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A NAVY IN THE MAKING.

BY "KAIOS"

One foggy afternoon in January, the shade of Nelson looked down from his poop upon a strange ship which came his way. She had crept out of the haze over Spithead, and was seeking admission into the historic port, at the entrance to which the "Old Victory" still keeps guard.

The vessel he beheld was fashioned after his own very latest ideals, but she had been cradled upon shores unknown to him, from whence, also, came these sailors who had brought her up for his approval. He scanned her closely and quickly appraised her value, for, as her Ensign Staff flying his own 'Old Rag' passed by, there came from the decks of the aged Flagship a stirring cheer. It was a kindly greeting and the ships of the younger generation followed her excellent example as they each of them, after their own fashion, admitted to the membership of their own gallant company, this first Australian built ship of war.

It seemed to the people on The Hard as they watched her passing, that this vessel was the link between the old and the new; maybe the ship's band had something to do with it, for there came to them across the water the strains of "Rolling Home to Merrie England."

Australian manned ships were by no means unfamiliar to them, and such craft had already established their worth, but this one was different. This new vessel had been built and commissioned abroad, and she was distinctive on that account. Here, indeed, was the beginning of a new era, the forerunner of the yet to be. Upon her build and construction, those in a position to judge, and who are regarded as the highest authorities, passed most favourable comment.

For the Australian Navy all ships prior to this one, had been constructed in England. It had also been necessary to draw largely upon the same source for "personnel." Especially was this latter the case, in respect to those highly skilled and technical branches of Naval science, efficiency in which comes only after long years of careful and arduous training and service. To the Imperial Authorities the Commonwealth is indebted for all her requirements in this direction and more; and it is mainly due to the unceasing and tireless efforts of many of those, after whose names appeared the letters "R.N. Lent" that the young Australians who now themselves hold down positions of responsibility, owe their efficiency and success.
At her present rate of progress it should not be long before the R.A.N., as regards "personnel," will become independent altogether of outside assistance. There are already young Australians fully qualified through the proper channels, who have proved their fitness to hold Naval appointments of some responsibility, and who have at all times exhibited a highly satisfactory reserve of resource and initiative.

Whilst there must of necessity ever be a relationship of the closest order and facilities for interchange, between the R.A.N. and the Mother Service, yet it is recognised that, as Australia has demonstrated her ability to construct ships of no mean proportions or effect, the Commonwealth Naval Authorities, and at great expense reconditioned and adapted to her present purposes. It is doubtless due to her former sphere of usefulness that the impression seems to prevail in the minds of many people that the ship is still some kind of a reformatory. Such an idea is small compliment to common enlightenment regarding the progress and attainment of local Naval enterprise. The ship, under present circumstances, might better be labelled "transformation," if the evidence of parents or guardians of successful boys goes for anything.

Apart from the most modern educational and technical training advantages which are pre-scribed in the ship, a score and a half pounds of increased weight, and numerous inches in physical development, is no uncommon record for "Tingira" boys after a twelve months acquaintance with the life which the Training Ship provides. The parents of the boys themselves are best fitted to extol on this matter, "Transformation" is the word they use.

Boat sailing and cricket, swimming and football, and every other form of recreation and entertainment, these things have no terror for Australian youth. They are all a part of his training and contribute to that mental, moral, and physical equipment which are regarded as a most important portion of his outfit.

It is not an altogether easy matter for boys to gain entry into the ship. Only fifty per cent, or thereabouts of hopeful applicants, who have already been recommended, are finally selected. The others failing to reach the required physical and medical standard are consequently rejected. Physical perfection is imperative.

Once the boy is admitted the Naval Authorities spare neither effort nor expense to implant in him the foundations for sea life. He has every encouragement and opportunity to "get on" in the Service, and his future and what he makes of his profession depends entirely upon himself. The prospects ahead of him are exceedingly bright, for these are the boys who are to form the backbone of the Service. Who knows but that, under the new regulations which provide for the entry of brilliant boys from the "Tingira" to the Jervis Bay Naval College, some one of these happy youngsters shall one day lead the Australian Fleet into action and worthily uphold those best of traditions which are the proud possession of the Mother Navy. And the prominent statue in the main square of Canberra will perpetuate the record and memory of such a hero; one who, in days gone by, answered on the playing field at Rose Bay to some such name as "Tootles," "Joe Bartin," or "Strawberry."

All instructional work in the Naval Training Establishment is in the hands of specialists. Officers and Instructors are, all of them, carefully selected men from the fleet possessed of special qualifications for this work and unblemished records.

