew when they landed in the "Town's" cutter. That they were literally overwhelmed with the feeling and thanksgiving of the Nynoe's crew is certain. All the survivors were safely conveyed to the Town and kindly treated by Lord Clunies, his officers and men. Three months of terrible suspense and anxiety had ended happily, but had it not been for the initiative, resourcefulness and courage of the Nynoe's second mate it is highly probable that the rescue would never have taken place.

Many years ago the following ghost story was being told around the smoking camps of the Navy in the dog watches. None doubted its truth, since the integrity of its originator was unquestionable.

On Groom's Hill, Greenwich (London) there lived a gentleman of great respectability and high attainments, of considerable mental ability, student of literature, religion and science, and holding a responsible position at Lloyds. In his household, in 1866, there was employed a young widow named Mrs. Potter. She had one son, named Tom, a bright, intelligent boy, clever, and accomplished in music: he excelled in whatever study he gave his attention to. Though he was a general favourite, he was wayward and restless, and caused many an anxious thought to his mother and her friends. The boy esteemed all attempts to place him at work, he being bent on going to sea. At last he had his way, and ultimately joined the Navy. Of that life he soon grew tired, and deserted, one day turning up at his Greenwich home in rags and half starving. Shortly afterwards he was arrested and let off lightly through the good offices of his former tutor, Dr. —, a Roman Catholic Priest. He was drafted to the "Doris," frigate, for the West Indies, and appeared at last to have settled down. Mrs. Potter then married again, her place in the family for whom she had worked being taken by a new servant. (It is here important to note that this new servant — Mary — was an entire stranger and knew neither the old servant nor her master, nor any of the foregoing history).

On the night of September 8th, 1866, the street-door bell was rung. Mary, the new housemaid, answered it: the door was duly opened and, after a little confusion, was closed again. This much was heard by the mistress of the house from her bedroom where she was at the moment confined with an illness. She listened, and distinctly heard and recognised the voice of Tom Potter. She was greatly surprised and called out:

"Mary, who was that at the door!"

Tom Potter's Apparition.

(By "Brayman")
"Oh, ma'am, it was a little sailor-boy: he wanted his mother; I told him I knew nothing of his mother, and sent him about his business."

"What was he like?" asked the mistress, her curiosity and not a little anxiety now aroused.

"He was a good-looking boy in sailor's clothes, ma'am," replied Mary. "His feet were bare, and he looked distressed. When I told him I knew nothing of his mother, he turned very pale and put his hand to his forehead, and said, 'Oh, dear, what shall I do?'"

Mrs. told her husband of what had occurred, as soon as he came home, giving him the unpleasant intelligence that "she was sure that Tom Potter had deserted the Navy again."

Mr. sent to make enquiries of the mother, but she had not seen nor heard of her boy: then they thought he was lost, and upbraided themselves for having allowed Mary to so abruptly turn him from the door. They went to Dr. ——, the priest, but she had not seen or heard of her boy; then they thought he was lost, and upbraided themselves for having allowed Mary to so abruptly turn him from the door. They went to Dr. ——, the priest, but she assured them that it was impossible the boy could have deserted his ship and returned home: "Why it is scarcely two months since I received a letter from the boy," he said, "and he was then aboard his ship in the West Indies, and doing capitally."

Mary was sent to Dr. to explain to him exactly what had taken place at the door between her and the boy. Dr. —— produced an album, and was turning over its leaves to find a portrait of the boy, when Mary, catching sight of it before it had been shown to her, exclaimed: "That's him! I could swear to it."

Thus was removed any doubt that the girl had actually seen, and spoken with Tom Potter at the door, although she was not to know who it was. The mystery deepened: all that could be done was to wait events.

In the next month of October, Dr. —— received a letter from the Admiralty, stating that they had communicated with her through having found his address in the boy's ditty-box, and it having been learned that the mother no longer lived at her original address as given when the boy joined the Navy. The letter gave the sad intelligence that on September 6th (just two days before he had appeared at Mr. ——'s door) Tom Potter had fallen from aloft while his ship was at Jamaica and been so severely injured that he died a few weeks later, raving and calling for his mother.

The writer first heard this story from an old petty officer with whom he was shipmates, and who was a boy with Tom Potter at the time he met with the accident which proved fatal. The story was much talked about at the time the event was made public, and in the seventies was embodied in a work entitled "Apparitions," written by Newton Crossland, and published by Truber & Co., London, a review of which appeared in the "Literary World" of 21st March, 1873. The petty officer who told the story to the writer used to add that he remembered, when the "Doris" returned to England to pay off, Dr. —— came on board and was permitted to interview all the boys who were acquainted with Tom Potter (including himself) in the vague hope that he might discover some clue to what he was convinced was the boy's apparition that had appeared at the door on that September night. But of course they could throw no light on the mystery. All that they could say that in life Tom was just a normally bright, intelligent boy.
**Monthly Notes and News.**

Officers and cadets should muster in front of the Conservatorium of Music on Saturday, December 7, at 2:45 p.m. The inspection will take place at 3:30 sharp in the Inner Domain. Mr. J. Cooper will be Officer of the Day, assisted by Mr. R. M. Sommerville.

The rowing race for the Cochrane Shield will be held on Saturday, November 30th. Crews with their boats should meet at Bay St. Wharf, Lane Cove River, not later than 3 p.m. on that date. Handicaps are shown on page 20.

The Navy League is proud of the splendid muster of officers and cadets on Nelson Sunday parade. When it is remembered that all ranks purchase their own uniforms and equipment, pay their own fares and attend voluntarily, it is truly amazing that such a high standard of smartness is maintained. All ranks are worthy of some form of public recognition for their national spiritedness.

The Birchgrove Concert Party is to be warmly congratulated on its excellent performance on Nelson Night, the amateur artists acted well and gave a good deal of enjoyment to the large audience of cadets and friends. The Awkward Squad and other contributing artists also came in for their need of praise. The band, too, showed what can be accomplished by persistent effort aided by enthusiasm.

Sir Kelso King unveiled a tablet commemorative of the Sydney—Australia's famous cruise—on November 9. After the ceremony Mr. L. E. Forsythe, Regional Officer, and Mr. Pickles, O.C. Drummooyne Company, conducted the visitors over the depot. All expressed pleasureable surprise at what they saw—the equipment, the efficiency, the cleanliness, the discipline. The atmosphere of the sea pervaded the place and a better depot for training purposes and for encouraging a sea-sense could hardly be imagined.

Mr. Forsythe was highly complimented on his work and on the royal help accorded him by his colleagues and the splendid lads who make up the Drummooyne Company.

Those present included Sir Kelso King, Commander F. W. Hixon, O.B.E., Commander H. L. Quirk, R.A.N., Captain and Mrs. F. J. Bayldon, Captain O. Smith and Mr. H. Cochrane.

**For the BOY, AUSTRALIA and the EMPIRE.**

**Cook's River.**

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

Officers and cadets were present at the Mosman Bay depot when Mr. and Mrs. Currington and family were farewelled prior to their departure for England. After the presentations had been made the cadets took part in organised games. We thank Mr. Snow for allowing us to camp at the Mosman Bay depot over the weekend, and hope to be able to return the courtesy when the Cook's River depot is in existence.

On Sunday, 20th October, we joined up with the other units in the Church Parade at St. Andrew's Cathedral. The cadets marched very well indeed, and throughout the service their behaviour was excellent.

Nelson Night at the Royal Naval House was most enjoyable. The interesting talk on "Nelson" by Captain Bayldon, and the splendid entertainment provided by the artists, especially the Birchgrove Dramatic Company, will be long remembered by the cadets.

On Saturday, 26th, we attended the Cook's River Motor Boat Association races, in which 45 boats took part.

We were heartily welcomed by the Commodore of the Club and introduced to representatives of visiting clubs, who extended invitations to us to call on them at their respective club houses. We will avail ourselves of these kind invitations as soon as possible. The races did not finish without excitement, as one speed boat "Baby Cyclone" developed engine trouble and sank abreast of where the cadets were standing. The crew swam ashore, and shortly afterwards "Baby Cyclone" was raised and launched.

The officers attended the enjoyable dance given at the Club House that evening.

Concerts at the Mosman Bay. (Contributed by Mr. W. J. Faulkner, O.C.)

