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New South Wales Branch
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The Navy League Journal

CONTENTS

Page
The World's Leading Fleets
-
-
- 3
Sea Power
-
-
- 7
Sea Communications
-
-
- 8
War Work of R.A.N.
-
-
- 14
The Boy Scout
-
-
- 15
Editorial Notes
-
-
- 16
The Navy League
-
-
- 20

ILLUSTRATIONS

Auxiliary Ship "Great Britain"

A "GIFT" Submarine

Farewell to Australia

Badge of Navy League Sea Cadet Corp

JAS. KELL. DENISON MILLER

Deputy Governor, 1920. Governor.

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Brisbane.

JAS. KELL.

DENISON MILLER

Deputy Governor, 1920.

Governor.
THE WORLD'S LEADING FLEETS.

If the strength of a fleet may be determined by the number of capital ships of the first class which it possesses, writes Mr. Archibald Hurd, in the Illustrated London News, the United States Navy will hold premier place among the navies of the world as soon as the large and costly programme of ship construction now being carried out has been completed.

The late Sir William White, Director of Naval Construction at the Admiralty, held that displacement, in association with age, constituted a fairly reliable basis for judging the relative fighting values of ships. If that conclusion be applied to the naval situation which is now developing, we are confronted with changes in the standing of the great navies of the world, the wide-sweeping consequences of which have not yet been appreciated in this country, for it must become apparent that "on paper" the United States will, in the next few years, have supplanted this country as the first Naval Power.

What has happened? In the first place, the fleets of Germany, Austria-Hungary, and Russia have ceased to exist; they have been, to all intents and purposes, swept out of existence, leaving only three navies of any consequence in European waters—the French, the Italian, and, greatest of all, the British. Neither France nor Italy has laid down a capital ship for six or seven years, and none of their existing vessels of this type is consequently fully effective. No similar unit has been begun for the British Fleet since the spring of 1916, when the great battle-cruiser battle ship, H.M.S. "Hood," of 41,200 tons displacement, was ordered from Messrs. Brown and Co., being of nearly twice the displacement of the "Queen Elizabeth" and her sister ships. About the same time three other ships of similar design were laid down, but when the Armistice came, the Admiralty, urged to a course of economy, decided to break up the incomplete hulls and destroy all the material which had already been prepared for them. There is little doubt that the Naval authorities would have been better advised if they had not taken this decision, since these ships would have afforded employment for a number of skilled men during industry's transition from the conditions of war to those of peace, and would have resulted in the Royal Navy obtaining in due course valuable accretions of strength. As it is, the labour and material which had been put into these vessels must have represented a complete loss of several million pounds. There is nothing
to show for that money, whereas if the construc-
tion of the ships had continued we should
not have been face to face in a few years' time
with a naval situation which will certainly not
continue for years. The maintenance of the prestige
of the British people by sea, and will deal a blow
at our national pride, which is more concerned
with the strength of the British Fleet than
with anything else. The Admiralty, with the
best possible intention, wishing to give a
lead in the reduction of naval armaments, and
at the same time to convince British taxpayers
that it is doing all in its power to cut down
the Navy Vote.

The action of the Navy Department of the
United States provides a remarkable contrast
to the steps taken by the British Naval authori-
ties. When the Armistice was concluded,
there were 18 capital ships nominally under
construction in the United States, besides many
other units, including 10 scout-cruisers. Very
little progress had been made on the scout-
cruisers, and of the 12 battleships, four of
which had not then been laid down, though Congress had
authorised their construction. Similarly, not
one of the six battle-cruisers had been begun.

In spite of the Armistice, and in spite of Presi-
dent Wilson's formulation of the ideal of a
League of Nations, it was determined to con-
tinue the construction of all these ships, as
shown that the introduction of a type to de-
stroy the capital ship has been quickly followed
by the evolution of counter-measures which
maintain its power.