Occasionally their efforts are supplemented by the windy interference of budding political aspirants and such, from the shore; people whose knowledge of the sea and its ways is equal to that which the infant had for his grandmother when he presumed "to teach her how to suck eggs." Such noisings should be always relegated to the rubbish heap, along with the empty cans to which they belong.

They usually are.

In this, of all professions, there is little to be gained except from those who have practical experience to guide them. The meddle-some efforts of such as lack that experience does, not infrequently, lead to incalculable harm.

The spirit of cheerful discipline is early acquired, and appreciated by the young Australian seamen, and, when justly dispensed, he is the last to disapprove of its administration. Given, in authority, one whose first
interest lies in his profession, and who do not realise the fact in the practical manner, stand condemned if such an one can have nothing but admiration for the response that comes from the Wallaby Sailorman.

The inference that the Australian sailor is not amenable to discipline is a gross slander. In the practice of his profession he has never been known to take a second place to his "Digger" brother, and HE, most people admit, was no "dud" at his calling. If neither of them shows any particular respect or love for a person in authority, there is reason to look upon as the "imitation article," one hardly feels inclined to express any great amount of surprise at the fact.

On all occasions during the recent period of hostilities, those with the advantage of having passed through the Naval Training Ship "Tignira" behind them, acquitted themselves in a manner highly satisfactory to those in command. Famous sailors of the generation have passed favourable comment upon their bearing and ability, and as being worthy representatives of the great Commonwealth to which they belong.

Already many ex-"Tignira" boys are occupying in the Service positions of considerable responsibility, and the excellent results of the training they received is to be observed in their present splendid efforts. Such results augur well for the future of that which, in view of the great work which lies ahead of it, may, at its present stage, be regarded as "A Navy in the making."

THE NAVY'S LOSSES IN THE WAR.

A return issued by the Secretary to the Admiralty showed that the exact number of vessels, warships and auxiliaries lost during the war, was 1,669, of which 254 were warships, and 815 auxiliary vessels.

Of the warships, thirteen were battleships, three battle-cruisers, thirteen cruisers, twelve light cruisers (including six sunk as block ships at Zeerbruge and Ostend), five monitors, three destroyers (including six sunk as block ships at Zeebrugge and Ostend), five oilers, twenty-four motor launches, six motor boats, one ammunition ship, and nine fleet messengers.

A large proportion of these boats were lost as a result of attacks by U-boats, the number being 289; while 235 were destroyed by mines, and 43 went down as the result of actions. To collisions the loss of ninety-three auxiliaries is ascribed, and seventy-seven were wrecked, one was destroyed to avoid capture, and eighteen were removed by fire, while in thirty-one cases the cause of the loss is unknown.

Aerial blockade is a feature of warfare that may conceivably develop to a vast extent before the nations next go to war, and this fact will give much food for thought, alike to strategists and designers. In this connection one's thoughts inevitably turn to the question of flying boats. During the war several types of flying boats were in use and it seems beyond question that any island nation must be prepared to make use of the waters surrounding it in evoking measures for aerial defence. There is the flying boat fitted with torpedoes, and more remarkable still, there is the flying boat that can be carried submerged on a submarine's deck, slipped at a suitable opportunity and after completing its work can settle on the water, divest itself of its wings and become a fast surface motor boat, attaining at least 40 knots in smooth water.

This latter type of flying boat brings vividly before the mind the rapid changes in the methods of warfare at sea that have gone on under cover of war-time secrecy.

For the present, however, we shall be wise if we pin our faith in the capital ship as the most reliable instrument of defence. We have gone out of the war, not because they were tired of it, but because they could not have got coal for their munitions and for their railways. It was only the British Mercantile Marine which stood between these two countries and defeat.

Of course, for the prosecution of the war, the United Kingdom had to make great sacrifices on her own behalf because the Mercantile Marine of Great Britain was needed for the purposes which I have named. People went, I think to their great benefit, rather hungry at times. Their figures improved, I believe, which I hope improved. The result might have been carried too far and in any case those of us who were fathers and mothers were anxious at times about the future of the children of the sea.

Australia has hitherto depended almost, I think, exclusively in so far as foreign going ships are concerned, upon the British Mercantile Marine for the transport of her goods, but she realises the advantage of possessing a Mercantile Marine of her own. I understand that a number of merchant ships are already built, which will only be under construction for the Commonwealth Government, and that in itself should give to Australians a further interest in sea communications.