The third concert at Mosman Bay has been another great success. Mrs. Cooper, as Hon. Sec. of the Birchgrove Ladies' Welfare Committee, spoke to the ladies present of the great assistance which could be rendered by an energetic Welfare Committee. A guessing competition was held to start the Company's funds and was won by Mrs. Cooper.

**Mosman Bay.**

(Contributed by Mr. J. McGarry, Acting O.C.)

For the third time Mosman Bay has won the Aneroid Barometer, and this is the one trophy that they always manage to retain. Regarding the win on the 26th it would be more fitting to say that it was the result of a determined effort of a crew who had applied themselves consistently to their training. The Officer of the Day, Mr. Snow, thanks his colleagues for their cooperation.

Mr. Snow's party of cadets visited the S.S. *Manly* and were very cordially received. The chief officer personally conducted them over the vessel, and they received explicit instruction in the uses and working of navigation instruments.

Will those members of the Committee who have been working very hard at the Depot doing various repairs accept the Company's thanks for the creditable result of their labours.

**Manly.**

(Contributed by Mr. B. A. Solomon, R.O.C.)

Manly was unfortunately left out of the principal event of this last month. The Royal Sydney Yacht Squadron race had just started as we were about to enter. The H.O. entered a protest, which was not upheld. However, we desire to thank the Yacht Squadron for the way they entertained the cadets.

We wish Leading Seaman Cadet R. Homer success as a member of Sydney Grammar fours crew.

The card evening arranged by the committee of the Navy League Company, which took place at the Dispensary Hall on Saturday evening, was a very successful event. About fifty people attended and indulged in bridge and euchre. Among those who entertained parties were Mrs. I. Green (honorary treasurer), Mrs. Dudley (honorary secretary), Mrs. Bowers, Mrs. Ferret, Mrs. Bates, Mrs. Edwards and Mrs. Brogan. A satisfactory sum was realised.
Leichhardt.

(Contributed by Mr. M. F. Litto, O.C.)

Leichhardt Company is still making steady progress.

On Nelson Sunday we turned out with 58 Boys from a total of 64 on the roll. Nelson Night Concert was also largely attended, and all spent an enjoyable evening. Officers, Committee and Cadets are all pleased with the success of three of our boys in winning prizes donated by myself, and one of the Navy League's best friends, namely Mr. H. Cochrane. I might state that my prizes of Gold Medals are very hard to win, on account of the strict conditions throughout the League. First and second prizes were won by L.S., M. Litto, and L.S., W. B. Arnott. Bugler J. King was a very close runner-up, and had he attended his Company instead of being led away by several boys of another Company, I would have had to procure another medal.

Regardless of numbers, every boy who has full marks at the end of the term, will receive a prize. We congratulate L.S., H. G. Gosbie in winning the Viking Watch. Unfortunately he lost several marks for Gold Medal, on account of not dressing as a Navy League Boy should dress. Better luck next year.

Points to be gained for Company Medal are:

- Attendance Outside Parades: 40 Points
- Monthly Church Parades: 40
- Drill Nights: 30
- Appearance: 30
- Punctuality: 30
- Discipline: 30
- Assisting in Raising Funds: 40
- Selling Benefit Tickets: 40
- Best Dressed Cadet: 15
- Second Best Dressed Cadet: 5

Total 300 Points

On Saturday, 26th October, we took part in the Rowing Race at the Royal Sydney Yacht Club, and we congratulate Mosman Bay on their fine win, also the other crews in filling places.

I wish to announce that our hard-working President, Mr. A. Goode, will be in uniform very shortly, as one of our Officers. I might also state the Leichhardt Company is open to gentlemen who wish to take a voluntary position as Signalman, or as an Officer. Hoping that this may meet the eyes of members of the Naval Comrades Association.

We have another Lady Member on our Committee—Mrs. Rybaleveld, whose son has also joined the Company.

We are holding a Dance and Social in the Temperance Hall, Balmain, on Saturday, 16th November, and hope for better weather than we had last time, as we want to swell the funds for our new Depot.

North Sydney.

(Contributed by Mr. J. F. Moore)

We must congratulate Mosman on again pulling off the R.S.Y.S. race for sea cadets. The crews made a splendid showing and fought to a very close finish.

The cadets returned very tired and sunburnt after a most successful camp at Clontarf, and wish to thank Mr. Solomon for taking some of them out sailing.

As I was unable to march with the cadets on the occasion of the Trafalgar Church Parade I witnessed the march as a bystander, and may state that it was something of which the Navy League might justly be proud.

Cadets and parents enjoyed the Nelson Night Concert, and congratulate Birchgrove on being able to form such a splendid concert party.

During the month we took our gig to Drummoyn Depot for repairs and painting, and thank Mr. Forsyth for placing the necessary gear and tools at our disposal.

We spent last week end at the Woolwich Company's Depot. Many thanks, Mr. Tottman.

The North Sydney Company is gradually strengthening, and the newly formed committee working in earnest.

The next endeavour towards swelling our funds will take the form of a Fete at the Depot on 14th December. We can assure anyone attending the function a good time and all kinds of useful gifts at reasonable prices.

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Specially constructed for Australian climate by leading English and Continental makers. Superb tone, workmanship fully guaranteed.

Large stock slightly used Pianos. Write for Catalogues. Easy Terms.

Liberal allowance on your present instrument.

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Established 50 years
99-101 YORK STREET
SYDNEY
(Bear Civil Service Stores)
Balqoivlah.
(Contributed by Mr. W. A. W. W. O.C.)

During the month several new cadets have been enrolled, and have proved that they can keep up a regular attendance.

The Company's chief sport, the way of a change, has been boat drill. The cadets handled the cutter in true Navy style and put up a creditable performance at the last boat race.

Thirty-seven cadets represented the Company at the Church Parade on the 20th.

Mr. L. K. E. Fisher, our 1st Officer, has been granted leave.

Mr. Doolan, of Harbord, who has accepted the post of 2nd Officer, is keenly interested in this Roy Welfare work, and to him we extend our appreciation and thanks for joining up.

Mr. Water (jun.), who has held the position of Actg. Junior Officer since the Company's inception and never missed a drill, has been appointed 3rd Officer.

P. O. D. Butcher, has been appointed coxswain, and P. O. G. Butcher, boatswain.

One of the features of the Sports to be held at North Harbour on 21st December will be the Navy League boat race over a half-mile course. Messrs. Cooper & Sons have very generously donated a handsome silver cup as the trophy, and everything was at its best on Saturday, 9th November, for the unveiling of a relic to the memory of the Officers and ratings of H.M.A.S. Sydney Crew 1914-1919.

The relic is a tread plate from the entrance to the depot of the past couple of weeks. A general clean up and a few energetic painters have improved things considerably and everything was at its best on Saturday, 9th November, for the unveiling ceremony was performed by Sir Kelso King, K.B., who gave a short and interesting address to the many visitors and the Company.

A most enjoyable dance was held in the evening, there being a good attendance with visitors from Woolwich, Birkdale and North Sydney.

Elizabeth Bay.
(Contributed by Mr. J. D. E. O.C.)

The company is progressing both numerically and in seamanship.

The boys have been busy engaged in painting the boats, re-arranging mess room and other quarters of the depot.

While recording our part in coming 4th in the recent boat race, R. S. Y. C. opening day, we wish to heartily congratulate the Mosman Crew on the winning, and trust that Elizabeth Bay (though only restarted some four months ago) will give as good account of themselves in the future.

LANE COVE.
(Contributed by Mr. J. D. E. O.C.)

Lane Cove representatives, who attended the concert on 21st October, unanimously voted it a most enjoyable evening and extend their thanks to the artists.

We congratulate Mosman on winning the boat race at Kirribilli on the 26th and thus retaining the aneroid barometer. Unfortunately for us half of our usual crew were on holiday, but nevertheless the boys enjoyed the pull and other refreshments which followed.

Our monthly parade at the Lane Cove Presbyterian Church was well attended, when the Rev. K. McDonald, our Chaplain, delivered a very excellent sermon.

In preparation for the coming races the cadets are to have boat drills long and oft.

Drummooyne.
(Contributed by Mr. W. J. H. O.)

We congratulate Mosman on their win and Birkdale as runners-up in the boat race held at Neutral Bay on 26th Oct.