There is also a consensus of opinion that
capital ships carrying 12-inch guns, or guns of
lower calibre, can no longer be regarded as
effective fighting units. That explains the
recent action of the Admiralty in striking off the
effective list the four battle-cruisers, "Aegir," "Iliad," "Dreadnought," and "Superb,"
as well as the two battle-cruisers, "Inflexible,"
"Indomitable." The British Fleet of the
post-war period consists exclusively of ships
manning 13.5-inch guns, or guns of even
greater power, such as the 15-inch guns carried
in the five "Queen Elizabeths" and five "Royal
Sovereigns," and in the "Renown" and "Re-
pulse." As a result of this policy, the British Fleet has
already been reduced to an effective strength of
23 battleships. Twelve of these are armed
with the 13.5 gun, and one—the "Canada"—
with the 14-inch gun, and it requires no gift
of prophecy to foretell that within three or
four years these vessels will be regarded as
obsolete, although not obsolete. Many of
them have, indeed, already been placed in re-
serve, and the active forces which are now
being maintained—the Atlantic and the Medi-
terranean Fleets—are composed, in the main,
of ships mounting the 15-inch gun, which may
be regarded as the standard weapon of the
British service in the immediate future. A
similar process of elimination will reduce the
number of our effective battle-cruisers to
three—the "Hood," the "Renown," and the
"Repulse," with the five "Queen Marys," the
"Prince of Wales," and the "Queen Elizabeths,"
"Royal Sovereigns," and the "Hood," all armed with
the 13.5 inch gun, in reserve. In these circumstances,
the first line of the British Fleet will consist
in a few years of 10 battleships and three
battle-cruisers, and no new vessels are being
constructed to replace those which must in-
herently be written off the effective list.

Navy progress in the great Republic, which we
in this country watch with interest, but
without anxiety, provides a remarkable con-
test. The policy of severe economy in naval
armaments which has been adopted by the
British Board of Admiralty. According to
the latest return of the Bureau of Construc-
tion and Repair of the United States Navy
Department, the following capital ships, in
addition to 10 scout-cruisers, 10 destroyers,
52 submarines, and a large number of auxiliary
vessels, are being pressed to completion.

### BATTLESHIPS.

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Armament</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Dakota</td>
<td>30,000</td>
<td>12-in.</td>
</tr>
<tr>
<td>Montana</td>
<td>30,000</td>
<td>12-in.</td>
</tr>
<tr>
<td>North Carolina</td>
<td>30,000</td>
<td>14-in.</td>
</tr>
<tr>
<td>California</td>
<td>32,000</td>
<td>14-in.</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>32,000</td>
<td>12-in.</td>
</tr>
<tr>
<td>New Jersey</td>
<td>32,000</td>
<td>12-in.</td>
</tr>
<tr>
<td>Arizona</td>
<td>32,000</td>
<td>12-in.</td>
</tr>
<tr>
<td>Texas</td>
<td>30,000</td>
<td>12-in.</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>30,000</td>
<td>12-in.</td>
</tr>
</tbody>
</table>

### BATTLE-CRUISERS.

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Armament</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indiana</td>
<td>18,000</td>
<td>13.5-in.</td>
</tr>
<tr>
<td>Iowa</td>
<td>18,000</td>
<td>13.5-in.</td>
</tr>
<tr>
<td>Michigan</td>
<td>18,000</td>
<td>13.5-in.</td>
</tr>
<tr>
<td>New York</td>
<td>18,000</td>
<td>13.5-in.</td>
</tr>
<tr>
<td>Ohio</td>
<td>18,000</td>
<td>13.5-in.</td>
</tr>
<tr>
<td>North Carolina</td>
<td>30,000</td>
<td>14-in.</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>30,000</td>
<td>12-in.</td>
</tr>
<tr>
<td>New Jersey</td>
<td>30,000</td>
<td>12-in.</td>
</tr>
<tr>
<td>California</td>
<td>32,000</td>
<td>12-in.</td>
</tr>
</tbody>
</table>

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ADMIRAL BEATTY ON SEA POWER.