Our Debt to the Merchant Marine.

Trade, as I have intimated, is essential for the prosperity of the Commonwealth in peace. A Mercantile Marine has other duties to perform in war. In addition to carrying on the trade of the Empire, just think what our Mercantile Marine did during the past war! Had it not been for that splendid service the 24,000,000 troops which were carried overseas could not have been so transported, nor the 2,500,000 animals, nor the 54,000,000 tons of stores necessary for the maintenance of our overseas armies. And further, our ships could not have gone on with the war.

Had it not been for the British Mercantile Marine neither France nor Italy could have received the coal which was necessary for the prosecution of the war. These two countries would have gone out of the war, not because they were tired of it, but because they could not have got coal for their munitions and for their railways. It was only the British Mercantile Marine which stood between these two countries and defeat.

Germany expected, as you have seen by Liebendorf's revelations of destruction of the British Kingdom to its knees in less than six months. It was the gallantry and the self-sacrifice of the magnificent spirit of the officers and men of the British Mercantile Marine, and I would add also of many officers and men of the neutral nations, which prevented Germany from succeeding in her object. Whatever gratitude may be due to the armed forces of the Empire for the victory which was celebrated last year, I hope that no member of our British Empire will ever forget what he owes to the officers and men of the British Mercantile Marine.

As you know, the Mercantile Marine lost 15,000 officers and men in the service of the Empire during the war. It lost just under
H.R.H. THE PRINCE OF WALES chatting with an INVALID SOLDIER at NARROW NECK MILITARY HOSPITAL the day after his arrival in Auckland.
eight million tons of shipping and in addition to that in one year of the war 10,000 British merchant ships had to be repaired after attack by the German submarines. These figures will give you some idea of what the Mercantile Marine did for the Empire during the war. I am confining my remarks more to the protection of sea communications— to the use as well as protection—because I hope that everybody in the Empire will realize, if they have not already realized it, what sea communications mean for the prosperity and life of the Empire. At the back of all, back of the whole allied naval effort, and indeed at the back of all allied military effort, lay the Grand Fleet.

The Grand Fleet had a task to perform, similar to that performed by the Navy of Great Britain in almost every war in which Britain has been engaged—the task of the Dover patrol out of existence. There is no task which imposes a greater strain upon the morale of the Navy than that task. Yet as in the past, so in the late war. Officers and men arose to the occasion and bore that strain of watching and waiting, always hoping to get at grips with the enemy, and without the slightest loss of morale.

The Grand Fleet in its task of guarding the whole sea communications of the Empire expended during the war 14,000,000 tons of fuel in steaming mostly about the North Sea. That may give some idea of the amount of steaming necessary to carry out the fleet's task.

There were many other portions of the naval service upon which the whole fabric depended. I shall take first the case of the Dover patrol, and the work of the Harwich force. These two forces between them, the Dover patrol being perhaps the essence of the business, but the covering force being the Harwich force, had for their duty the guarding of the eastern approach to the Channel, which included the guarding of the line of communications across the Channel upon which depended the safety both of the transport and the maintenance of our armies in France. And I think one of the most glorious feathers in the cap of the Dover patrol, putting aside such matters as the Zeebrugge affair, was the fact, and I am sure it is one which the Dover patrol themselves would insist upon, that not one single life belonging to our gallant armies was lost through enemy action in the Channel, except those due to brutal attacks upon hospital ships in defiance of all tradition and law.

Gallant Work of Our Patrols.

The Dover Patrol and the Harwich force were within some three hundred miles of the German High Seas Fleet. They were in a position in which they were open to attack in overwhelming forces at any moment of the day or night, and had the Germans chosen to come out there was nothing to prevent the annihilation of both except the Grand Fleet, which was some 500 miles away. If you ponder upon these two distances you will see how great risks were run in the maintenance of the guard at the eastern end of the Channel. In addition to the High Seas fleet there was a force at Zeebrugge, a German force which, in itself, could have wiped the Dover patrol out of existence. I can only say that one imagines that the prestige of the British seamen was what prevented the Germans from taking that action.

Another force to which eternal gratitude is due is the patrol force. The patrol force, like the convoying forces at the western end of the Channel, brought as far as it was possible our merchant ships into the channel ports in defiance of the German submarine attacks. There were heavy losses involved, but those losses were due largely to the insufficiency of the force which was safeguarding the merchant ships.

How the Submarine Menace was Fought.