Hand work and plenty of it has been the order of the depot during the past couple of weeks. A general clean up and a few energetic painters have improved things considerably and everything was at its best on Saturday, 9th November, for the unveiling of a relic to the memory of the Officers and ratings of H.M.A.S. Sydney Crew 1914-1919.

The relic is a tread plate from the entrance to the quarter-deck of H.M.A.S. Sydney and has been laid in such a position at the entrance door that members will salute the quarter-deck as they step over the tread plate to enter the Depot. The unveiling ceremony was performed by Sir Kelso King, K.B., who gave a short and interesting address to the many visitors and the Company.

A most enjoyable dance was held in the evening, there being a good attendance— with visitors from Woolwich, Birkdale and North Sydney.

SUMMER DAYS AHEAD!

Days out in the open, with the sting of wind and spray on your face, bring an "open-air" thirst. Then will you have an even greater appreciation of K.B.—a true lager.

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Specially imported, and of British manufacture. A cool, lasting smoke, with a fine aroma and pleasing strength, which is only obtained in Players Navy-cut De-Luxe Tobacco. Obtainable in 4 oz. tins. Price, 6/-.

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HANDICAPS

R.A.N. Appointments

Back-Admiral: William Monk, C.B., C.B.E., as First Naval Member of the Naval Board, to date 31st August, 1929.

Captain: John B. Stevenson, C.M.G., to "Penguin" as Captain, Superintendent, Sydney, and Captain-in-Charge, New South Wales, to date 30th September, 1929.

Henry P. Caley to "Cerberus" II as Commodore, Naval Representative, London, to date 9th November, 1928.

Commander: John F. B. Cardale to "Cerberus" additional for passage to England per S.S. "Orcia" for reversion to the Royal Navy, to date 22nd August, 1929.

Commander: Frank F. B. Bland to "Australia" as First Naval Member of the Naval Board, to date 11th September, 1929.

Commander: Frank B. Bland to "Australia" as First Naval Member of the Naval Board, to date 11th September, 1929.

Commander: Frank F. B. Bland to "Australia" as First Naval Member of the Naval Board, to date 11th September, 1929.

Lieutenant-Commander: Frank F. B. Bland to "Australia" as First Naval Member of the Naval Board, to date 11th September, 1929.

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THE END OF A FAMOUS CRUISER.

A very famous British cruiser has finally come to the end of her days and with a good deal of difficulty the training ship IMPERIAL II has been consigned to Blythe Harbour on the Northumbrian coast to be scrapped. For she was originally the POWERFUL of 1895 and with her sister the TERRIBLE was the pride of the British public and the annoyance of the Navy. These two giant ships—their full load displacement was nearly 19,000 tons—were given a protective deck only, the thin high speed of 22 knots and rather weak armament. The Admiralty had got rather badly rattled over the armoured cruisers of the type which the Russian Navy was building, and after they had spent a colossal sum on the POWERFUL, it was very galling to find that these ships were a hopeless failure when subjected to Japanese fire. But the building of the POWERFUL's naval brigade and some of the TERRIBLE's guns saved the situation in the Boer War and justified the cost of the ships many times over.

THE CANCELLED WARSHIP CONTRACTS.

British shipyards whose contracts have been cancelled under the present Government's reduction scheme are wondering if there is any way of cutting, or at least of reducing, their losses. The situation is particularly serious in the case of Messrs. Beardmore, who have had a very hard struggle to maintain their position lately and to whom the cancellation of the contract for the submarine ROYALIST was a very severe blow. Work was suspended the day after the Government's order, a very severe hardship on the men employed, but although the hull of the ship is well advanced and the force at least will have further information concerning the chances of an aeroplane hitting a moving ship. When the ASAMAN to finished at least the first British target ship to be fitted with wireless steering gear, was submitted to a hail of flour-bag bombs the number of hits to misses was very advanced at least the two giant ships—their full load displacement was nearly 19,000 tons—were given a protective deck only, the thin high speed of 22 knots and rather weak armament. The Admiralty had got rather badly rattled over the armoured cruisers of the type which the Russian Navy was building, and after they had spent a colossal sum on the POWERFUL, it was very galling to find that these ships were a hopeless failure when subjected to Japanese fire. But the building of the POWERFUL's naval brigade and some of the TERRIBLE's guns saved the situation in the Boer War and justified the cost of the ships many times over.

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particularly in the matter of slow flight and aiming gear, so that constant experiments under conditions as nearly akin to war as possible are vitally necessary. There is little doubt that in the case of the Caesar the proportion of hits will be very much greater, while bombs falling in the water close alongside will be duly revealed by the Navigator's films, and the damage that they are likely to do will be ascertainable, whereas in the old days it was only direct hits which could be reckoned at all. Against this it must be remembered that the post-war improvement in anti-aircraft work has probably been greater than in any other department of the Royal Navy, and it stands to reason that the experiments have been carried out by flyers who are untroubled by the barrage that would certainly be set up against them in wartime, a hail of two-pounder, 3-inch and 4-inch shells, and the heavy explosion of 8-inch and even 16-inch projectiles that are now available against aircraft in certain circumstances.

ADMIRAL SIR RICHARD PHILLIMORE.

The appointment of Admiral Goodenough to be first and principal Navy A.D.C. to the King for tells the retirement of Admiral Sir Richard Phillimore, which must come very shortly under the unemployment clause unless a special Order-in-Council is passed. Although he has not been actively employed for several years past his retirement will be a distinct loss to the Navy, for he is the son and brother of flag officers and belongs to a family illustrious in naval records. He entered the Navy as a cadet in January, 1878, went to sea in 1880 in the famous old five-master Minotaur in the Channel Fleet and was promoted sub-lieutenant in 1886. He was promoted out of the Royal Yacht in the Admiralty's usual manner of giving an opportunity of showing the keenest interest in the men under him and has been one of the moving spirits of the Royal Naval Benevolent Trust.

BRITISH AIRCRAFT CARRIERS.

There is a general shuffling of aircraft carriers on the board and except for the China Station there is not the least doubt that it will lead to a very considerable increase in strength and efficiency. The Glaucous, built by Harland & Wolff of Belfast as a 4,000-ton, hush-hush, cruiser, is relieving the Armstrong-built Couguienous in the Mediterranean and after a refit the latter vessel is going into the Atlantic Fleet, where she will be a worthy counterpart to the Physics which is practically a sister ship. When the strength of the principal home fleet is thus increased the Aranx will be relieved and will go out to China after a very complete refit and modernisation to relieve H.M.S. Hermes.

H.M.A. ARGUS.

The Aranx was laid down by Boardmores before the war as the Italian liner Conte Rosso and converted into an aircraft carrier shortly before the armistice. Incidentally she is the first ship of her type to do without funnels, a great convenience to the airmen using her but a serious disadvantage to her ship's company who have to live in a most uncomfortable atmosphere of oil fumes. In the Atlantic Fleet she is very seriously handicapped by her lack of speed and in exercises generally she has to carry out a roving commission protected by light vessels which could very seldom be spared. As the duties of an aircraft carrier on the China Station seldom entail her steaming with the fleet her speed of twenty knots is a comparatively small disadvantage, particularly as the 10,000 ton County cruisers will probably soon all again after distinguishing himself as Beach Master in the Dardanelles he was attached to the Russian headquarters for some time and then returned to the battle cruisers with his flag flying in H.M.S. Repulse. In March, 1918, he was Rear Admiral in the Furious, and as such was the first flag officer to command an aircraft division in the British Navy. Since then he has had many important appointments, the command of the Reserve Fleet, the command at Plymouth and several others. All the time he has taken every opportunity of showing the keenest interest in the men under him and has been one of the moving spirits of the Royal Naval Benevolent Trust.
be equipped with catapult launching gear. On the other hand the \textit{Hermes} has a speed of 25 knots, and although to begin with she was very seriously handicapped for the purpose of recovering aircraft by her comparatively small displacement of 11,000 tons, this has to a large extent been overcome by improved landing devices. It is understood, however, that when she returns to home waters the \textit{Hermes} will be very considerably improved and will be in buoyant hands for a considerable time before she joins the Atlantic fleet. Considering the tendency among naval officers in the British and other navies to turn towards smaller aircraft carriers the presence of the \textit{Hermes} in the fleet which carried out most British experiments will be distinctly advantageous. Added to which of course the \textit{Artemis} is a far cheaper ship to maintain on a foreign station, which is a big consideration in these days of economy.