Sea supremacy is a heritage for which our fathers have
fought for hundreds of years, and its preser-
vation is as vital to the security of our scattered
Empire to-day as it was to the island kingdom in
the days of Drake. Any interference with the flow
of shipping by the sea through the sea routes which
we are necessarily exposed to is a danger which
we must recognize. The history of the British Navy acquits it of all
taint of aggression, and is sufficient guarantee that
its power will be exercised in the future as in the
past, for the benefit and security of all those who
use the sea. The war has made such a great
upsets upon the Empire as to leave us in a condition of
financial distress, and our expenditure must of
necessity be confined to only what is absolutely
necessary. The Navy has been reduced to the
lowest limits that prudence demands. There has
been no new construction, but ships are subject
not only to decay but to a virulent type of the
disease of obsolescence. Progress in science,
technique, and ingenuity combine to threaten the
life of a man-of-war. In the spheres of science
and experimental work the Navy is better equipped
to-day than it has ever been. With our efforts ex-
tended in that direction we can afford to delay
construction by assimilating and co-ordinating all
the lessons of the war, so that when the time does
come such efforts and money as should be ex-
pended should be expended in the wisest direction.

With the disappearance of the German Fleet we
are released from that intolerable burden of com-
petitive building, but we have to bear in mind that
the day will come when our veteran ships must be
replaced, and that under our present financial
condition a very little is going to cost a great deal.
Without sea power we fail to exist. I would that
those words would sink deep into the heart of
every man and woman in the British Empire.
We came into being by the sea, we exist by the
sea, and during the late war it was the sea and the
gallant merchant seamen who enabled this country
to be fed.
Sea Communications! What vistas of beauty the world itself immediately calls to mind! Across "that inward eye" visions of the great rolling oceans, which, in the language of Cornford, "may be compared with a wide common or desert, upon which everyone may wander at will," immediately fill. Ships of all kinds and sizes, flying the flags of the various nations of this, our wonderful world, or churning their way through the ice-laden seas of the far North, the treacherous and stormy seas of the Bay of Biscay, or the calm, semi-pellucid waters of the tropics, may readily be conceived by our imagination. While so beautiful in themselves, these ships represent the less-idealistic side of our lives—the busy, hustling, money-making side—the one which, alas! claims so much of our attention in this, the twentieth century; but it is this side which we must now consider. From, and towards what lands are all these ships coming and going? Why the great preponderance of British ships in all corners of the globe? Let us look into the beginning of this great commercial activity, and perhaps we shall discover at least some of the causes which brought about this state of affairs.

Perhaps in all history no phase is more interesting than that of the fifteenth and sixteenth centuries—"the greatest era of geographical discovery"—during which Europe learned of the existence of two great continents—America and Australia—and became much more familiar with Asia. What caused this great activity in exploration? Simply on account of the desire for "spices"—a purely commercial reason. Spices meant a great deal to the people of that time, since it was the only preservative for food then known, and so a constant and profitable trade had been carried on for centuries between the East—the home of these spices—and the West—the ever-eager purchaser of them. These supplies were brought overland from the Moluccas, along caravan routes to the Levant, where such maritime States as Venice, purchased, and afterwards distributed them over Western Europe. Put when the Turks overran this caravan route, Europeans were forced to seek others. Vasco da Gama, in 1498, successfully rounded the Cape of Good Hope. Columbus endeavoured to reach the East by sailing westwards, and on his discovery that America lay in his path, numerous endeavours were made by his countrymen to sail, first round the South, and later round the North of it; and, finally, attempts were even made to reach the Indies by sailing round Europe to the North. And so, even as early as the fifteenth century, it was very advantageous to have a sea-board—for the European countries, so as to be able to share in the lucrative spice trade; and for the undiscovered lands, to render very probable their discovery by Europeans, from whom they would learn the multifarious arts of civilization.

We shall now see how England took a leading role in this newly-born, world-wide trade, and how, as a result, she built up the greatest colonial empire of all times. As Mahan points out, "England, unlike France, received little from Nature, and until her manufactures were established, she had little to export. Her many wants favoured maritime enterprise, and led her people abroad." At first, however, she had a very uphill fight, for Spain and Portugal were already firmly established in the New World, and both jealously guarded all trade between this New and the Old Worlds; but the wealth which for years poured into these two countries from over the seas was so fabulous in amount that England persevered, and through her favourable situation, and the indomitable doggedness of her sailors, she managed to build up a greater trade with her dominions than Spain and Portugal combined enjoyed from theirs.