Of the offensive operations against submarines or against the enemy, I may say there was very little enemy to be seen, except submarines, and they were under water. Of the offensive work just one or two figures might give you some idea of its magnitude during the war. We laid 1,200,000 mines, and we laid them as fast as we could get them. There were frequent excursions on the part of the different units of the Grand Fleet and on the part of the Harwich force into the Heligoland Bight, always with the same object in view, to find that enemy. If one believes what he says he was always out in the North Sea looking for us; but I can say from experience that it was very rarely we got a trace of him.
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THE EMPIRE'S DEBT TO THE MERCHANT SERVICE.

By the Rev. H. C. Lawson.

When an impartial history of the Great War comes to be written, there will be no more glorious records in its sacred pages, than those which refer to the gallant and heroic service rendered to the Empire in her time of trial, by the Officers and Men of the British Empire's Mercantile Marine. The record of devotion to duty, of unparalleled heroism in the face of danger, and of magnificent fortitude in time of stress; and of wonderful calmness in the face of death; will go down to posterity written on the scroll of time by the blood of our martyred kinsmen.

These men manned our transports, which carried our soldiers to the various fields of action, our ammunition and provisions to the gallant men across the seas. They navigated the minesweepers and trawlers through the mine-studded seas. In short they cheerfully fulfilled all tasks allotted to them in that glorious spirit of British bulldog tenacity, which sent a thrill of pride throughout the whole realm of Empire, and proved an inspiration to the whole of the civilized world. We, who are justly proud of our tradition; who, too, are proud of our record upon the sea, a record, which, thank God, is unsullied by any act of cowardice, of shame, or of violence; unspoiled by any deed against the law of God or man; we are proud of our seamen and we realise just what we owe to the heroes of the Mercantile Marine, who carried out our trade and commerce over the ocean highways in a spirit of unblameable heroism and in the face of all the devilish devices of the enemy. We realise something of our indebtedness to these men who, in conjunction with the “Watchdogs of the Navy,” helped to bring about the downfall of the enemy to which we were opposed. We reverence the memories of those who died victims of the unspeakable methods adopted by an inscrupulous foe. All honor to these men then, and may a realisation of our indebtedness bring with it a determination that we shall not let their sacrifices be in vain, but rather shall we determine that in so far as it lies in our power we shall endeavour to show our gratitude in the most practical way, as a small return for all they have done for us. And how can we do it? The answer is by making the life of the sailor afloat as congenial and as happy as possible. When we consider what these men have gone through during the long years of war, from the captain on the bridge, nerve racked with a sense of responsibility, to the seaman, stripped to the waist in a living hell in the stokehole, the contemplation of their sufferings and sacrifice should awaken within us the desire to do all we can for them as grateful citizens of a glorious Empire, which owes so much to these Heroes of the Sea!

So let us plead for better conditions for all ratings afloat. Then let us not forget that the Merchant Jack comes ashore, and, with his proverbial good nature, he so often falls a victim to the unspeakables that exist in every seaport town. Here then is our opportunity to once again show our appreciation. The various organisations which exist for this purpose should be adequately supported. Foremost amongst these is the Mission to Seamen, which carries on its work unobtrusively in over 130 of the world’s seaports. With its headquarters in London the extent of its influence is both vast and comprehensive.

Here in Sydney it is represented. The Rawson Institute in George Street North provides a home away from home for our Sailors, and last year over 40,000 seamen availed themselves of the facilities it offers for the spiritual, moral, intellectual, and physical well-being of the men who go down to the sea in ships. A visit to this up-to-date Institute, with its chapel, reading rooms, library, gymnasium, skating rink and recreation rooms, with its post office too, would be an inspiration to many of our readers.
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THE NAVY LEAGUE JOURNAL

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Sea Communications

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Before proceeding with an intelligent study of the value and protection of sea communications, it is necessary to have a clear and definite perception of the meaning of the term.

The primary meaning of "sea communications" is the “intercourse of nation with nation by means of the sea,” that is, the sea acts as the vehicle by which separate countries meet and carry on their business. The difference from "land communications" is that, in the former case the only necessities are a ship to sail in and men to man her, in the latter there must be either paths across open country like the caravan routes of Arabia or prepared roads and railways with the various accessories required. Also, just as land communications depend on railway waggons, wheeled conveyances or any other of the various modes of journeying and transportation, so do sea communications depend on ships.*

For this reason, the protection of sea communications will necessarily include the protection of individual ships.