\textbf{THE NAVY AND THE MERCHANT SERVICE.}

There appears to be one redeeming feature in the much-condemned system of trooping by cruiser, and that is that out of long voyages H.M. ships have by far the best opportunity of practising signalling with merchantmen, which is a most important matter whose necessity is now generally realised. Over 1,500 successful exercises and only 26 failures show that the Mercantile Marine realises the importance of easy communication with H.M. ships, as shown very particularly with the working of the convoy system during the war. Of these exercises far and away the most were carried out by three cruisers on trooping service, the ship which did the least having carried out over 20 per cent. more than the next ship on the list. The exercises appear to be neglected most by ships in home waters and in the Mediterranean Fleet. The only unit in the former category which is mentioned in the list at all is the first mine-sweeping flotilla, while the \textit{Calcutta and Valiant} in the Mediterranean Fleet carried out 30 exercises apiece. While it is admitted that the ships on these stations speed far more time in port, there would certainly appear to be a lack of interest in the big squadrons which is to be deplored. After all, it is infinitely more trouble for the merchant ship to answer a signal with her limited means, particularly if she is a two-watch ship and the officer of the watch has to divide his attention between the look-out and a score of other jobs that have to be done than it is for one of H.M. ships with her big signal staff always on the alert. Considering the very excellent standard which is now attained by many merchant ships, it has been suggested more than once that this very commendable exchange of signals should be encouraged by the presentation of an annual prize.

\textbf{THE R.N.V.R.}

It is an interesting point in the various combined manoeuvres between the Army and the Navy, frequently with the assistance of the Air Force, which have been held this summer that whenever geographically convenient the local Royal Naval Volunteer Reserve has been called in and has invariably proved itself capable of doing very useful work. The question is whether it is not very well worth while to enlarge this scheme, even if it entails the transport of the \textit{"Wavy Navy" over a considerable distance. Combined operations, particularly when associated with a landing force, are just the occasions in war-time in which the R.N.V.R. is likely to prove itself most useful, as witness the history of the Gallipoli campaign. They are, in fact, the odd job men of the Navy whenever they have been called upon to show their worth. The force is particularly valuable in any work involving signalling, and there are many who believe that in this direction even more attention ought to be paid to training than is the case at present. It must not be forgotten that an R.N.V.R. rating was signal boatswain in the \textit{Queen Elizabeth} when she was fleet flagship of the Grand Fleet, and there are many ratings in the force who are quite capable of being trained to a similar pitch of efficiency. But encouragement is everywhere, and the proof that they can take their full share of these combined exercises should have a very excellent effect on the enthusiasm of the force.

\textbf{THE ERSATZ PREUSSEN.}

One of the most interesting of the many papers read before the Institution of Naval Architects during their meeting in Rome was by Professor William Hoygaard, the well-known professor of naval construction, who compares the relation between the armament and protection of the 10,000-ton cruisers of the Washington type and the German 10,000-ton pocket battleship \textit{Ersatz Preussen}. In the course of his paper he gave a good deal of very useful information and he drew a number of interesting deductions. Most naval authorities will be inclined to agree with him that in ordinary circumstances it would be of doubtful wisdom to build a single ship to combine such two widely differing purposes as those of Baltic service and commerce raiding and destroying on the high seas. The German Navy at the present moment is not passing through ordinary circumstances and they at least consider that they are justified in breaking all the rules of naval architecture. Whether they are justified or not the future can show. At the same time there is a lot in what the professor said, a point that is usually omitted in the very general appreciation of the design of that remarkable ship, that as a platform for 11-inch guns she may be found very wet and unsteady for ocean service. The real point in the design of the ship is the unsettled question as to whether the experimental Diesel engines will prove reliable for long voyages. As regards protection, the weights given in the paper are most interesting—hull without tank 37,000 and tank 45,000; armour without tank 1,700, fuel 3,500, reserve feed water 40, giving her a full load displacement of 13,700.

\textbf{SYLLABUS OF TRAINING FOR SEA CADETS.}

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  \item Character Building.
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  \item Marine's Compass—construction and uses.
  \item Semaphore signalling.
  \item Semaphore signalling.
  \item Morse Signalling.
  \item Encouragement of swimming & healthy sport.
\end{enumerate}

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\textbf{PLEASE NOTE.}

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, THE NAVY LEAGUE JOURNAL, Room 44, Royal Exchange Bldg, Pitt and Bridge Sts, Sydney.

The Navy League does not necessarily endorse the opinions of contributors to the Journal.

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

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 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.

For AUSTRALIA and the EMPIRE.
Are you in the League?

Why not?

The Navy League is

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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.
The Navy League Journal

The official organ of the Navy League
New South Wales Branch

H. Wollaston
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Yet what man would knowingly spend £100 that put him under obligation to pay £4 per year for life?

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celebrated manifesto on the outbreak of the war. If reluctance to draw the sword makes a pacifist, we are all entitled to the distinction, the only difference being that some are more reluctant than others, more difficult to convince that hostilities are inevitable. By the term "pacifist" I refer to those persons who condemn as wrong and unnecessary all war as such, especially any and every war in which their own country may be engaged, and who hold their own country responsible for any and every crisis that either issues in war or threatens to do so.

THE ARRANGEMENT.

After the protracted agony of the Great War, anti-war agitation may well be a distinguishing feature of our public life. The League of Nations, the Locarno Treaty, and the Washington Conference on the reduction of naval armaments are some of the outstanding symbols of a new horror of war, more intense and widespread than any previously known. Statesmen, publicists, economists, journalists, not to mention clergy and reformers of every kind, are ever reminding us of the waste, savagery, and wickedness of war. It is an all-round reproach to our civilisation, and ought to be impossible in our enlightened time. It must also be said that, in self-righteous mood, some arraign the supposed criminals responsible for war—capitalists and manufacturers of war material for their greed, patriots for their devotion to country, statesmen for their aggressiveness and bungling, professional soldiers for their military ambition, and Christian churches for their blindness, apathy, and moral cowardice. Those who profess to stand apart from, and superior to, all this anarchy of greed, indifference, and jingoism, piously thank God that they are not another men; that they are the same, humanitarian, peace-loving innocents in a quarrelsome, selfish, wicked world.

WHENCE COME WAR?

It is commonly imagined that war always springs directly from the fighting spirit, from the disposition and will to war, and that, apart from such disposition and will, there would be but could be, no war. This is tacitly assumed in the usual peace propaganda—pamphlets, speeches, sermons, the exchange of international visits and compliments. All these are good; let them grow from more to more. But just as events and circumstances may compel the most peace-loving and meek individual to defend himself against wrong and insult, so, without any will or disposition to fight, a nation may be pushed by events into a declaration of war. Even in the absence of such provocations as national megalomania, jealousy, suspicion, envy and greed, war may spring from actual, concrete situations, irrespective of what men may think, feel, or say—situations, that is, which, in the inevitable clash of interests, must be settled somehow, and cannot wait until the countries are sufficiently developed in magnanimity and the self-sacrificing spirit to welcome every opportunity of suffering wrong cheerfully. Without any promulgated act of aggression, individual interests have a natural tendency to collide in the course of their development and progress, and the most cultured and Christian of men often enough fail to adjust their conflicting interests without any appeal to the law, which, of course, means ultimately an appeal to force. Now, a great, self-conscious political aggregation or unit—i.e., a nation, has real personality, with all the attributes of the individual—the sense of soul and responsibility, the instinct of self-preservation, self-expression, dignity, honour, ambition, resentment of injuries and insults, etc. In themselves all these are normal and innocent, but they involve the possibility, almost the certainty, of collisions with other units similarly constituted, collisions resulting from the ordinary processes and concomitants of living, and necessitating, by the best, or, it may be the only, means available, the continual readjustment of relations.