To assist in the development of this trade, England took possession of many ports and harbours in distant countries, and although she never, at any time, set out with the deliberate intention of building up an Empire, yet these trading stations developed into colonies. They were the result of a steady expansion in trade, and the peculiar genius the
English possess for colonizing. Of course, England was quite conscious of this growth, and was, on the whole, not averse to it. “Men of the past three centuries have keenly felt the value to the Motherland of colonies, as an outlet for home products, and as a nursery for commerce and shipping.” Bacon, with his great store of worldly wisdom, recognised the value of these newly-discovered sea-routes, for he pointedly remarks, “Commercial enterprise doubtless facilitates colonization, by furnishing a ready means for transferring all super-abundant population to foreign countries.”

This leads us to another important question—the protection of these ships as they sail the various seas. It is most significant to note that the Spanish Empire never produced a Spanish Mercantile Marine, and this is undoubtedly one of the chief reasons of her downfall. England, on the other hand, has always recognised how absolutely essential it is to expand her Navy with every expansion in her merchant fleet. Right through the Stuart period the Navy was carefully fostered, and when Parliament took charge of it, “the Houses used with each other in extending the sea-power of England, and in keeping it efficient.” Where not possible or inadvisable to found colonies, England has established at least ports of call, and the wisdom of this policy is demonstrated by the envy with which other nations look upon England's possession of such stations as Gibraltar, Malta, and Port Said.

But the possession of such colonies, the great majority of which are islands or peninsulas, and being thus scattered throughout the length and breadth of the world, is not without its disadvantages. It entails the maintenance of a huge fleet, for which England has been obliged to spend millions of pounds every year. This was recently brought home to us by the Home Government in its realisation that the strategic centre of the world has shifted from the Atlantic to the Pacific Ocean, sending one of her most experienced naval officers (Admiral Lord Jellicoe) to examine the conditions prevalent in the colonies bordering on this most wonderful ocean. The sacrifices of Australia in the great war so recently terminated entitled her to nationhood, and she is now looked upon by England, not as a daughter colony, as of yore, but as a sister nation. This privilege and honour naturally entails many responsibilities, one of which is the defence of its huge coast-line. Lord Jellicoe, having diligently studied the prevailing conditions and facilities of the various ports, issued a detailed report of his investigations, and gave numerous suggestions as to the various functions to be carried out by the different ports, and of the number of ships he considers it befits us to maintain, so as to take our full share in the preservation of the greatest and most glorious of all Empires—the huge and exemplar British Empire.

In passing, it may be advisable to see how our modern Navy originated. Cornford tells us how formerly “the merchant seaman and Navy man were very often the same, serving indiscriminately in either service,” for all merchantmen at that time mounted guns, and knew full well how to use them. But experience taught us that it was better to have a Navy, and mere traders, than armed merchantmen, so from this mercantile marine our modern Navy slowly evolved, until to-day the two are quite distinct. But the Navy has never ceased to draw, in time of need, from this supply of men, “shrewd of eye, sure of hand, and as tough-hoisted as our famous English oak.” Sea communications, because of the inevitable result—commerce—are thus most valuable in training such a class of men, upon whom a country may rely in all crises, and who make the crushing of their nation at a single blow impossible.

Let us now turn to the realms of history, and see what value has been placed upon the possession of a sea board. Take Peter the Great of Russia. One of the greatest ambitions of his life was to obtain for Russia sea ports, which, unlike Archangel, would be perennially free from ice. He sacrificed thousands of his subjects' lives, and thousands of pounds, to wrest, after great reverses, the Baltic Provinces from the illustrious Charles XII. of Sweden. Take a more recent example: What unrest, strained relations, and anxious moments has the clashing of Austria's “Drang nach Osten,” and Serbia's “greater Serbian idea” occasioned! We look upon our sea ports as more or less a matter of fact, but it is when a country finds herself, as Serbia did, shut off from all seas, that she realises the value of a coastline, no matter how poor its ports may be. And just as Austria enacted unjust privileges from Serbia, for shipping that country's pigs, so Frederick the Great of Prussia and his successors did from Poland, for allowing its traffic to flow through the mouth of the river Vistula, which they had...
stolen from the Poles themselves. Fortunately, the delegates of the late Peace Conference at Versailles remedied “these long-standing disorders,” by materialising the longcherished hope of the Serbians, and placing a new state—Jugo-Slavia—on the map of Europe, and giving it an admirable coastline; and by internationalising the great trade centre of Danzig, in East Prussia, thus freeing Polish trade from the numerous hindrances and impediments which Prussia had placed in its way.