From the very beginning of the world from the first dawn of civilised existence, men have realised the value of the sea for transporting themselves and their goods from one country to another. It has been found that sea transportation is at once the easiest, the safest and the most economical method of carrying goods from land to land. The earliest example of the use of the sea to any great extent for the conveyance of goods is that of the Egyptian system of oversea corn supply by which vast quantities of grain were brought from foreign lands for the consumption of the dense population around the Nile Delta. From that time to this the ocean has always been recognised as the highway of the nations. From that day the nation, that held the control of the sea, controlled the trade and the food supplies of the world and therefore the world itself.

But besides the use of the seas for food supplies and trade, they also provide a convenient way of carrying men for invasion. This was especially noticeable in the South African
by the great seas. 4 By the gaining of sea communications the "British Empire came into being and with them was born life itself."

It is literally true to say that the British Empire floats on the two British Navies—the Royal Navy and the Merchant Navy. 7 The British Empire and the wealth of the nation comes from a sea-borne trade. Without it, all of which would be absolutely isolated and cut off from the rest of the Empire, the wealth of the nation comes from a sea-borne trade. It would be a physical impossibility for her forty or fifty millions of inhabitants to find work of any sort, if manufactories from imported raw materials were to cease: whereas Germany can actually carry on her regular industrial occupations without any of her goods going near the coast.

The most important geographical area in the world is the Mediterranean Sea. 5 This area isparameterised by sea power. It would mean that the British Empire would perish. In the latter case, however, Germany can, as the war proved, live on a very limited supply of food from other lands, and can carry on almost all her industries without importing a ton of raw material. Not only does Great Britain depend on the seas for food, but most of the wealth of the nation comes from a sea-borne trade. It would be a physical impossibility for her forty or fifty millions of inhabitants to find work of any sort, if manufactories from imported raw materials were to cease: whereas Germany can actually carry on her regular industrial occupations without any of her goods going near the coast.

The last example of the value of sea communications is the present state of the British Empire. It is literally true to say that the British Empire is "either divided or united by the sea." It might be objected that in this war Germany's overseas commerce has perished and with it her ordinary manufactures. Nothing to the contrary has been stated. It is merely maintained that, had she been able to trade with her land neighbours, her industries could have survived without the assistance of her merchant fleet.

The advantages of the sea over the land as means of communication obviously vary with different countries. It is clear that, to a nation like Germany whose coast is limited by the land border, the sea is a great asset; whereas to a country like Australia whose coast is surrounded by water like Great Britain depends much more on her sea-borne trade than a country like Germany whose coast is only about one-fifth of her total boundaries. In the former case Great Britain looks almost entirely to overseas commerce for the maintenance of her national life and even its existence. Without the free use of the sea for importing food and raw materials, the United Kingdom would perish. In the latter case, however, Germany can, as the war proved, live on a very limited supply of food from other lands, and can carry on almost all her industries without importing a ton of raw material. Not only does Great Britain depend on the sea for food, but most of the wealth of the nation comes from a sea-borne trade. It would be a physical impossibility for her forty or fifty millions of inhabitants to find work of any sort, if manufactories from imported raw materials were to cease: whereas Germany can actually carry on her regular industrial occupations without any of her goods going near the coast.

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Roman officials were captured. At length the authorities at Rome determined to suppress the practice. In the characteristic thorough Roman way, they annihilated the pirate fleets and destroyed their strongholds, and crucified their leaders. Only by these extreme measures could have been effected that suppression of piracy which was so urgently required. It was found that the same steps were necessary. The Royal Navy, in the "Navy" way, freed the oceans for ever from freebooters, and gave protection to peaceful travellers in every part of the globe.

It is impossible to record here in full all the modern inventions of science which have helped mariners in their endless struggle with the forces of nature; it is, however, necessary from the nature of the essay to mention the chief ones. With the introduction of iron and steel in vessels of all sizes, the ratio of safety to danger was immediately trebled. There is now no need to depend on the constantly varying winds as a means of propulsion, nor to place reliance on the hours of daylight between the sailor and the deep sea. The steam engine drives a ship with half an inch of steel more than is worth more than the former is worth. The latter necessitates an expenditure of millions sterling every year; the former is worth an annual revenue of hundreds of millions.

Another mode of defending sea communications came into being in the Great War. The line of communication between England and France was protected by wire nets, in addition to minesfields and patrol vessels, thus ensuring a maximum amount of safety from floating mine or submarine.