IS ANYTHING WORTH FIGHTING FOR?
The Quakers declare that a war policy is always wrong, always wicked, and not a few divines in other communions have committed themselves to the position that war can never be justified. Accordingly, it must be wrong for a country to defend itself, whatever the provocation, and whatever the alternative. Thus, fighting, as such, comes to be regarded not only as an evil, but as the worst of all evils, to be avoided at all costs. And, correspondingly peace takes the supreme place among all human interests, a thing that ought to be preserved even at the cost of all other inter-
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LOYALTY TO THE LEAGUE

DECISIONS

As a preventative of war, the utility of the League depends upon the spirit in which its offices are invoked, and its decisions received, and the loyal acceptance of adverse decisions by the strongest, as well as by the weakest nations. It is too generally assumed that an international peace court that effectively prevented war, would be sure to confirm Great Britain in its enormous advantages, and secure us an indefinite lease of our world-position, while saving us most of the worry and expense of holding it, the League thus acting as a reliable bulwark between us and possible enemies. But if the League is to take root at once the most potent and beneficial of all our progressive institutions, the strongest and most advanced nations will have to discipline themselves to a true world-view, and will have to be prepared to abide by adverse verdicts. Are they so prepared? When a dispute between individuals is referred to arbitration the result disappoints one of them, but "he grins and bears it." Can great nations in like circumstances be trusted to "grin and bear it" when the arbitrator is the judiciary of the League, even if they have gone so far as to invest the League's offices? Can we safely lay down for the regulation of international relations a principle that exalts peace above every other consideration? Not "let justice be done though the heavens fall!" but "let peace be patched up though the heavens fall!"

The peace of our dreams is a state of universal contentment and goodwill. But where are we to get either the good-will or the contentment? And, in complicated political issues, who can reduce the argument to a single point clearly demonstrative of the validity of a claim on this side or that? It has been said that the tragedy of history is not content between right and wrong but the conflict between right and right. For, apart from the fact that, in actual human affairs, the only idea of right some people reveal is getting all they can, problems are complicated by the intrusion of personality, with its bias, and a host of secret postulates and assumptions and other subtle factors that vitiate argument and prejudice negotiation. So the rights or wrongs of a claim or policy in international affairs are rarely demonstrable; they are largely, and may be altogether, a question of attitude and viewpoint, incapable of final decision by appeals to official documents, written laws, and irrefutable logic. Here, again, national personality creates the difficulty.

HOW PREVENT WAR!

The haunting horrors, and the stupendous destruction of every kind connected with the last war make the soul sick at the bare thought of another, but in what direction is the world to look for final deliverance from the age-long curse? Nearly forty years ago the quiet and reserved Alfred Nobel, the Swedish chemist who invented dynamite, told an intimate friend that, while experimenting in his laboratory in the production of explosives for war purposes, he was earnestly considering the subject of world peace, and sincerely believed he was hastening that happy consummation by inventing new terrors. He recognised his failure, but, realising the almost unlimited possibilities of the coming scientific terrors in war, and pessimistic on the moral and spiritual aspect of things, he declared that the only thing that would ever prevent mankind from engaging in war was terror. Of course, this would suggest the moral bankruptcy of the race; it would mean "peace without good-will," and the abdication of the most up-to-date humanity exterminator far
That the Australian boy has no sea-sense.

Part in one of these races each with a double crew of cadets. If more suitable boats were available, they, too, would take their places on the starting line manned by crews of earnest vigorous lads who give the lie to croakers who assert that it has only changed its field of beneficent operation, that it has entered upon a new lease of life in the mundane sphere, and that the world is to be saved from war by a fear of hell very much more real and concrete than the old classical bugbear. In that case the chemist is destined to establish a stronger claim to our everlasting gratitude than the world-wide agencies of the Church, and we may well pray that he may be blessed in discovering and inventing means of frigidity tenfold more staggering to the mind than those with which we are already acquainted. But, after all, the hell with which we are threatened, in the event of another war, cannot do more than kill, the especially appalling thing about it being due to the extreme difficulties of defence, and the swiftness and unparalleled extent of the destruction, not only of armed combatants, but of whole populations. Still, God has so made us that any man conscious of a soul would prefer death to living in disgrace. And, as in the case of the individual, the soul of the people is sufficiently aroused, and clearly enough aware that the only way of escape is the way of dishonour, it is capable of daring and defying the most dreadful prospects "in scorn of consequence."

If, however, the prevention of war is a moral and humanitarian problem, it is pertinent to ask how far we are prepared to go in an effort to solve it. "Peace hath her victories no less renowned than war." But it must not be forgotten that peace has its penalties which may be no less disastrous, and far more galling, than those of war. Is there, then, ought there to be, any limit to the price we are prepared to pay for peace? To urge, as so often is done, that God would take care of us if we refused to fight, even in the clearest case of self-defence, would be sheer fanatical trifling, impossible to any responsible statesman. God has never worked that way. The assumption is in the teeth of all history and experience, and finds no countenance in Christianity. It really means that God will see to it that our Christianity has no cross in it, and costs us nothing. But it has never been God's way to indemnify us for losses incurred at His service, either as individuals or as nations, and to the country that stakes its safety on any such supposition! Our Lord does indeed speak of spiritual compensations—"thou shalt have treasure in heaven"—but that is not enough for some people; they would have substantial guarantees both ways, material as well as spiritual, on earth as well as in heaven.

Nor is it customary for the pacifist to take such risks and manifest such heroic consistency in his private affairs. He carries a bunch of keys; he entrusts his country to the divine vigilance, but he requires other security for his house, his money and his documents. He indeed objects to fighting, but if the enterprising stranger within his gates at 2 a.m. is proof against gentle remonstrance, the pacifist will hardly object to a policeman trying conclusions with him. So, I can indulge my pacifist theories, even at home, with impunity while statements are making provision for my safety, and a great fleet rides the seas to keep the coasts of my country inviolate. If I choose, I can use or abuse my pulpit by fulminating against even a defensive war, while my fellow-citizens are dying in heaps to keep both me and my pulpit from being blown to atoms, and my country from being devastated, and its soul enslaved by a relentless and insolent conqueror. The Quakers easily acquire and enjoy the reputation of being the saints of the earth for their traditional condemnation of war, so long as their wealth and liberties are protected by other people who think there is something worth fighting for. But their reputation would not be so secure if they had to face the responsibility of shaping and carrying out a national policy in a perilous crisis. It is a common inconsistence. The quickness that shrinks from the rough and repulsive work of the world is quite content to enjoy the superiority of its own sensibilities at the expense of others. So the pacifist can afford to play his superior role only because more practical men are holding an umbrella over his head.
Wreck of the "Dunbar."

BY CAPTAIN F. J. NAYLORD, R.N.R., R.M.

The ship Dunbar, 1,321 tons register, 1,890 tons burthen, left England on 31st May, 1857, under the command of Captain James Green, with 63 passengers and crew of 59 all told, carrying a full general cargo for Sydney.

Between 7 and 8 p.m. on 50th August she very slowly passed Botany Bay, in an E.N.E. gale with heavy squalls, showers of rain, and rough easterly sea. The land was in sight at an estimated distance of about 8 miles, but perhaps was actually not more than 6, for in such weather an error of a few miles might easily be made.

She stood on Reading about N.N.E. close hauled on starboard tack, under close reefed fore and main topsails, and foresail. Sydney South Head revolving light was frequently seen between the showers, but the night was very dark, no land was visible; weather conditions grew worse and ship made several points of leeway, so that her course really made good, would be about N.N.W. and her speed only 3 miles per hour.

Shortly after 11.30 p.m. when South Head light was a point or two abaft the beam, the ship was probably reckoned to be about 6 miles outside the entrance to the port (but actually she was within 2 miles) all hands were called on deck, the ship was kept away to the westward for the Entrance, running before the wind with her yards almost square and the South Head light slightly on her port bow. The foresail was hauled up and a very sharp lookout kept for North Head which was not seen by them, but a few minutes later breakers were seen right ahead. At once the Master knew she was close in to Outer South Head, ordered the helm to be put hard on the port and the yards backed up on the starboard tack, in hopes of clawing off the land again to the north eastward. His orders were promptly carried out, but with wind and sea setting her strongly to leeward the ship was too close in and carried too little sail, and though she started to turn to the northward, about two minutes later her port bow struck the rocks and she was hurled almost broadside on to the cliffs just north of the Signal Station, almost mid way between the lighthouse and the Gap, the time being shortly after midnight.