Another most striking instance of the value of sea communication can be found on studying the Franco-Prussian War. Had Paris, instead of being an inland capital, been a seaport, it could have been relieved during the great siege of 1871, because of France’s superior navy. This would have given France an opportunity of collecting and reorganising her shattered forces, and rendering the victory of the Germans more doubtful—at all events, decisive.

We now come to the chief reason why these oft-mentioned sea communications are so valuable, and, strange to say, it can be summed up in a few words: it is because each country has grown, and is still growing, more and more dependent on the goods it imports from other countries for its livelihood. If a country is comparatively young in civilisation, raw materials are generally ready to hand, whereas in such countries as England, manufactures are firmly established, and so it is profitable to both old and young to export their own products and import those of another country. Thus countries are growing more and more dependent on each other as time goes on; for example, what an awful dislocation in the affairs of the whole world the late war created! Cornford sums up the situation by saying, “Everything that the earth produces is sent in ships from one point of the world to another. In the course of time the peoples separated from one another by sea have become so dependent upon one another for obtaining food, manufactures, and materials for manufactures that if the sea were shut to their ships, millions of people would starve and die,” while a remark equally significant can be gathered from Mahan: “Formerly only the luxuries, but now also the necessities of life, whether of the earth or the products of men’s hands, come from other countries.”

In concluding, we might touch lightly on the rival of water-carriage—the overland, carried out by means of the locomotive, and the aerial, by means of aeroplanes and airships. Although both of these are more rapid than water transit, both are, as a whole, inferior. The overland is much more expensive, while the aeroplane, driven by petrol, is even more so. Until petrol can be purchased at a far cheaper sum, or until we discover a means of propelling air-ships, other than by petrol, the air will never seriously rival the water as a means of transit.

On the sea our destiny lies—for a brief period only. The not so distant future will provide huge fleets of mammoth air-ships and the 16 inch gun war-ships of today will indeed be obsolete.

Sea battles and land battles as known to us will be no more. When war comes, the weakly defended nation will be intimidated from the air and will suffer a moral eclipse owing to persistent attacks on the civil population by a remorseless and more highly equipped opponent. The object of the attacking nation will be to impose its will on the attacked quickly and with as little trouble as possible and with comparatively slight loss of life on either side.

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PALING’S
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The light cruiser Brisbane was completed in 1916 at Cockatoo Island, and left Sydney in December of that year on her first commission. She was ordered at once to the Mediterranean, to Malta Dockyard, to receive certain gun fittings, and in May, 1917, passed the Suez Canal, again, with orders for the East Indies. Here she did some interesting patrol work, such as searching many hundreds of square miles of ocean each day for the German raider Wolf. She spent a couple of months on this work, with her headquarters at Colombo. For the remainder of the year, and for most of 1918 the Brisbane patrolled first the western coast of Australia (trade routes) and then the islands of the Western Pacific. At the end of September, 1918, she was ordered to England, but, being in the Mediterranean at the time of the armistice, was stopped, and sent up to Constantinople. Thus the Australian Fleet represented Australia at last in the opening of the Dardanelles. The Brisbane cruised around the Black Sea and was back at Smyrna for Christmas, 1918. She went to England to refit before returning to Australian Waters.

The old cruiser Encounter began the war with the fleet in the Himmarch Archipelago in September, 1914, and captured the first prize of war (the Zambesi) for the Australian fleet. She was employed at Singapore, and on the China station, and in January, 1916, was patrolling the Manila coast. Later that year she was doing the same work on the Western coast. She no longer has any guns in her, and is used mainly as a sea-going training ship for cadets.

The old light cruiser Pioneer also played a useful part in the war in the outer seas of the Empire. At the beginning of hostilities she was placed on the Indian Ocean, and it was while on this duty that the Sydney picked up news of the German cruiser Emden's proximity, and went on a patrol, and found the Emden cruising around the Zambesi for the Australian navy. She was employed with the Second Light Cruiser Squadron.