The most insidious foe of any ship afloat is the mine, which can at one blow destroy the largest liner. To free the seas from hostile mines, the British Navy, under the leadership of the Great War, was the out of the question to prevent all enemy ships from leaving their bases. To obtain this, or, indeed, to secure any safety, the command of the sea must be gained. The British Empire, therefore, had the command of the sea which would have the command of the sea must have the strongest fleet. Thus the British Empire gained control of the ocean highways in the Great War solely because she had the best fleet on the face of the waters.

There was in this case no need to fight a great naval battle. The Germans realized their own inferiority and stayed at home. The result was that the merchant fleet of Germany vanished from the seas, while British transports and merchantmen passed and as freely as they did before the war.

The command of the sea is, however, not the only requirement for the protection of merchantmen. These latter are always opened to attack by enemy cruisers, armed liners, and submarines, besides the incessant danger of mines. A single enemy light cruiser can do thousands of pounds worth of damage in a comparatively short space. It is therefore the duty of the navy which has gained the control of the sea to sweep up these marauders. Only in the Great War has any such systematic search for hostile warships been attempted, and the thoroughness with which it was carried out is one of the surest proofs of the mastery of the seas by the British Navy.

In other wars other methods of protection had to be taken against this menace. Perhaps the most effective of these is the arming of merchantmen with small guns, so that they can defend themselves against anything but a regular warship. The system of convoying was largely used by the Allies during the Great War, by which individual or groups of liners or merchantmen were allotted to one or more light cruisers to convoyed through a danger zone.

The use of the submarine against the mercantile marine is likely to bring about another system of protection. The arming of vessels was usually confined to one gun in the stern, and superior speed was relied on more than ability to fight. Destroyers took the place of light cruisers for convoying, and another fleet of vessels specially adapted for chasing and destroying submarines was created.

Who does the best his circumstances allows, Does well, acts nobly, angels could no more. **YOUNG.**
The MAN.
The SHIP.
The Sheet Anchors of the British Empire symbolising its UNITY and STRENGTH.
THE SCOUTS OATH!
I promise on my honour to do my best,
To help other people as I go, and
To help teachers and all the staff,
And to obey the Scout Law,
which is—
(1) A Scout's honour is to be trusted.
(2) A Scout is loyal to the King, his country, his parents, his employers, and those under him.
(3) A Scout's duty is to be useful and to help others.
(4) A Scout is a friend to all and a brother to every other Scout, no matter what social class the other belongs.
(5) A Scout is courteous.
(6) A Scout is a friend to animals.
(7) A Scout obeys orders of his parents, Patrol Leader, or Scoutmaster without question.
(8) A Scout smiles and whistles under all difficulties.
(9) A Scout is thrifty.
(10) A Scout is clean in thought, word and deed.

When a boy joins a Troop of Scouts he must:
• Be registered by a Patrol Leader for a short period until he is able to pass the initiation examination, which is called the "Tenderfoot Test."
• For this he must know completely the Scout Law and Oath, Signs and Salutes, Composition of the Union Jack, and the correct way to fly it, and be able to tie eight simple knots.
• He is then sworn in as a member of the Great World-wide Brotherhood of Scouts. This ceremony is most impressive and is usually performed by the Senior Officers of the Movement in the event of the various Chaplains' absence, and is conducted as follows:
  The whole Troop is formed into a horseshoe formation with the Scout Master and Assistant Scout Masters in the gap. The recruit, with his Patrol Leader, stands opposite them at the "toe" of the horseshoe. The Troop is called to the Alert. The Scout Master then explains clearly the Scout Law and Oath, and says to the recruit:
  "You have given careful attention to the reading of the Scout Law and Oath, and having passed the necessary tests, you have become eligible for the rank of Tenderfoot Scout. Is there anything about this Oath and Law which you do not understand?"
  "There is not, sir!"
  "Is there any reason why you should not take the promise of the Scout Oath?"
  "There is not, sir!"
  The Scout Master then proceeds to administer the Scout Oath. All present come to the half salute (hand held shoulder high, with palm to the front, fingers in position of secret sign).
  The recruit now repeats the Scout Oath after the Scout Master, after which the latter says:
  "I trust you on your honour to keep this promise. You are now one of the Great Brotherhood! The Scout Master then shakes hands (with the left hand) with the recruit, and says: "On your honour, did you fairly win this distinction?"
  "I did, sir!"

(To be continued.)
As a pendant to that story I will tell one of a child-hero of the sea, a boy who in almost any other walk of life but seafaring, would have been still at school. He was the fourth officer of the steamer ship *Tracia,* and he was only 15½ years old. The ship was torpedoed by a German submarine, and the U-boat Captain, in his cruising round among the wreckage (for no humane purpose naturally) found the boy clinging to a fragment of a lifeboat in the sea and in the dark.