With the first shock the topmasts went overboard, directly afterwards the sea broke over her starboard side carrying away people, boats, bulk, works, masts and in a very short time she had crashed to pieces. There was only one survivor, a young able seaman named James Johnson who had been on deck since 8 p.m. and it is from his clear and intelligent evidence given at the Inquest held four days later that the above account has been compiled.

Next day floating smashed wreckage showed people of Sydney that a vessel had been wrecked. Her position was soon found and many bodies were seen being dashed about by the heavy seas, the sprays from which drenched the men on top of the cliffs. On the following day Johnson was seen and rescued, having spent 36 hours on a ledge of the cliffs, and during succeeding days wreckage of all descriptions with numbers of mutilated bodies was found scattered along beaches of Middle and North harbours.

At the Inquest held on 24th August, the jury returned the verdict that "there may have been an error in judgment in the vessel being so close to the shore at night in such bad weather, but they do not attach any blame to Captain Green or his officers for the loss of the "Dunbar."

In 1910 a number of relics were obtained from the wreck, such as anchors, cables, chainplates, copper bolts, coins, etc., which are now preserved in the adjacent suburb of Watson's Bay.

In the popular idea that the "Dunbar" was lost because her Captain had somehow mistaken the small indentation called the Gap for the mile wide Entrance, there is neither a vestige of truth nor the remotest probability.

The reason why Captain Green attempted to run into the Port on such a night may have been because he knew, from the leeway the ship was making, that she could not possibly weather the entrance, but most inevitably be blown ashore and wrecked within a few hours, hence his only chance for safety was to run into Port and anchor. Had he continued only one mile further to the northward before rounding for the Entrance he would have taken his ship safely in, and this slight error in reckoning was most probably due to the current setting to S.S.W.

"The foregoing article is published, verbatim, in the new Australian Encyclopaedia, under the heading "DUNBAR, Wreck of the"."
For the BOY, AUSTRALIA and the EMPIRE.

Monthly Notes and News.

The Navy League Executive extends to all members, officers and cadets its cordial good wishes for a happy Xmas and a prosperous New Year.

Officers and cadets and local committees have been exceptionally busy during the last few weeks. Birchgrove and Mosman have held most successful banquets and netted substantial sums which will greatly benefit the two companies. Not only have the officers and cadets freely given their services but the members of their sub-branch and welfare committees have been splendid in every way.

Bay Street wharf, Lane Cove River, was the meeting place for cadets and their friends on November 30th, when the annual rowing race for the Harold Cochrane Shield was held. There were ten starters and Birchgrove Cutter's crew won by four lengths from Drummoyne (the holders of the trophy) with North Sydney a quarter of a length behind. Birchgrove lads have tried hard to win the Cochrane Shield, but until this year success has just managed to elude them.

The informal tug-of-war held ashore after the race also provided plenty of excitement. The heats were won by North Sydney, Mosman, Birchgrove and Drummoyne. The last two named contesting the final, which proved to be a terrific struggle.

First Drummoyne and then Birchgrove gained an advantage and finally after the most strenuous match seen in the Navy League, Drummoyne by a supreme effort just managed to haul their doughty opponents an inch or so over the mark. It was a battle royal between modern gladiators.

The starter's job in a rowing race where there are a number of competitors is not a happy one, but Mr. Forrythe and Mr. Waterfield performed their task well. They might be induced to take the job on whenever the League has a boat race.

We were glad to notice among the spectators Mrs. Cooper, Birchgrove; Miss Richardson, Drummoyne; Mrs. Addison, Dillun and Scott, Mosman; Mrs. Darcey, Lane Cove; Mrs. Totman, Woolwich and a number of gentlemen among whom were Messrs. Dillun, King, Cochrane (Viking), and Addison. Regional Officers present were Messrs. Cooper, Forrythe, Snow and Somerville together with officers from all the competing companies.

A number of supporters followed the race in launches but it was impossible to distinguish them and if they are not mentioned it is because they were not seen by our contributor.

The painful accident which befell Mr. Pickles, O.C., Drummoyne Company, on the 30th November, was most unfortunate and it is hoped that he has quite recovered from it.

P.O. M. Littie, son of the O.C., Leichhardt Coy., was recently knocked down by a motor car and received nasty injuries and a severe shaking necessitating his removal to Balmain Hospital. His many colleagues will be glad when he is well and with them again.

The Sea Cadets Corps is not a spectacular movement and does not aspire to the precision and machine-like movements of a brigade of Guards, but it does good work and acquires much that is of practical value to the lads. Some time ago a Mercantile Marine Captain of repute picked on one of our Cadets and questioned him closely on the lead line, compass, helm, Rule of the Road and boat management, and was amazed at the lad's knowledge. He then requested that boy to make certain knots, bends and hitches, which he did without the slightest hesitation—the meanwhile...
explaining their uses. Long, short and eye splices were also made, and the worthy Master Mariner walked away vastly impressed.

The Cadets, of course, are not all so versatile as the one under discussion, but a large number of them could teach the craft of seamanship to some of our present day sailors.

Navy League members extend their congratulations to Cadet R. Collison of Woolwich Company for his splendid action in saving the life of Cecil Brownlow, a five year old boy who while playing fell into the Lane Cove River near Gale St. wharf recently. Collison without the slightest hesitation plunged fully clothed into the deep water and, diving, recovered the drowning boy and swam to the shore with him. The deed is all the more magnificent when it is remembered that Cadet Collison is not yet fourteen years old. The rescue has been brought to the notice of the Royal Humane Society.

**Mossman Bay—Navy League Fete.**

The Mossman Town Hall was gay and festive with banners of red and gold, the colours of the local branch of the Navy League, on Friday and Saturday, 8th and 9th November, when a successful Fete was held to assist the Building Fund for the new depot.

With all their flags flying, the Mossman Sea Cadets looked open and span under the command of their R.O., Mr. B. Snow, assembled outside and formed a guard of honour to Mrs. H. E. Pratten (accompanied by Miss Pratten), who in a very moving speech declared the Fete open.

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At Drummooyne depot on December 16th, at 8 p.m., a screening of the cadets who paraded on the 7th inst. for inspection, will be shown. Tickets of admission are 1s. each, and officers wishing to help Mr. Forby to pay off the debt on his depot should ring him (MA 1411) for tickets.

**Chans.**

At the meeting of the Navy League Executive, held on the 9th inst., a vote of thanks was passed to Mr. S. Cooper and all the honorary officers of the Sea Cadet Corps for the excellent parade of cadets on the 7th inst., and for their splendid work generally in connection with the movement.

A large number of supporters of the Sea Cadet Movement were present at the parade held on December 7th. Of the total strength of Sea Cadets in N.S.W. 76 per cent. were on duty, and 90 per cent. of their officers and instructors. Of the Navy League Executive only 15 per cent. of its members were able to attend. Those present being Commander F. W. Hixon, O.B.E., Mr. Harold Cochrane and Captain G. Smith.

(Photo for non-attendance, owing to prior engagements, were received from Judge A. P. Backhouse, Sir Kelsie King and Mr. T. B. Silk of the Executive. The Federal Minister for Defence and the State Minister for Works were also sent.

The many side shows were conducted by the Sea Cadets.

Mr. B. Snow (O.C.) took charge of the dancing in the small Town Hall.

A good profit should go to the Building Fund from this effort.

Cook's River.

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

Supporters and cadets are delighted with the news that an acre of land suitable for a training ground is to be leased to the Company. The chosen place adjoins Cook's River and the Prince's Highway.

We have had a busy month with route marches; interesting residents in our work; calling on city houses for donations; attending boat races; practicing single stick exercises; taking part in a general parade and performing ordinary routine work.

Our sincerest thanks are tendered to the undermentioned for according to this new unit of ours something more than lip service—they have expressed their interest in us in tangible tokens of usefulness. Mr. R. Walder, of Sydney, for two magnificent gift flags; Messrs. Griffith Ltd., 77 Liverpool St., Sydney, 3 fine brass tridents; Messrs. W. H. Paling Ltd., 3 bugles and 1 side drum; Messrs. Albert & Son, a bugle; Mr. R. Heal; of Messrs. Beale & Co., one guinea; Mr. Lane, of Smith & Lane, half a guinea; Messrs. Penfolds, a rubber stamp and pad; Mr. M. Mitchell, 139, Bathurst St., 2 cutlasses, 5 sword bayonets, 2 spring bayonet rifles; Mr. H. Solomon, Camden Turf Club Motor Boat Club, 2 gold medals for competition.