THE BUDGET:

The practical utility of signalling was recently demonstrated by some boys of the 1st Chatwood Troop who were employed with the Second Light Cruiser Squadron. After the battle of the Falkland Islands, and the capture of the German cruiser Emden by the Australian cruiser Brisbane, the Australians were able to send and receive messages by Morse signals, and this enabled them to communicate with the main body of the Australian Fleet, and to keep their ships in touch with the advancing Emden. The practical utility of signalling was thus demonstrated by the Australians, and it is to be hoped that the other navies of the world will follow the example set by the Australians.

THE BOY SCOUT!

AUSTRALIAN PARENTS ALERT!

Have you ever realized what a Boy Scout is? Then, if not, read the Boy Scout's page to this Journal each week.

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was one of the fleet which captured Tanga, Dar-es-Salam, Bagamoyo, and other coastal ports of German East Africa. In October, 1916, she returned home to Australia and paid off.

The Marguerite and the Geranium, mine-sweeping sloops, were built in England during the war. They were presented to the Commonwealth in 1919 by the British Government.

EDITORIAL NOTES AND NOTICES.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor.

Anonymous communications will not be entertained.

All alterations of standing advertisements must reach the Hon. Secretaries not later than the 17th of the month of issue.

Correspondence of a business nature should be addressed to the Hon. Secretaries, Royal Naval House, Sydney.

'PHONES: City 7766 and City 6617.

To criticise the Commonwealth Government's Naval Policy when not in possession of the actual facts which have brought about the decision to make reductions, which on paper look rather alarming, would be futile. At the same time the Navy League believes it is the duty of the Prime Minister to take the public into his confidence and give a plain statement on the naval position.

A man does not need to be a naval expert to realise that the retention in commission of obsolete ships is worse than useless, and what is more to the point, we believe that with the exception of the eight destroyers and submarines all our Royal Australian ships have outlived their usefulness as fighting machines. If this is true and the authorities are agreed that such is the case, what are they going to do about it? In plain language is Australia going to have useful fighting ships of its own, or does the Government believe that the more effective and economic arrangement is to pay an equitable subsidy to Britain and in return be guaranteed adequate protection against possible naval aggression by any foreign powers.

Until Australia's population is considerably augmented, and the country in a financial position to provide docking facilities for every type of fighting ship, Australia is not capable of maintaining a fleet worthy of the name.

Many clear thinking and loyal citizens are of the opinion that this country's best course, at least temporarily, is to trust to the British Navy entirely and concentrate our own attention on the construction of an adequate naval base in Australian waters. That such a course has much to commend it is unquestionable, but in any case it is the Government's duty to tell the people the unabridged truth about our position in the naval scheme of things.

In order to popularise the Navy League in N.S.W., proposals to form a Cadet Corps have been put forward from time to time, but owing to a variety of circumstances have been shelved.

In Great Britain and Canada the League has established a considerable number of highly efficient units, and from these a large number of youths volunteered for service in the Royal Navy and Mercantile Marine during the late war.

Apart from the practical utility of such a corps in a time of national stress there are other advantages.

Senior boys at school and lads who had just left (if outside the scope of the Commonwealth Compulsory Training Act) would be invited to join as volunteers. Selection would be made from boys with a penchant for the water. They would be trained in habits of obedience and self reliance, and taught to be of service to less favoured fellows.

The excellent system of training which it is proposed to give effect to locally is based on the works of acknowledged authorities in England.

We heartily commend Mr. Hammond and those associated with him in making such great efforts to organise the nucleus of what we believe will be the first unit of Navy League Sea Cadets to have its origin in Australia.

If the Federal Government has already decided the fate of the Naval College at Jervis Bay, the public has a right to know without undue delay what that fate is.

Surely our gallant airmen, Lieutenants Parer and McIntosh, are deserving of a greater measure of recognition at the hands of the Commonwealth Government for their magnificent triumph over obstacles which would have been insuperable to the average man.

Don't ask for Benzine—say Plume.

Vacuum Oil Company
Pty. Ltd.
EDITORIAL—Continued.

It is stated on good authority that the British destroyed 186 German submarines during the war. Depth charges accounted for 35, mines for 35, submarines for 19, destroyers and patrol craft for 20, destroyers for 20, aircraft for 3, cruisers and battleships for 4, merchant vessels for 4, motor vessels for 10, and towed sweepers and other devices for the remainder.

The Navy League was founded by the late Mr. Robert Vernon, of Blackburn, England.