"Are you an Englishman?" asked the German officer.

"I am," was the boy's proud reply.

"Then," said the German, "I shall shoot you." "Shoot away," said the young fourth officer.

So disrespectful a reply naturally hurt the very sensitive feelings of the German. "I shall not waste powder on a pig of an Englishman," was his majestic retort. "Drown, you swine, drown."

And the submarine sheered off into the darkness. But the boy did not drown. He was picked up after being thirteen hours in the water, and lived to tell on record this true story of German humanity.

Those incidents are not unique in the record of the doings of the Mercantile Marine during the War. They can be matched again and again. Is it any wonder that those of us who know at first hand all that it has done are in close touch with the Merchant Service, which men can gain a competence under conditions of life fit for human beings, to see it, in short, adequately rewarded for its heroism, its devotion, and its unflagging readiness to serve others.

By courtesy of Messrs. W. H. Paling, the fine pen drawing of H.M.S. Renown (presented by Mr. W. L. Hammer to the Navy League) was exhibited in their window for the period of the Prince of Wales' visit to Sydney.
A mere mention of the name Rivers will bring to your mind wonderful creations in frocks and suits for Madame and Mademoiselle — for Rivers has now established a reputation among buyers of fashionable apparel in every State in the Commonwealth.

Our Director has now returned from London, Paris and New York, where from the world's best houses goods have been personally selected for the current season. You are invited to see these distinctive styles. We have always time for courteous service.

RIVERS LTD.
W. J. S. HAYWARD, Director.

EDITORIAL — Continued.

It appears that the value of the "smoke screen" was appreciated long before the attacks on Zeebrugge and Ostend by the British.

It is on record that Sir Francis Drake, in the year 1589, caused "four smoke ships to drift down upon the fort" in order to spoil the aims of the gunners prior to his attack on the Spaniards at Lisbon.

Perhaps an interested reader will be able to quote examples of the use of smoke screens by the warriors of antiquity.

When found possible the N.S.W. branch of the Navy League (preferably in conjunction with the other branches of the League throughout the Commonwealth and the Dominion of New Zealand) hopes to be able to embark on a scheme of patrol service for boys on similar lines to the organisations in England and Canada which are known as the "Navy League Sea Cadet Corps."

When the time comes to concretise the proposal we hope the Department of the Navy will render the League material assistance in the shape of a suitable training launch or launches. The League should be able to produce the required number and type of boys, together with qualified voluntary instructors.

Suggestions from our readers in respect to the formation of such a Corps as mentioned above will be appreciated.

The keel of the second liner under construction by Messrs. Boardmore & Co. for the Commonwealth Government has been laid down. It is to be hoped that it will not take as many moons to complete the vessel as it takes the responsible authorities to get the funnels and masts and sundry other things into a cruiser now building at Sydney — perhaps if the cruiser is not disturbed too much she will develop into a flying ship — because the H.C.L. will ultimately dispense with the necessity for cargo carriers.

It is rumoured that Minister Poynton has received definite quotations from the N.S.W. Ministry for the construction at Walsh Island of two or three large cargo vessels, fitted with refrigerating machinery. We want machinery to speed things up a bit as well as to freeze things, or else the "peaceful penetration" of the Germans will be here before we, in the worldly commercial sense, are awake. As a race we place more credence on the bona fides of foreigners than we do on those of our own flesh and blood and thus allow them to steal a march on us.

The Navy League are heid at 3 p.m. and 3.30 p.m. respectively on the second Monday of each month.

Mesers. Perdreau are to be complimented on taking the lead in commercial aviation. May other enterprise firms take a leaf from the rubber firm's book.

The famous block-ships which were sunk at Zeebrugge and Ostend have been presented by Britain to Belgium. They are the Iphigenia, Vindictive, Thetis and Intrepid. And by the way, Lieut. Billiard-Leake, R.N. D.S.O., who at present is serving on the "Renown," was in command of the first named vessel on that memorable and stirring occasion.

No less authority than Admiral Earl Beatty has paid tribute to the sterling qualities displayed by our seamen in the late war.

By courtesy of Mr. Hugh J. Ward, the Theatre Royal, Sydney, was placed at the disposal of the Navy League on Tuesday, the 22nd inst., when Lieutenant Billiard-Leake, R.N. D.S.O., Legion d'Honneur and Croix de Guerre, delivered a most successful and interesting lecture to a crowded audience of about 1,200 attentive and enthusiastic boys from the Great Public Schools.