We also thank the President and Committee of the St. George's Motor Boat Club for a very enjoyable afternoon spent as their guests.

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messages to say that they regretted they were unable to be present.

The muster for a Saturday afternoon was very satisfactory when it is remembered that Sydney people like to devote the day to recreation.

We were pleased to see Mr. S. J. Lea-Wilson at the big parade. His large camera "clicked" frequently, and we doubt many good pictures of the boys will result.

Manly.

(Contributed by Mr. E. A. Solomon, R.O.C.)

The Company continues to progress, and although this year has been one of great financial depression throughout Australia, the Sub-branch Committee has been responsible for the monetary assistance required and can still show a credit. My thanks on behalf of the cadets to the fewer active and loyal workers who have done so much to assist in making this Company what it is today.

The Welfare Committee have just taken over the good work of the Sub-branch, and with the assistance of members of the last named are accomplishing a great deal.

It is expected to have our Depot by June, 1930, and as this venture will cost about £300 the assistance of members of the last named are appreciated.

The principal event of the past month was the rescue by Cadet R. Collinson, who saved a boy from drowning in Lane Cove River. Woodcock Company have good reason to be proud of Cadet Collison.

The Navy League race for service cutters under sail, arranged by Mr. L. E. Forsythe, was won by Manly crew with Mr. A. M. Ricketts at the tiller. These events give heavy cutters with light crews a fair chance, also parents' confidence to allow cadets to go sailing when they realise the officers are competent.

Our thanks to Mr. L. E. Forsythe, R.O., for the presentation of the Blue Ensign to the winning crew, and to the Prince Edward Yacht Club for making the presentation of the Blue Ensign to the winning crew, and to the Prince Edward Yacht Club for the trophy.

Manly congratulate Birchgrove on their success for the Cochrane Shield, also Drumoyne on winning the Tug-o-war. This unit was unable to attend these events.

The auxiliary Welfare Committee, assisted by the Sub-branch members, will hold the 1st Annual Fete on Friday and Saturday, 13th and 14th December, at the Big Wheel grounds, Manly. Birchgrove Cadet Band will play. A picture benefit for the Company will be held on January 14th at the Olympic Theatre. A few functions such as this will materially help our Committee toward the realisation of its ambition — the Depot for the boys.

The Company with all supporters of the League wish all supporters of the League a Merry Xmas and Happy New Year.

Navv League enamel and gilt badges may be obtained from Headquarters at 1 each.

Birchgrove.

Mr. S. Cooper writes from Birchgrove Company:

"I must apologise for omitting to send any notes for the last issue of the Journal. The truth is that owing to our many activities, they were forgotten. Among other things we have been engaged preparing for our bazaar, examinations for leading seamen, competition for efficiency medals, improving our depot by making club-room additions for our Felix girls and Welfare Committee, also accommodation for the Company's petty officers. In addition to all this pleasurable work we trained our cutter's crew to such purpose that it succeeded in winning the Cochrane Shield from our redoubtable opponents, Drumoyne Company, and eight other League competitors. It was a great race and our fellows had to pull all they knew from start to finish. The main difficulty with which this Company has to contend is T.L.M.: there are not enough week-ends in a month, or nights in a week to satisfy our enthusiastic and lusty workers. The bazaar was a great success in every way. Those present included Lady and Miss Olive Kelso King, Sir Robert Cowton, Mr. Payne (manager of Cockatoo Island Dockyard), Mr. and Mrs. Carment, and Mr. David Carment, Mr. Butley, Mrs. Heine senr., and Mrs. W. Heine junr. and Mrs. Mossman. John Heine & Son, Mr. J. J. Booth, Mr. E. A. Solomon, Miss summerville, Mrs. Faulkner and Mrs. McIvor, Mrs. T. H. Silk (wife of our President), in the absence of Mrs. E. R. G. R. Evans (wife of Rear-Admiral Evans) graciously opened the bazaar. Little Dorrit Pont presented Mrs. Silk with a lovely bouquet, and Baby Bay Cooper presented our Pilot-Goldmother with a basket of Delphiniums. The cheery smile of Mr. Harold Cochrane, who was first at the depot, set everyone at ease. This gentleman on this occasion was at his best, and had a word with everyone and a hearty handshake. Mr. Silk, our President, and Mrs. Mayne, acted as host and bosom right royally. Owing to lack of space we are unable to publish the names of all those individuals and firms who so generously assisted us with donations of different kinds, but they can rest assured the Birchgrove Company appreciates the magnificent help rendered by them all. All Companies join with Birchgrove in tendering their deepest sympathy to Capt. and Mrs. Beale in their sad bereavement. We are also

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very sorry to hear of the serious accident which befell Leading Seaman Cadet Litto, and sincerely hope that his injuries may not be so severe as reported. As Officer of the Day, on the occasion of review and inspection by Captain J. B. Stevenson, I wish to thank all officers and cadets who turned out and made such a very creditable showing. Capt Stevenson during his career has reviewed many hundreds of parades, and he expressed himself as pleased with what he saw, particularly as it was not possible to arrange a series of rehearsals beforehand. I also wish to thank Messrs. Sommerville and Forsythe for their great help. The season's greetings to all.

Woolwich.

(Contributed by Mr. C. Tottman, O.C.)

We are pleased to report the enrolling of five new cadets during the past month, and are hopeful of a further increase in numbers by Xmas.

Does any one know "Tulip"?

The week-end camp spent up the Lane Cove River was most enjoyable.

The Rev. Mr. Dudley, of the Woolwich Presbyterian Church, delivered a most helpful sermon on the occasion of our initial Church Parade.

We congratulate Birchgrove on their fine win in the Cochrane Shield Race. Our boys are in great heart, and are looking forward to the next races. If they don't win it won't be for the want of trying.

Mosman Bay.

(Contributed by Mr. B. W. Snow, R.O)

Inter-company activity has occupied our time and general training has suffered somewhat. Owing to the rig of our cutter we were unable to make the Pile Light at Watson's Bay on the occasion of the sailing race on November 15th, and consequently were not entitled to the position allotted to us in the daily press. We hope to have the cutter re-rigged before the next sailing race. We congratulate Manly on their very fine performance.

Bad luck dogged us in the Cochrane Shield Race. After many nights of strenuous practice we arrived full of hope, but our hearts sank when stroke one split the first pull. It says much for Cadet Doney's control that he continued to stroke the boat half way down the course and maintained a good lead on Drummoyne and Leichhardt gigs till the low oar snapped clean in two. Stroke then broke his oar, and with only four oars left we managed to hold our position. Our thanks are due to all who assisted in arranging a really enjoyable afternoon.

We regret very much losing the services of our acting O.C., Mr. McGarry, on November 9th, owing to pressure of other engagements. We trust that at some future date Mr. McGarry's services will again be at the disposal of the League. At the moment Mosman Bay Company is without officers, and the Regional Officer would appreciate offers from any gentlemen with the requisite ability and enthusiasm to assist him in maintaining this Company.

We were pleased to see Mr. A. B. Proud at the parade on 7th inst. Nothing is a trouble to him and he is ever willing to lend a hand anywhere.

Mr. R. M. Sommerville, O.C., and Mr. A. Shepherd, acting O.C., and the Lane Cove Company are holding their own and have been present at all inter-Company events during the year. We hope to have the return trip in Drummoyne's cutter, No. 2, which is already due to us.

Aided by the proceeds from dances this progressive company expects to defray part of the cost of their splendid depot.

Drummoyne Workers at Play.

(Contributed by E. Tough, Acting O.C.)

Our company is only making slow progress owing chiefly to the fact that we do not possess a suitable boat. However, every effort is being made to obtain one, and in the near future we hope to report success in this direction. This accomplished our membership will assuredly increase.

It is reported that our popular O.C., Mr. Roy Klein, who recently went to South Australia on business, is returning shortly.

We have not yet attended any public parades because only a few boys possess complete uniforms, but they expect to be fully equipped early in the New Year.