For the first time in the long history of the British Navy a deputation, representing the lower deck ratings, was received at the Admiralty by Admiral Earl Beatty one day in July last. On the invitation of the Admiralty—healthy sign!—the deputation stated its case. Some of the disadvantages of service were said to be of 400 years' standing. It is to be hoped they will be satisfactorily settled within the next 400 or so.

Greater understanding and less inhumanity in man for man has slowly, very slowly, permeated even the high places in one of the most exclusive and conservative institutions extant. The sooner it is widely realised that conditions affect must, as far as practicable, keep pace with improving conditions ashore the better it will be for all concerned.

On the evening of the 20th inst. the battle cruiser, "Australia," ceased to be flagship of the Royal Australian Navy.

The morning of the 21st inst. saw the broad pennant of Commodore J. S. Dumaresq, C.B., C.V.O., R.N., hoisted on the light cruiser "Melbourne," which vessel now is doing duty as flagship.

At the monthly meeting of the Executive Committee of the N.S.W. branch of the Navy League, held at the Royal Naval House on the 20th inst., the advisability of forming a unit to be known as "The Navy League Sea Cadets" was considered. After discussion it was decided to give the scheme a trial on a purely voluntary basis.

The first unit will have its base at Snail's Bay, Balmain.

In an honorary capacity there will be associated with Mr. W. I. Hammer, who is in charge, the undermentioned members of the Navy League:—Dr. Stewart Shirley, Rev. George Manning, Surgeon-Dentist John Spiers, Messrs. W. E. Tannery, H. H. McDonald, T. B. Crawford, T. V. B. Whyte, J. McKeran, H. W. Stapleton and A. MacIougall.

Any kindly disposed person who wishes to assist the work of the Navy League can do so in the most practical way of all by sending along a cheque to the Hon. Treasurers.

About Christmas the New Zealand Government will take over the British light cruiser "Chatham."

The mine-sweeper "Veronica" has been presented to the Dominion by the Imperial Government for use as a training ship.

The "White Ensign" originated in the time of Richard I. The flag of St. George (Red Cross on White Ground) flew on Richard I's ship when his Great Fleet set forth to fight the "Infidels" and free the Holy City.

With the chivalry of England's Patron Saint in mind, the Flag was a reminder of the high motive which had sent them forth from Dartmouth and England.

It is thought that the idea of the Flag Ship originated with Richard I, when he caused a lantern to be hung on the masthead of his ship at night time, so that the remainder of his great fleet could follow the King's ship.

Gifts of books, fountain pens, photographic albums, in fact anything suitable for presentation as prizes to school girls and boys, will be much appreciated from members who are anxious to see the League expand.

Suitable acknowledgment of the receipt of articles enumerated above will appear in these columns as occasion arises.

It is interesting to note that the C of E. Girls' Grammar School, Darlinghurst, and the C of E. Girls' Grammar School, North Sydney, are first and second respectively of the schools of N.S.W. in the number of scholars associated with the Navy League as juvenile members.

HEAD OFFICE and RECEIVING SHOP: 17 Queen Victoria Buildings, George Street, Sydney.

BRANCH OFFICE and RECEIVING SHOPS: 1 Baywater Road, Darlington. 'Phone William 899.
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THE NAVY LEAGUE JOURNAL

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The Proposed Badge of the NAVY LEAGUE SEA CADETS.

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Her broad roots coil beneath the sea,
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Clothe the remotest strand.
With forests from her scatterings made,
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American Wardrobe Trunk, measuring 40 inches high, 17 inches wide, and 22 inches deep; made on three ply basswood, covered with hard vulcanised fibre; brass trimmings; fitted with 2 bolts and very superior lock. This trunk is fitted with nine garment hangers and set of five drawers, also soiled linen bag and shoe receptacles.

Special value ... £19/10/-
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Farmer's Trunk Department, First Floor, George Street, can supply the most attractive and up-to-date, as well as the most superior quality, fitted travel equipment. Two unique samples are here illustrated.

Motor Luncheon Case, measuring 18 x 12 x 6¾ inches; covered with black waterproof cloth, and fitted with one lock and two clips. Case contains large provision tin, quart vacuum flask, preserve jar, also cups, plates, and cutlery for four persons. Price ... £6/15/-
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