The lecturer, who was introduced by the Minister for the Navy, the Rt. Hon. Sir Joseph Cook P.C., O.C.M.G., dealt with the historic attack on Zeebrugge.

The lecture was given exclusively to the boys under the auspices of the New South Wales branch of the League and no charge for admission was made.

The League hopes to be able to arrange a lecture for the girls at an early date; also one for Members of the League.

Members of the Executive Committee are reminded that the meetings in connection with the Royal Naval House and the N.S.W. Branch of The Navy League are fixed at 3 p.m. and 3.30 p.m. respectively on the second Monday of each month. Committeemen are requested to make an effort to be present.
THE NAVY LEAGUE.

FOR JUVENILES.

NAVAL PRIZE ESSAY COMPETITION.

In order to stimulate interest in the achievements of the British Navy and British Merchant Marine among the scholars in Public, Secondary and Primary Schools in New South Wales, the Navy League decided to award a series of Prizes for essays relating to these Services.

The prizes to be awarded shall be as follows:

**PUBLIC AND SECONDARY SCHOOLS—OPEN TO BOYS AND GIRLS**—First Prize £10; Second Prize £5; Third Prize £3.00.

**PRIMARY SCHOOLS—OPEN TO BOYS AND GIRLS**—First Prize £5; Second Prize £2.50; Third Prize £1.00.

The essays shall be on the following general subjects:

I. The British Navy : Great events in its history.

II. The Merchant Navy: Its history and present position.

III. The sea power of Great Britain in the last war and its development.

IV. The future of the British Merchant Navy.

V. Naval and Merchant Marine Training: The training of midshipmen and the Merchant Navy.

VI. The part played by the Merchant Navy in the last war.

VII. The part played by British merchant ships in the last war.

VIII. The importance of the Merchant Navy in the world's sea trade.

IX. The best way to develop the Merchant Navy.

X. The part played by the Merchant Navy in the last war.

XI. The part played by the Merchant Navy in the last war.

XII. The part played by the Merchant Navy in the last war.

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XXVIII. The part played by the Merchant Navy in the last war.

XXIX. The part played by the Merchant Navy in the last war.

XXX. The part played by the Merchant Navy in the last war.

The prizes to be awarded shall be as follows:

**SCHOLARS IN PUBLIC, SECONDARY AND PRIMARY SCHOOLS**—First Prize £10; Second Prize £5; Third Prize £3.00.

The essays shall be on the following general subjects:

I. The British Navy : Great events in its history.

II. The Merchant Navy: Its history and present position.

III. The sea power of Great Britain in the last war and its development.

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XXX. The part played by the Merchant Navy in the last war.
FARMER'S EXCLUSIVE DRESS
FOR ALL OCCASIONS.

The acme of good style and quality has been aimed at and attained in Farmer's tailoring of formal attire for dress occasions. And the same principle of perfection of detail has been carried into the tailoring of clothes for every-day or sporting wear—faultless in fabric, fit and finish.

For evening wear, Farmer's Men's Tailoring Department offers a wide choice of materials—Black Vicuna, Twill and Dress Coatings. The facings are of rich quality silk and the linings are in either silk satin or Verona Twill. For Evening Dress Suits, tailored to order, prices range from £17/17/- to 25 guineas.

Farmer's have just opened a large range of medium weight, pure wool English Worsted Suitings, in light, medium and dark greys; neat stripe, check and pinhead weaves. Sacs Suits are made to order from these suitings in Farmer's own workrooms. All trimmings, linings, etc., are finest quality. £13/13/-.

Each month Farmer's are opening a selection of exclusive suitings, one suit length only of each pattern, in Autumn and Winter weights. These suitings are best quality Worsted, Cheviot and Saxony, selected in the newest designs and colourings by Farmer's London buyers. Suits, tailored to order, at prices from £14/14/- to £17/17/-.

Dinner Suits, £14/14/- to 21 gns.

Double-Breasted Reefer Suits, tailored to order from all-wool Cheviot Serge, pure indigo dye. Prices range from £10/10/- to £11/11/-. 

SPECIAL SERVICES FOR MEN.
In the Men's Section, adjacent to the Men's Footwear Department, special Manicure and Boot Polishing Services for gentlemen have been installed. For Manicure, if desired, appointments may be booked either personally or by telephone. Both services are available from 9 a.m. to 6 p.m. daily (till 5 p.m. on Saturdays.)
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