The return trip in Drummoyne's cutter, No. 2, was a thrilling experience for the Auburn boys on account of the rough weather, the like of which they have not experienced on the Parramatta River.

We congratulate Manly on a fine win, also Drummoyne No. 1, who were not far behind, second.

Please pass this Journal to a friend
Strange Meetings

In Strange Places

by "Jack Frost"

There are those who, having spent a lifetime in the Navy, will growingly complain that it was so much time wasted; that it was a humdrum existence, a ceaseless carrying out of a little-varying routine aptly expressed in the lower deck phrase: "Turn in, turn out; lash up and stow, and muck about."

I, myself, had sometimes lapsed into that pessimistic mood; but, now stranded upon the quarter of a century spent in the Navy; when I contemplate on the wealth of reminiscence gathered during that career, I am forced to admit that whatever pleasure, or excitement, or knowledge I failed to grasp was due to a lack of imagination, and an incapacity to take the fullest advantage of the many opportunities that presented themselves. And that so many of those opportunities were allowed to slip by me is evidenced by the fact—an experience due to a lack of imagination, and an incapacity to take the fullest advantage of the many opportunities that presented themselves.

Among other realisations that have come home to me since leaving the sea is that of the great difference between the landlubbers and the sailor. That each of the crew contributed to the swelling of the ship's estate was wound up; and his credit balance, plus one day's pay, were thousands of more or less close acquaintances, whereas, in the same period, the average man on shore can number his acquaintances only by the score or by the hundred at most. Thus reflecting, it will be readily understood that in whatever part of the Empire, if not of the world, an ex naval man shows his face, he is pretty certain sooner or later to run up against an "old ship." That has been my experience, anyhow.

Resurrections! Some of those strange reunions are almost literally so! Why, only two years ago, in Martin Place, Sydney, I met an old shipmate who, in 1894—33 years back—fell overboard from H.M.S. Crescent and was drowned on the voyage from Sydney to Portsmouth! The man was so much drowned, at least, that a search for him with lifeboats for several hours was unavailing. He was logged as "drowned at sea"; his name was struck off the ship's books; his kit was sold by auction before the mast; his estate was wound up; and his credit balance, plus one day's pay, that each of the crew contributed to the swelling of it, was duly paid over to his next-of-kin on the ship's arrival in England. Where lay the mystery of that resurrection? I cannot tell you. When I bumped against him in Martin Place, I don't know which of us received the greater shock. He turned green under the electric light. At first he denied his identity. But it had so happened that, forty years before, we both had been tattooed on the wrist with the same design and by the same artist. When I extended my hand and said: "Can you match that?" IITI he grinned and ceased further bluff. He promised to meet me on the following night; but he assuredly "got the wind up," for I have never seen nor heard of him from that day to this!

Now, if that had been the experience of an untravelled landsman he would never have ceased to go home and tell his troubles to the one person he could tell about them; whereas, in the same period, the average man on shore can number his acquaintances only by the score or by the hundred at most. Thus reflecting, it will be readily understood that in whatever part of the Empire, if not of the world, an ex naval man shows his face, he is pretty certain sooner or later to run up against an "old ship." That has been my experience, anyhow.

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old schoolmistress, I had long ago lost recollection. But, prompted by curiosity that the voice had nor had I yet seen her face. Of Miss Currie, my and was then certain that I had heard it many, many years ago; but I could not place its owner, chattering, I thought I heard a voice that I garrison the place. As I was going about my attracted to Wei-Hai-Wei which had then only of English ladies who had come north to escape the trying summer of Shanghai. They had been the first to hoist the Union Jack and to be the first to have taken of her, her handsome college, her grown-up children, and her small army of Chinese servants.

THE SALVATION ARMY CAPTAIN'S BROTHER.

In 1886 I was a boy in the trainingship *Lion*. I was on Christmas leave with my parents who lived in the same village to which already I have alluded. One day the local Salvation Army Captains called and inquired if she might speak with me.

"I so much wanted to meet you, hearing that you were in the village," she began. "I have a brother in the Navy," she said. "I wonder if you know him? His name is Arthur Cherry." There was great anxiety in her eyes and voice; and she seemed deeply disappointed when I replied that I did not know any such boy of that name.

"Oh! he is not a boy," she explained. "I think he is an able seaman; and when last we heard from him he was in the *Rifman* on the East Indies Station." I promised that I would not forget such an uncommon name; and that if ever I came across a man by that name I would ascertain whether he was the brother she was so anxious about.

Ten years later (1896) I was in the *Melpomene* at Zanzibar. There were other warships present all of which had just recently taken part in the
bombardment of the Sultan of Zanihar's Palace. One night I was on shore and had come down to the beach too late to catch the ship's boat. I had engaged a native waterman and was just about to push off when down came a belated blue-jacket.

"Do you want to go on board your ship?" I asked.

He replied in the affirmative, and I invited him to share my boat. As he sat down in the sternsheets alongside me, he took off his cap and laid it crown down on the thwart. As you all must know, a sailor never stamps in white paint on the inside of the crown of his cap. By the light of the lantern in the sternsheets I caught a glimpse of my fellow passengers' hats: it was A. B. C. E.

"Yes," he said, after I had told him where and under what circumstances I had heard the name before, "every time my sister writes she asks me if I have not a sailor named Jack Frost; but I never expected to run you down in such an outlandish place as this, and at such a late hour. I was chiefly instrumental in getting my acceptance as quartermaster of the middle watch!"

I never think of my old village school and my schoolmaster, in August of the year 1886. The love he bore to learning was in fault. Yet he was kind, or if severe in ought, the day's disasters in his morning face. A man severe he was, and stern to view, the village master taught his little school. With blossoming furze unprofitably gay, beside the hedgerow unbroken.

A BELLATION MESSAGE.

I never think of my old village school and my schoolmaster but that I am reminded of Goldsmith's "Deserted Village," and the beautiful descriptive lines in which occur:—

"Beside your straggling fence that skirts the way,
With blossoming furze unprofitably gay,
There, in his noisy mansion, skilled to rule,
The village master taught his little school.
A man severe he was, and stern to view,
I knew him well, and every truant knew;
Well had the boding tremblers learnt to trace
The day's disasters in his morning face.

Such a one was my old schoolmaster; he who was chiefly instrumental in getting my acceptance for the Royal Navy.

"Yet he was kind, or if severe in ought,
The love he bore to learning was in fault.

When, in 1886, I was leaving home for the first time to join my first ship, my schoolmaster handed to me a sealed letter.

"This is a letter of introduction to my brother," he said. "If daring your travels in the years to come, you should ever visit Australia, you will find my brother at that address in Sydney. Take this letter to him. He will be very pleased to see you.

To a boy in his teens five years is an interminable spell; but all those years elapsed before I visited Sydney; and with only a tiny ditty box in which to store my private nick-knacks, it was little wonder that in all my strange vicissitudes during that five years I should have lost my letter of introduction. On arriving at Sydney I had not the remotest recollection of the address of my schoolmasters' brother; it never occurred to my inexperienced mind that there was such things as directories to which I might profitably have turned for guidance. And as I let the thing lie, and, as years went on, forgot all about it. After spending about four years in Australia, I returned home, and during the next three years or so visited many parts of the world before again coming to Australia.

A few months ago I was at my city club in a corner of which a number of veteran athletes were discussing the good old days, and fighting their battles over again. I was an interested, attentive listener. Of a sudden, I heard a name mentioned which sounded familiar.

"What did you say his name was?" I asked the speaker.

"Lidbury—Mr. Lidbury, who was the Mayor of Lidcombe at the time of which I am speaking," he replied.

It is a very uncommon name, that of Lidbury: and it at once occurred to me that in that name—which was that of my old schoolmaster—I should at last be able to trace the person who for forty-three years I had been seeking. And my surprise proved correct. Up to the moment of writing I have not had the pleasure of meeting Alderman Lidbury, but hope shortly to do so. Meantime, I have delivered by post the message to him that was entrusted to me by his brother—my old schoolmaster, in August of the year 1886. The one consolation I have is the knowledge that in all my strange vicissitudes, that message, unlike the proverbial rolling stone, has gathered much moss.

(To be continued)
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.

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 depends not on the mere shape of the Empire, but on the Sure Shield of the Navy, which, under the British flag, 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.